

MEETING OF THE FUNDING & PROGRAMMING COMMITTEE

Thursday September 16, 2021

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

August 19, 2021, meeting of the Funding & Programming Committee

IV. TAB REPORT

V. BUSINESS

1. 2021-07: Federal Funds Redistribution Amount for Metro Transit's I-94 / Manning Avenue Park-and-Ride Lot.

VI. INFORMATION

1. Allocation of \$20M of CRRSSAA federal funds

VII. OTHER BUSINESS

IX. ADJOURNMENT

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

Thursday, August 19, 2021

Committee Members Present: Michael Thompson (Chair, Plymouth), Jack Forslund (Anoka County), Angie Stenson (Carver County), Jenna Fabish (Dakota County), Jason Pieper (Hennepin County), John Mazzitello (Ramsey County), Craig Jenson (Scott County), Joe Ayers-Johnson (Washington County), Elaine Koutsoukos (TAB), Cole Hiniker (Metropolitan Council), Anna Flintoft (Metro Transit), Molly McCartney (MnDOT Metro District), Colleen Brown (MnDOT Metro District State Aid), Innocent Eyoh (MPCA), Mackenzie Turner Bargaen (MnDOT Bike & Ped), Nancy Spooner-Mueller (DNR), Aaron Bartling (MVTA), Karl Keel (Bloomington), Paul Oehme (Lakeville), Robert Ellis (Eden Prairie), Jim Kosluchar (Fridley), Ken Ashfeld (Maple Grove), Ethan Fawley (Minneapolis), Ann Weber (St. Paul)

Committee Members Absent: None.

I. CALL TO ORDER

A quorum being present, Chair Thompson called the regular meeting of the Funding & Programming Committee to order at 1:31 p.m. on Thursday, August 19, 2021. 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 changes are made to the agenda.

III. APPROVAL OF MINUTES

MOTION: It was moved by Ellis and seconded by Brown to approve the minutes of the July 22, 2021, regular meeting of the Funding & Programming Committee. The motion was approved unanimously via roll call.

IV. TAB REPORT

Koutsoukos reported on the August 18, 2021, TAB meeting.

V. BUSINESS

1. 2021-37: Scope Change / TIP Amendment Request for Hennepin County Signal Revisions and Pedestrian Improvements

Joe Barbeau, Metropolitan Council, presented this item. He said that Hennepin County is proposing to remove one of six intersections from its project because this intersection is being completed through another project. He stated that the Committee has historically recommended approval of this kind of scope change request. Assuming it does, staff provided two options for federal funding: 1) allow the applicant to retain the full award in recognition that the full project will be built, as requested or 2) reduce the federal award by \$156,600, corresponding to the federal share of the CHAH 35/American Blvd intersection's estimated cost in the original HSIP application.

Keel noted that the county's objectives remain the same with the proposed scope change and supported approving the request with no reduction to the federal award. Chair Thompson echoed Keel's comments.

MOTION: It was moved by Keel and seconded by Brown to recommend approval of the Scope Change and TIP Amendment with no reduction to federal funding. The motion was approved unanimously via roll call.

2. 2021-27: Unique Projects

Steve Peterson, Metropolitan Council, and Hiniker presented on the new Unique Projects category of the Regional Solicitation. Peterson highlighted key scoring criteria and measures. Hiniker noted that due to rounding the scoring criteria weighting created by the Unique Projects Policy Workgroup is shown with a total of 99 percent instead of 100 percent. Hiniker recommended adding the final point to the Racial Equity criterion.

MOTION: It was moved by Fawley and seconded by Spooner-Mueller to recommend approval of the Unique Projects category with an additional percentage point awarded to the Racial Equity scoring criterion. The motion was approved unanimously via roll call.

Following approval of the motion, Hiniker added that a technical committee will be created to provide input to the TAB scoring group, and asked members to volunteer as technical advisors to help with scoring.

3. 2021-28: 2022 Regional Solicitation: Modal Funding Ranges

4. 2021-29: 2022 Regional Solicitation: Application Categories

Peterson said that Modal Funding Ranges have yet to be resolved at TAB. The attached action transmittal assumes that funding ranges to remain the same as were used in the 2020 Regional Solicitation.

Peterson stated that no changes are proposed to the application categories.

Ethan Fawley said that he would abstain from voting on the modal funding ranges since TAB had not resolved this issue yet.

MOTION: It was moved by McCartney and seconded by Spooner-Mueller to recommend approval of the modal funding ranges (2021-28) and application categories (2021-29). The motion was approved via roll call with Fawley abstaining on 2021-28, which he stated he viewed as a TAB decision.

5. 2021-30: 2022 Regional Solicitation: Funding Category Minimum and Maximum Funding Amounts

Peterson highlighted a table summarizing minimum and maximum federal awards for each modal application category. He said that minimum and maximum federal awards for the Strategic Capacity and Pedestrian Facilities categories have been discussed but remain unresolved.

Hiniker asked Peterson about the maximum dollar amount reward for the Unique Projects modal application category. Peterson explained that an estimated \$900,000 is reserved for the Regional Travel Model and Travel Behavior Inventory, so the \$4 million maximum federal is a rough estimate of how much remains.

Keel said he supported increasing both the minimum for Traffic Management Technologies and the Bicycle/Pedestrian categories from \$250,000 to \$500,000, along with the maximum award for Pedestrian Facilities from \$1M to \$2M or \$3M. McCartney expressed agreement

with increasing the maximum federal award for Pedestrian Facilities but expressed concern over increasing the minimum award for Safe Routes to School, which tends to fund smaller projects. Keel agreed that the minimum federal award for Safe Routes to School could remain small if needed. Koutsoukos noted that in 2020, three applications were awarded under \$500,000, including two just over \$250,000 in the Pedestrian Facilities category, the lowest-funded project in Safe Routes to School was \$335,000. There were eight applications in the Pedestrian Facilities category and six in the Safe Routes to School category. Five and one application requested the full \$1M, respectively.

