

Agenda

TAC Funding and Programming Committee



Meeting Date: October 20, 2022

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAC Funding and Programming by emailing us at public.info@metc.state.mn.us.

Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of September 22, 2022 TAC Funding and Programming minutes - roll call

Public Comment on Committee Business

TAB Report

Business

1. 2022-44: Maple Grove Program Year Extension Request (Joe Barbeau, MTS) – roll call
2. 2022-45: Regional Solicitation Project Selection (Steve Peterson, MTS) – roll call
 - Attachment
3. 2022-46: Carbon Reduction Project Selection (Steve Peterson, MTS) – roll call
4. 2022-47: Highway Safety Investment Plan Project Selection (Steve Peterson) – roll call

Information

1. Congestion Management Plan Corridor Analysis Handbook (Dave Burns, MTS)
2. Climate Action Work Plan (Jeff Freeman, Metro Transit and Tony Fischer, MTS)
3. Regional Transportation and Climate Change Multimodal Measures Study (Tony Fischer, MTS)

Other Business

Adjournment

Council Contact:

Bethany Brandt-Sargent, Senior Planner
Bethany.Brandt-Sargent@metc.state.mn.us
651-602-1725

Minutes

TAC Funding and Programming Committee



Meeting Date: September 22, 2022

Time: 1:00 PM

Location: Virtual

Members Present:

- | | | |
|--------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <input type="checkbox"/> Bloomington - Karl Keel | <input checked="" type="checkbox"/> TAB Coordinator - Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co - Jerry Auge |
| <input checked="" type="checkbox"/> Lakeville - Paul Oehme (Chair) | <input checked="" type="checkbox"/> MnDOT - Molly McCartney | <input checked="" type="checkbox"/> Carver Co - Darin Mielke |
| <input type="checkbox"/> Eden Prairie - Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District State Aid - Colleen Brown | <input checked="" type="checkbox"/> Dakota Co - Doug Abere |
| <input checked="" type="checkbox"/> Fridley - Brandon Brodhag | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mike Samuelson | <input checked="" type="checkbox"/> Hennepin Co - Emily Buell |
| <input checked="" type="checkbox"/> Maple Grove - Ken Ashfeld | <input checked="" type="checkbox"/> MPCA - Innocent Eyoh | <input checked="" type="checkbox"/> Ramsey Co - Scott Mareck |
| <input type="checkbox"/> Plymouth - Michael Thompson | <input type="checkbox"/> DNR - Nancy Spooner-Walsh | <input checked="" type="checkbox"/> Scott Co - Craig Jenson |
| <input checked="" type="checkbox"/> Minneapolis - Jennifer Hager | <input checked="" type="checkbox"/> Suburban Transit Assoc - Aaron Bartling | <input checked="" type="checkbox"/> Wash Co - Joe Ayers-Johnson |
| <input checked="" type="checkbox"/> St. Paul - Anne Weber