Ashfeld asked whether Pedestrian Facilities projects have to go through environmental review processes, to which Brown replied in the affirmative. Ashfeld asked whether projects can be bundled, to which Brown responded that this could be discussed but had not been considered before.

Fawley expressed support for increasing the Pedestrian Facilities maximum federal award, favoring a \$2M maximum. He said that it can be difficult to bundle signalized intersection projects at a cost lower than the current maximum federal award and expressed support for a higher maximum federal award to help fix intersections that are most dangerous for pedestrians.

Keel recommended increasing the minimum federal award for Traffic Management Technologies, Pedestrian Facilities, and Multiuse Trails and Bicycle Facilities to \$500,000, increasing the maximum federal award for Pedestrian Facilities to \$2M, and leaving the minimum federal award for Safe Routes to School at \$250,000. Koutsoukos said that the lowest request in the Traffic Management Technologies category was \$1.58M and for Multiuse Trails and Bicycle Facilities, the smallest federal award as \$388,000 and the smallest requested was \$383,000. Keel noted that there are administrative costs to applicants and MnDOT Metro District State Aid throughout this process.

Stenson expressed support for keeping the minimum federal award for Pedestrian Facilities based on the cost of prior projects. Hiniker expressed concern in using prior applications to guide future minimum and maximum federal awards, as having a minimum federal award lower than the existing \$250,000 might allow for more projects to be funded, even with a higher maximum. TAC member Marc Culver expressed agreement with having lower minimums and questioned the intent behind having minimum federal awards.

Peterson suggested keeping the \$4M maximum federal award for Unique Projects and adding a footnote explaining why this figure may change slightly.

Thompson suggested there was a consensus on raising the maximum federal award for Pedestrian Facilities to \$2M and the minimum federal award for Traffic Management Technologies to \$500,000.

MOTION: It was moved by Keel and seconded by Fawley to recommend the 2020 federal minimum and maximum funding amounts with an increase in the minimum federal award for Traffic Management Technologies to \$500,000 and an increase in the maximum award for Pedestrian Facilities to \$2M.

Fawley requested that more information be given to TAB about the impacts of the \$10M maximum in Strategic Capacity. McCartney volunteered to help TAB understand the costs of Strategic Capacity projects. Brown said that she can provide total project costs. Koutsoukos said that staff has some information as well.

Keel and Fawley agreed to include in the motion a footnote that the Unique Projects maximum award is the total amount available for the category. The motion was approved unanimously via roll call.

Turner Bergen questioned Metropolitan Council staff about the use of “multi-use trails” in application categories and suggested dropping “trails” from the term to make it clearer to applicants that bicycle and pedestrian projects serve transportation purposes as opposed to purely recreational purposes. Peterson replied that he is open to changing the terminology. Hiniker commented that the Bicycle and Pedestrian Facilities category purpose statement may already specify that projects must serve a transportation purpose, and that staff could revisit this offline.

6. 2021-31: 2022 Regional Solicitation: Weighting of Criteria and Measures
7. 2021-32: 2022 Regional Solicitation: Measures and Scoring Guidance

Peterson first presented on weighting of criteria and measures, highlighting changes to the draft weighting for Spot Mobility & Safety criterion and said that both TAC and TAB agreed with moving points from Role in the Regional Transportation System and Economy to Safety. Pieper pointed out a math error in the proposed changes. Peterson and Barbeau acknowledged the potential rounding error.

Peterson then presented on the measures and scoring guidance, highlighting one change to MnDOT’s HSIP application that allows applicants to use two different methods of obtaining crash data.

Koutsoukos noted that applicants are asked similar questions in Measures 5A and 5B-1 in the Public Engagement/Risk Assessment criterion in Safe Routes to School and suggested consolidating the question and redistributing points. She also noted that parent survey results may be harder to obtain given the COVID-19 pandemic. Chair Thompson suggested Metropolitan Council staff rework the language and bring it to TAC. Peterson agreed that the parent survey public engagement measure may need to be reconsidered. Koutsoukos wondered whether points in the Safe Routes to School category need to be redistributed if parent-survey results are no longer required. Fawley and Ayers-Johnson expressed support for consolidating scoring criteria.

MOTION: It was moved by Hiniker and seconded by Koutsoukos to recommend approval of the weighting, measures, and scoring guidance while moving the points from 5A to 5B-1 of the Public Engagement/Risk Assessment criterion of Safe Routes to School.

Stenson asked whether staff had considered implementing a variable buffer size by community designation in the Equity and Affordable Housing criterion. Peterson answered that staff were satisfied with a uniform buffer. Stenson also asked for more information about the recently simplified pedestrian safety measures and speed limit requirement in sub-measure 2, stating that she disagreed with the 30-mph speed limit threshold. Peterson explained that changes were made to the pedestrian safety measures based on prior committee feedback. Heidi Schallberg, Metropolitan Council, said that the 30-mph speed limit threshold was created based on crash data and will act as a multiplier in the scoring process. Stenson suggested increasing the threshold to 45-mph. Schallberg responded that many crashes happen on streets with speed limits less than 45-mph and supported keeping the language as is.

Pieper wondered if the group wanted to revisit the changed language around average annual daily traffic (AADT) in the Transit Usage measure. Chair Thompson said that the new

language could offer applicants greater flexibility. Peterson said that this change was inspired by MnDOT's new language around average annual daily traffic (AADT) and would help maintain consistency in applications. Pieper questioned whether a consistent approach to AADT should be explored so everyone is on the same playing field. Kosluchar asked whether this new language is used in other applications. Peterson responded that it is used elsewhere but could be provided in additional sections. He explained that the transit work group, TAB, and TAC decided that applicants should be allowed to choose the year to use for new transit ridership as long as it is consistent for each peer route. He said that this would not allow applicants to reinstate transit routes that were reduced or suspended due to the pandemic in the Transit Expansion category. He also said that existing ridership in Transit Modernization is proposed to be calculated as 75% from 2019 AADT and 25% from 2020 AADT.

Ayers-Johnson applauded efforts to standardize scoring and pare down wording in the pedestrian safety measures but thought both could be further simplified. He suggested creating a speed-limit threshold between 30-mph and 45-mph.

Ayers-Johnson said he mostly agreed with the Layout measure of the risk assessment but questioned the language implying that only MnDOT-approved layouts can receive full points for projects that impact MnDOT roads. He proposed creating a middle-ground threshold that could earn the applicant points without MnDOT approval. He also questioned the timeline of the risk assessment because layouts should not be decided upon going into FHWA environmental evaluations. Brown said that the 50% penalty to applicants without MnDOT-approved layouts may be too harsh and suggested adding a new threshold at 75% for applicants who show they have worked with MnDOT but do not yet have a MnDOT-approved layout. She agreed with Ayers-Johnson that the timeline conflict with FHWA is an issue. McCartney explained that in the Metro District, MnDOT avoids layout approvals and letters of support that may interfere with regional programming. She said that the word layout means different things to different people and that she does not want MnDOT to influence the regional planning process. Brown provided an example to demonstrate the need for a middle-ground threshold between 50% and 100%. Craig Jenson questioned the MnDOT layout requirement. Brown suggested adding a new threshold at 75%.

Hiniker and Koutsoukos agreed to rescind the original motion.

MOTION: It was moved by Hiniker and seconded by Koutsoukos to recommend approval of the weighting, measures, and scoring guidance while moving the points from 5A to 5B-1 of the Public Engagement/Risk Assessment criterion of Safe Routes to School and adding an additional scoring threshold at 75% for the Layout section of Risk Assessment. The motion was approved unanimously via roll call.

8. [2021-33: 2022 Regional Solicitation: Project Selection Guarantees](#)
9. [2021-34: 2022 Regional Solicitation: Qualifying and Eligibility](#)

Peterson highlighted funding guarantees and limitations related to roadway functional classifications, ABRT, transit, and bridges. Based on prior TAB discussions, Peterson raised the issue of geographic balance as it relates to maximum funding amounts and percentages for the group to discuss. Pieper reminded members of other methods to promote geographic balance such as over programming. Keel commented that streetlight data can help identify project users throughout the region and provide a better basis for geographic balance than county geographies.

Peterson presented on qualifying and eligibility, highlighting edits to the language in the Transit Expansion category. Hiniker commented that the qualifying criteria in Unique Projects may limit applications. Peterson responded that this issue has been addressed.

MOTION: It was moved by Pieper and seconded by Oehme to recommended approval of the guarantees and limitations along with qualifying and eligibility. The motion was approved unanimously via roll call.

10. 2021-35: 2022 Regional Solicitation: Release for Public Comment

Peterson laid out the timeline of the public comment period.

MOTION: It was moved by Kosluchar and seconded by Eyoh to recommend releasing the 2022 for public comment. The motion was approved unanimously via roll call.

11. 2021-36: 2022 Highway Safety Improvement Program (HSIP) Application: Release for Public Comment

Peterson and Barbeau presented on the 2022 Highway Safety Improvement Program (HSIP) application. Barbeau highlighted minor changes to the language.

Stenson asked why MnDOT is able to apply for projects in this solicitation. Peterson described the funding pots available to the region and state and said that MnDOT applies for funding in the competitive process alongside cities and counties. He suggested bringing this discussion to TAC to fully answer. Kaare Festvog, MnDOT, said that MnDOT funding from the competitive process has been lower in recent years than it had been historically. Peterson asked whether MnDOT also participates in the competitive process in greater Minnesota, to which Festvog replied in the affirmative. Chair Thompson suggested bringing this conversation to TAC. Brown said that MnDOT used to have greater decision-making powers over funding. Koutsoukos explained that MnDOT's HSIP Solicitation and the Metropolitan Council's Regional Solicitation processes are now aligned in terms of timing.

Pieper noted that program years shown in the application need to be updated.

MOTION: It was moved by Spooner-Mueller and seconded by Brown to recommend releasing the 2022 Highway Safety Improvement Program (HSIP) application for public comment. The motion was approved unanimously via roll call.

VI. INFORMATION

None.

VII. OTHER BUSINESS

None.

VIII. ADJOURNMENT

Chair Thompson adjourned the meeting.

Joe Barbeau
Recording Secretary

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL No. 2021-07

DATE: September 10, 2021

TO: TAC Funding & Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
Steve Peterson, Manager of Highway Planning (steven.peterson@metc.state.mn.us)
Elaine Koutsoukos, TAB Coordinator (elaine.koutsoukos@metc.state.mn.us)

SUBJECT: Federal Funds Redistribution Amount for Metro Transit's I-94 / Manning Avenue Park-and-Ride Lot.

REQUESTED ACTION: Metro Transit requests retention of \$2,775,641 in federal funds from a 2013 CMAQ award for the purchase of four buses used for express service in the I-94 East corridor and park-and-ride development expenses, and return of the remaining \$4,504,359 in federal funds for redistribution.

BACKGROUND AND PURPOSE OF ACTION: In the 2009 Regional Solicitation, Metro Transit was awarded \$7,280,000¹ in CMAQ (program year 2013) funding for I-94 express service, purchase of buses and construction of a 550-space park & ride facility near Manning Avenue (TH 95) and I-94 in Woodbury.

The original project cost breakdown is shown in Table 1.

Table 1: Cost Breakdown

Project Component	Units	Total Cost (2009 \$)
Property Acquisition	3 Acres	\$1,000,000
Facility	550 stalls	\$8,250,000
Articulated Buses	Three 40-foot Buses	\$1,220,706
Demonstration Service	Three Years	\$958,117
Total	-	11,428,823

*\$7,280,000 federal and \$4,428,823 non-federal

¹ The application requested \$7,000,000. The federal total increased to \$7,280,000 because in 2009, a small inflation factor was added to the original federal application amount.

The 2013-2016 Transportation Improvement Program (TIP) separated the items into four project line items, shown in Table 2. At which time the local over match was also reduced lowering the project total to \$9.1 million.

Table 2: Award in the 2013-2016 TIP

Project	Total Cost	Federal Funds	Other Funds
Park-and-Ride Land Acquisition, Design & Phase I Construction (2013)	\$4,435,350	\$3,548,280	\$887,070
Park-and-Ride Phase II Construction (2014)	\$912,033	\$729,626	\$182,407
Four 60-foot Buses (2014)	\$2,794,000	\$2,235,600	\$558,900
Express Service (2014)	\$958,117	\$766,494	\$191,623
Total	\$9,100,000	\$7,280,000	\$1,820,000

Metro Transit purchased the four 60-foot buses, received in 2015. The buses were used for express service in the I-94 East corridor (Route 375 serving the Guardian Angels Park & Ride), for which the service was locally funded. Metro Transit also spent \$540,041 in federal funding on the Manning park-and-ride lot development expenses. The project experienced multiple delays, including a 2014 decision to delay the project pending the Gateway Corridor EIS process and subsequent delays in project approvals. In addition, during the years of project development, park-and-ride demand in the corridor weakened, with demand peaking in 2014, followed by a significant decline since the onset of the pandemic. Therefore, in late 2020, Metro Transit decided that a new park-and-ride lot and new express service were no longer needed at this location in the near-term.

In order to close out the federal grant and return the remaining funding to the region, Metro Transit sent a letter (attached) to TAB Chair Hovland on November 11, 2020 notifying TAB of its decision to cancel the project and return the remaining funds. On May 11, 2021, TAB Chair Hovland sent a letter (attached) to the Federal Transit Administration (FTA) acknowledging that Metro Transit purchased the four buses and operated express transit service using local funds and that the I-94 & Manning Park & Ride and new commuter bus service is no longer needed. The FTA asked for TAB approval of the partial use of the federal funds for the bus purchase and park-and-ride lot development expenses. On August 20, 2021, Metro Transit sent a letter (attached) to TAB Chair Hovland asking that it be allowed to retain \$2,775,641 in spent federal funds and return the remaining \$4,504,359 in unspent federal CMAQ funding to the region.

RELATIONSHIP TO REGIONAL POLICY: TAB develops and issues a Regional Solicitation for federal funding. Projects funded through the Regional Solicitation are subject to a scope change policy, though given the length of time that has passed and the unique circumstances surrounding this project, this project is not being reviewed against other 2009 projects.

STAFF ANALYSIS: Highway and bicycle/pedestrian project sponsors work with MnDOT Metro District State-Aid and transit providers work with Metro Transit's federal grants manager to assure that projects are either done as applied for or work through the scope change process to determine whether a project can change from its application and/or whether any federal funding must be returned. When the project was awarded 11 years ago the transit project oversight processes were not well established. Council staff has worked with Metro Transit staff in recent years to improve their understanding of the relationship between Regional Solicitation funds and

project implementation requirements, but most of the activity on this project took place five to ten years ago. A request like this is unlikely to occur in the future.

Possible outcomes include:

- Allow Metro Transit to retain the \$2,775,641 already spent on the project, leaving \$4,504,359 to be returned to the region for redistribution. This could also include retention of a lesser amount:
 - \$2,235,600 spent on buses, which would result in a return of \$5,044,400.
 - \$540,041 spent on park-and-ride development expenses, which would result in a return of \$6,739,959.
- Require that the entire \$7,280,000 be returned to the region for redistribution.

Following the decision on how much funding will be returned to the region, staff will provide scenarios on how to spend that funding. It is anticipated that an action item will be presented to TAC Funding & Programming at its October meeting to redistribute federal funding to other transit project(s) that were not selected as part of the 2020 Regional Solicitation funding cycle.

ROUTING

TO	ACTION REQUESTED	DATE SCHEDULED/COMPLETED
TAC Funding & Programming Committee	Review & Recommend	9/16/2021
Technical Advisory Committee	Review & Recommend	10/6/2021
Transportation Advisory Board	Review & Approve	10/20/2021

INFORMATION ITEM

DATE: September 10, 2021
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (joseph.barbeau@metc.state.mn.us)
Steve Peterson, Manager of Highway Planning
(steven.peterson@metc.state.mn.us)
Elaine Koutsoukos, TAB Coordinator
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SUBJECT: Potential Used for \$20M of Coronavirus Response and Relief Supplemental Appropriation Act federal funding

As part of the federal Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA), which was signed into law in December 2020, the Metropolitan Council was allocated \$20M by the federal government out of the \$162M allocated to MnDOT. Out of the remaining funding, MnDOT chose to give Metro District \$61M (MnDOT staff will provide an information item on this portion of funding later this fall). The attached letter from MnDOT to Chair Hovland addresses some of the details of the funding. The intent of the CRRSAA funding was to provide emergency assistance and health care response for individuals, families, and businesses affected by the COVID-19 pandemic. Funds must be authorized before September 30, 2024 (which aligns with the end of federal fiscal year 2024). The USDOT has approved a limited number of uses to date, such as:

1. Transportation revenue losses incurred as a result of the pandemic
2. New projects
3. More fully fund existing projects

This item will be previewed as an information item at TAC and TAB in October. An action item will then begin at the October TAC F&P meeting, followed by TAC and TAB in November. The distribution of new, special funding such as the CRRSAA funds is not covered within TAB's Federal Funds Reallocation Policy. However, some of the principles laid out in this policy may be pertinent to TAB. The CRSSA federal funding is one of several recent or potential funding streams. For instance, the Coronavirus Aid, Relief, and Economic Security (CARES) Act (2020) and American Rescue Plan (ARP) Act (2021) provided significant transit operating funds to transit agencies across the country. CRRSAA also provided \$14 billion in funding for transit operations. In addition, a potential new federal transportation bill being considered by Congress, if passed, would likely mean additional funding for the MPO starting in 2022.

Option 1: Transportation Revenue Loss (State-Aid)

Out of the \$162M allocated to the state, MnDOT provided 50% (or \$81M) of the funding to Greater Minnesota, of which \$20M was then given to Greater Minnesota cities and counties. For this \$20M provided to local agencies in Greater Minnesota, lost transportation revenue was documented

from County State Aid Highway (CSAH) and Municipal State Aid Street (MSAS) funds and then CRRSAA funds were distributed via the state-aid formula. Greater Minnesota counties and state-aid cities (over 5,000 population) are being asked to indicate how they plan to use the allocation and then also complete year-end reporting to MnDOT State-Aid on how the funding was actually used.

A similar approach could be used for the \$20M allocated to the Metropolitan Council. Attached is the potential distribution of funding using the state-aid formula. Cities are grouped within each county to show the geographic distribution of funding (e.g., Anoka County and the cities within Anoka County would collectively receive 14% of the \$20M). This approach meets the stated intent of CRRSAA. MnDOT State-Aid also suggests that this process would distribute the funding in a shorter amount of time than applying it to projects. This use of the funding would be multimodal in nature as cities and counties are the agencies most likely to construct and/or maintain trails, sidewalks, and ADA improvements (operational losses for transit were covered as part of CRRSAA and two other federal bills). Potential negative aspects of this approach include difficult to directly connect this funding to the delivery of projects in the Regional Solicitation and thus to regional goals. If used, this approach would be a one-time allocation of resources and not the normal course of action for distributing federal funding through the MPO.

Option 2: New Projects from 2020 Funding Cycle

The 2020 Regional Solicitation (program years 2024 and 2025) awarded funding to less than one-half of the project submittals, leaving many deserving projects waiting for funding. One approach used in the past when new federal money became available was for TAB to fund the next highest-scoring projects on the last Regional Solicitation scoring list. One challenge with this approach is that the projects must be for 2024 program year (or earlier). Depending on the size, scope, and project development activities completed to date, some agencies may not be able to accept federal funds with this strict of a deadline. However, this approach does offer a chance to fund several more projects that are aligned with regional goals and that have been scored and prioritized through a regional process. If TAB would like to select more projects, then Council staff would need to inquire with project sponsors if the timeline would work before awarding the funds. The shorter timeline introduces more risk as the federal funds may not be able to be used in time. Smaller projects are also more likely to be deliverable given this constraint.

There are several options to explore if TAB would like to go to the project list:

- Split the \$20M based on the midpoints of their modal ranges as approved in the Regional Solicitation (i.e., \$11M for roadways, \$6M for transit, \$3M for bike/pedestrian) and look to the attached project lists to fund additional projects. Specific options can be developed if TAB would like to further explore this approach.
- Use the \$20M for a special purpose such as funding as many multiuse trail projects as possible with the funding (for instance, \$20M would fund the next 9 multiuse trail projects on the attached Regional Solicitation list) or funding unique projects (however, this may be difficult given timing constraints and not knowing the scoring for unique projects until summer/fall 2022).
- Given the over 40% increase in fatalities on metro roads this year and documented success of the Highway Safety Improvement Program (HSIP), the \$20M could fund additional unfunded projects from the 2020 HSIP solicitation (see attached list). This could amount to around 14 additional safety projects in the region, depending on the

split between proactive and reactive project types. These projects also are smaller in size and may be able to be delivered in a timelier manner. Project types include cable median barriers, road diets, reduced-conflict intersections, and bicycle/pedestrian/ADA improvements at intersections.

Option 3: More Fully Fund Existing Projects

Another possible option is to split the funding among already-selected projects that are not funded at 80% federal share of the total project cost thereby reducing local financial burdens caused by COVID. This approach is detailed in the TAB’s Federal Funds Reallocation Policy and is often used to expend federal funds in the current program year instead of returning funding to the federal government.

“Regionally-selected projects programmed in the current program year in the same mode up to the federally allowed maximum. If more than one project can accept additional federal funds, the project needing the smallest amount of funds to achieve full federal participation based on the latest engineer’s estimate will be funded first up to the federal maximum, followed by the project needing the second smallest amount of federal funds, and so on.”

This approach would help ensure that the region delivers the Regional Solicitation program considering financial challenges faced by local communities. There are approximately 49 projects in program years 2022-2024 that can receive extra federal funds in order to increase the federal share to 80% of their total project cost. Based on the numbers shown in the draft TIP, a preliminary estimate (see attachment) shows the federal funding would go to 41 different projects using the methodology described in TAB’s Federal Funds Reallocation Policy. Because this approach starts with the smallest projects first, the funding mostly goes first to bicycle and pedestrian projects, then to transit and roadway projects.

Staff requests feedback on the options presented, assistance in filling out Table 1, and any preferences of the committee that should be communicated to TAB.

Table 1: Pros and Cons of Each CRRSAA Funding Option

Option	Pros	Cons
1. Transportation Revenue Loss (State Aid)	<ul style="list-style-type: none"> • Meets intent of CRRSAA • Consistent with Greater Minnesota approach • Ease of implementation 	<ul style="list-style-type: none"> • Does not necessarily address regional goals • Council/TAB would not know what funds will be spent on
2. New Projects from 2020 Funding Cycle	<ul style="list-style-type: none"> • Funds projects from a competitive 2020 Solicitation • Regional approach and projects 	<ul style="list-style-type: none"> • Short program year window (2024)
3. More Fully Fund Existing Projects	<ul style="list-style-type: none"> • Better assurance of Regional Solicitation project completion • Ease of implementation 	<ul style="list-style-type: none"> • No new projects and somewhat random geographic distribution



Metro District
1500 West County Road B2
Roseville, MN 55113

September 9, 2021

James Hovland, Chair
Transportation Advisory Board (TAB)
Metropolitan Council
390 North Robert Street Saint Paul, MN 55101

Greetings Chair Hovland,

This letter outlines guidance and decision-making related to the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) funding to the seven-county metropolitan area.

The State of Minnesota received \$161,773,894 in highway funding from CRRSAA. In the legislation, \$19,820,941 was designated to the Twin Cities urban area to be distributed by the Metropolitan Council, the region's metropolitan planning organization (MPO). Direction from state leadership was to split the funding between the state and local partners, rounding up to \$20,000,000 for Metropolitan Council distribution, \$20,000,000 to counties and cities in Greater Minnesota, and \$121,773,894 to Minnesota Department of Transportation (MnDOT). MnDOT-Metro District is receiving CRRSAA funds and will coordinate with the Metropolitan Council and TAB in the fall on criteria and projects in the district. CRRSAA funding is to be encumbered by the end of federal fiscal year 2024 (September 30, 2024).

The guidance from FHWA/USDOT for CRRSAA allocated to the Metropolitan Council may be used for any mechanism eligible under the law. MnDOT worked with FHWA on various eligible mechanisms and, in addition to use on projects, has received approval to use these funds for revenue losses that have been documented to the CSAH and MSAS funds. The funding may be provided by formula to the counties and cities for lost revenue from the County State Aid Highway (CSAH) and Municipal State Aid Streets (MSAS) funds. The funding may also be allocated through a project solicitation process. Funds using the revenue losses and distributed through a formula can be used on activities normally eligible through the CSAH and MSAS funds or a project(s) identified through a new selection process or to more fully fund the federal eligible share of a project that is already in the STIP. At this time, FHWA does not recommend splitting the funds between a formula distribution and new project selection, as this would require more communication and coordination with FHWA Headquarters in Washington DC needing approval and possible impact the development and delivery window of September 30, 2024.

MnDOT's Office of State Aid led discussion with Greater Minnesota counties and cities that resulted in the decision that the funding would be brought in through revenue losses to the CSAH and MSAS fund and allocated to the counties and cities by the current formula for CSAH and MSAS funds. Counties and cities have to provide where they plan to spend their share on eligible activities under the CSAH and MSAS funds and provide a report at the end of the year on how they actually spent their share of the funds.

Projects using CRRSAA funding will be added or modified to the Metropolitan Council's Transportation Improvement Program (TIP) and Minnesota State Transportation Improvement Program (STIP). CRRSAA funds must be authorized by September 30, 2024.

Sincerely,

Michael Barnes
MnDOT-Metro District Engineer

CC: Amy Vennewitz, Steve Peterson – Metropolitan Council
Jon Solberg, TAC Chair, Michael Thompson TAC-Funding and Programming Chair

Option 1

Distribution via State-Aid Formulas

Anoka Co	\$ 1,534,718	Carver Co	\$ 650,421	Dakota Co	\$ 1,459,383	Hennepin Co	\$ 3,427,468	Ramsey Co	\$ 1,543,115	Scott Co	\$ 775,373	Washington Co	\$ 900,639
Andover	\$ 119,090	Chanhassen	\$ 88,720	Apple Valley	\$ 170,287	Bloomington	\$ 327,192	Arden Hills	\$ 28,822	Belle Plain	\$ 28,859	Cottage Grove	\$ 132,934
Anoka	\$ 63,580	Chaska	\$ 88,952	Burnsville	\$ 204,517	Brooklyn Ctr	\$ 100,735	Falcon Hts	\$ 14,626	Jordan	\$ 22,066	Forest Lake	\$ 88,727
Blaine	\$ 218,503	Victoria	\$ 31,179	Eagan	\$ 223,739	Brooklyn Park	\$ 261,167	Little Canada	\$ 36,618	Prior Lake	\$ 85,420	Hugo	\$ 59,701
Circle Pines	\$ 14,315	Waconia	\$ 48,609	Farmington	\$ 68,649	Champlin	\$ 79,328	Maplewood	\$ 140,244	Savage	\$ 103,936	Lake Elmo	\$ 48,716
Columbia Heights	\$ 57,713	TOTAL	\$ 907,881	Hastings	\$ 81,487	Corcoran	\$ 31,899	Moundsview	\$ 40,532	Shakopee	\$ 144,355	Mahtomedi	\$ 28,066
Coon Rapids	\$ 207,720	% of \$20M	5%	Inver Grove Hts	\$ 122,430	Crystal	\$ 68,366	New Brighton	\$ 64,580	TOTAL	\$ 1,160,009	Oakdale	\$ 86,934
East Bethel	\$ 58,694			Lakeville	\$ 240,464	Dayton	\$ 25,842	N. St. Paul	\$ 39,564	% of \$20M	6%	St. Paul Park	\$ 20,542
Fridley	\$ 90,246			Mendota Hts	\$ 45,964	Eden Prairie	\$ 215,512	Roseville	\$ 115,495			Stillwater	\$ 66,637
Ham Lake	\$ 74,352			Rosemount	\$ 93,226	Edina	\$ 182,486	St. Paul	\$ 988,992			Woodbury	\$ 248,393
Lino Lakes	\$ 73,333			S. St. Paul	\$ 64,920	Golden Valley	\$ 85,814	Shoreview	\$ 79,084			TOTAL	\$ 1,681,289
Oak Grove	\$ 50,642			W. St. Paul	\$ 61,181	Hopkins	\$ 55,094	Vadnais Hts	\$ 38,387			% of \$20M	8%
Ramsey	\$ 102,316			TOTAL	\$ 2,836,247	Maple Grove	\$ 233,154	White Bear Lake	\$ 79,723				
Spring Lake Park	\$ 21,533			% of \$20M	14%	Medina	\$ 29,196	TOTAL	\$ 3,209,782				
St. Francis	\$ 34,533					Minneapolis	\$ 1,299,458	% of \$20M	16%				
TOTAL	\$ 2,721,288					Minnnetonka	\$ 187,023						
% of \$20M	14%					Minnetrستا	\$ 31,459						
						Mound	\$ 29,340						
						New Hope	\$ 63,641						
						Orono	\$ 30,725						
						Plymouth	\$ 276,653						
						Richfield	\$ 121,485						
						Robbinsdale	\$ 43,790						
						Rogers	\$ 60,258						
						Shorewood	\$ 28,903						
						St. Anthony	\$ 27,957						
						St. Louis Park	\$ 159,559						
						TOTAL	\$ 7,483,504						
						% of \$20M	37%						

2020 APPROVED FUNDING SCENARIO

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Option 2

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	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	\$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	\$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		\$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		\$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		\$2,536,085	\$634,021	\$3,170,106	\$11,616,885	630

Spot Mobility and Safety

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	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	\$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	PA		\$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		\$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		\$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		\$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		\$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

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	14030	Brooklyn Park	Hennepin	Brooklyn Park	TH 252/Brookdale Drive Interchange	PA		\$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	PA		\$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	PA, Expander		\$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	PA, 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	\$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	PA, Expander	Overprogram	\$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	PA, Connector	Overprogram	\$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

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	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	\$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		\$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		\$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

Bridges

Rank	ID	Applicant	County	City	Project Name	Funct Class	Funded (Orange)	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	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	\$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

2020 APPROVED FUNDING SCENARIO
TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Funded (Orange)	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	\$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	\$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		\$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

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	Funded (Orange)	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	\$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	\$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	\$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

* 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.

2020 APPROVED FUNDING SCENARIO**BICYCLE AND PEDESTRIAN FACILITIES****Multiuse Trails and Bicycle Facilities**

Rank	ID	Applicant	County	City	Project Name	Funded (Orange)	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		\$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	\$1,245,632	\$315,408	\$1,561,040	\$24,167,773	750
11	14062	Minnetonka	Hennepin	Minnetonka	Hopkins Crossroad Multi-Use Trail	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

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 (Hennepin)	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 (Anoka)	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 (Carver)	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					\$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

2024 / 2025 HSIP Projects (Reactive)

12/3/2020

The projects down to red line are FUNDED:

HSIP FUNDING

POINTS

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						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
R26	Woodbury	Lake Road	from Woodlane Drive to Pioneer Drive	Reconstruct from 4 lane to 3 lane conversion	\$1,620,000			\$1,620,000		\$180,000	\$1,800,000	141	144	13	93	391	R26

The projects below are NOT funded:

R19	MnDOT (Dakota)	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 \$11,050,940 \$2,610,000 \$10,889,968 \$44,015,068

Existing Projects with Capacity for Federal Funds (Per 2022-2025 TIP)

Route	Projnum	Year	Agency	Activity	Federal	Project Total	Federal Capacity	Cumulative
999	178-030-001	2024	INVER GROVE HEIGHTS	Reconstruct Curb Ramps to ADA	\$ 250,240	\$ 337,824	\$ 20,019	\$ 20,019
CSAH 12	082-612-025	2024	WASHINGTON COUNTY	Bike Trail	\$ 256,800	\$ 346,680	\$ 20,544	\$ 40,563
Local Street	219-591-001	2024	MAHTOMEDI	Sidewalks, meidan	\$ 335,583	\$ 453,037	\$ 26,847	\$ 67,410
Local Street	107-591-006	2023	BLOOMINGTON	SRTS (Olson Elementary and Middle School)	\$ 301,782	\$ 414,950	\$ 30,178	\$ 97,588
MSAS 236	185-236-003	2024	OAKDALE	Greenway Ave Trail	\$ 400,000	\$ 540,000	\$ 32,000	\$ 129,588
Local Street	173-591-004	2023	WEST SAINT PAUL	Bidwell St. Sidewalk, ADA	\$ 640,000	\$ 848,000	\$ 38,400	\$ 167,988
Local Street	113-591-001	2024	COLUMBIA HEIGHTS	49th Avenue pedestrain project	\$ 484,400	\$ 653,940	\$ 38,752	\$ 206,740
MSAS 312	127-312-002	2022	FRIDLEY	7th St and 57th Ave Trail	\$ 516,120	\$ 696,762	\$ 41,290	\$ 248,029
CSAH 38	082-638-015	2023	WASHINGTON COUNTY	Sidewalk, trail	\$ 460,800	\$ 633,600	\$ 46,080	\$ 294,109
Local Street	110-090-004	2024	BROOKLYN PARK	63rd Ave sidewalk, trail	\$ 744,000	\$ 1,004,400	\$ 59,520	\$ 353,629
MN 41	196-591-001	2024	CHASKA	Pedestrian underpass	\$ 933,360	\$ 1,260,036	\$ 74,669	\$ 428,298
Local Street	141-591-013	2022	MINNEAPOLIS	16th Ave Traffic Calming	\$ 1,000,000	\$ 1,350,000	\$ 80,000	\$ 508,298
MSAS 216	164-216-021	2024	SAINT PAUL	Sidewalk, ADA	\$ 1,000,000	\$ 1,350,000	\$ 80,000	\$ 588,298
MSAS 342	141-342-007	2022	MINNEAPOLIS	Pedestrian, signals	\$ 1,000,000	\$ 1,350,000	\$ 80,000	\$ 668,298
Local Street	164-591-004	2023	SAINT PAUL	SRTS (Bruce Vento Elementary School)	\$ 842,528	\$ 1,158,476	\$ 84,253	\$ 752,551
CSAH 40	027-640-008	2024	HENNEPIN COUNTY	Ped ramps and accessible signals	\$ 1,000,000	\$ 1,366,200	\$ 92,960	\$ 845,511
CSAH 61	196-090-002	2024	CHASKA	Trail	\$ 1,245,632	\$ 1,685,923	\$ 103,106	\$ 948,617
Local Street	027-090-026	2023	HENNEPIN COUNTY	Trail	\$ 1,120,000	\$ 1,540,000	\$ 112,000	\$ 1,060,617
CSAH 11	019-611-013	2024	DAKOTA COUNTY	Roundabout	\$ 1,400,000	\$ 1,890,000	\$ 112,000	\$ 1,172,617
CSAH 38	019-638-020	2022	DAKOTA COUNTY	Traffic Management Tech	\$ 1,440,000	\$ 1,944,000	\$ 115,200	\$ 1,287,817
MSAS 183	141-183-014	2024	MINNEAPOLIS	Turn lanes, intersecion, bike/ped	\$ 1,497,200	\$ 2,021,220	\$ 119,776	\$ 1,407,593
CSAH 51	062-651-067	2022	RAMSEY COUNTY	Lexington Parkway Extension	\$ 1,535,420	\$ 2,072,817	\$ 122,834	\$ 1,530,427
CSAH 73	173-090-001	2024	WEST SAINT PAUL	Multi-use Trail	\$ 1,785,600	\$ 2,410,560	\$ 142,848	\$ 1,673,275
CSAH 73	142-090-004	2024	MINNETONKA	Trail	\$ 2,364,700	\$ 3,192,264	\$ 189,111	\$ 1,862,386
Local Street	164-090-017	2023	SAINT PAUL	Ped/Bike Trail	\$ 2,216,800	\$ 3,048,100	\$ 221,680	\$ 2,084,066
NA	090-595-016	2022	MET COUNCIL	Travel Behavior Inventory	\$ 1,170,000	\$ 1,755,000	\$ 234,000	\$ 2,318,066
Transit	TRS-TCMT-22F	2022	MET COUNCIL-MT	Southwest Transit Mobility Hub	\$ 3,672,800	\$ 4,958,280	\$ 293,824	\$ 2,611,890
Local Street	141-090-040	2024	MINNEAPOLIS	Protected bike facility	\$ 3,760,000	\$ 5,076,000	\$ 300,800	\$ 2,912,690
999	141-030-054	2024	MINNEAPOLIS	Pedestrian/intersecion upgrades	\$ 1,000,000	\$ 1,736,640	\$ 389,312	\$ 3,302,002
Local Street	164-090-018	2024	SAINT PAUL	Trail reconstruction	\$ 4,956,800	\$ 6,691,680	\$ 396,544	\$ 3,698,546
MSAS 158	164-158-026	2023	SAINT PAUL	Protected bike facility	\$ 5,312,000	\$ 7,304,000	\$ 531,200	\$ 4,229,746
Local Street	019-090-023	2022	DAKOTA COUNTY	Trail and bridge	\$ 480,000	\$ 1,500,000	\$ 720,000	\$ 4,949,746
Local Street	141-591-015	2024	MINNEAPOLIS	improvements	\$ 1,000,000	\$ 2,150,280	\$ 720,224	\$ 5,669,970
TRANSIT	TRS-TCMT-23A	2023	MET COUNCIL-MT	Buses and Transit stations	\$ 6,000,000	\$ 8,750,000	\$ 1,000,000	\$ 6,669,970
CSAH 158	027-758-006	2023	HENNEPIN COUNTY	Roadway approaches, signal modifications, ADA	\$ 7,000,000	\$ 10,065,000	\$ 1,052,000	\$ 7,721,970
CSAH 42	019-642-066	2022	DAKOTA COUNTY	Trail and grade-separated crossing	\$ 1,256,000	\$ 2,908,498	\$ 1,070,798	\$ 8,792,769
CSAH 3	027-603-075	2024	HENNEPIN COUNTY	Sidewalk and other pedestrian improvements	\$ 3,500,000	\$ 6,112,152	\$ 1,389,722	\$ 10,182,490
TRANSIT	TRS-TCMT-24B	2024	MET COUNCIL-MT	Gold Line Stations	\$ 7,000,000	\$ 10,500,000	\$ 1,400,000	\$ 11,582,490
CSAH 52	027-652-042	2023	HENNEPIN COUNTY	Bikeway and intersecion crossing improvements	\$ 5,500,000	\$ 8,659,735	\$ 1,427,788	\$ 13,010,278
Local Street	114-090-002	2024	COON RAPIDS	Pedestrian bridge	\$ 2,400,000	\$ 5,130,000	\$ 1,704,000	\$ 14,714,278
CSAH 5	027-605-033	2024	HENNEPIN COUNTY	Reconstruct	\$ 7,000,000	\$ 11,185,560	\$ 1,948,448	\$ 16,662,726
CSAH 153	027-753-020	2023	HENNEPIN COUNTY	Reconstruct	\$ 7,000,000	\$ 11,539,000	\$ 2,231,200	\$ 18,893,926
CSAH 36	027-636-012	2022	HENNEPIN COUNTY	Bikeway enhancements, pavement marking, ADA	\$ 5,500,000	\$10,341,158	\$ 2,772,926	\$ 21,666,853
CSAH 10	010-610-056	2024	CARVER COUNTY	Reconstruction	\$ 7,000,000	\$ 12,216,960	\$ 2,773,568	\$ 24,440,421
Local Street	062-090-003	2024	RAMSEY COUNTY	Replace pedestrian bridge	\$ 1,000,000	\$ 5,246,640	\$ 3,197,312	\$ 27,637,733
MN 13	070-596-015	2022	SCOTT COUNTY	Interchange	\$ 5,750,000	\$ 13,130,000	\$ 4,754,000	\$ 32,391,733
CSAH 152	027-752-035	2022	HENNEPIN COUNTY	Reconstruction	\$ 2,000,000	\$ 11,500,000	\$ 7,200,000	\$ 39,591,733
MSAS 425	141-425-008	2023	MINNEAPOLIS	Reconstruction	\$ 7,550,000	\$ 26,350,900	\$ 13,530,720	\$ 53,122,453
US 10	0215-76	2022	MNDOT	Bridge Replacement	\$ 36,415,000	\$ 62,842,000	\$ 13,858,600	\$ 66,981,053
MN 65	106-010-020	2024	BLAINE	Grade Separation	\$ 10,000,000	\$ 32,184,000	\$ 15,747,200	\$ 82,728,253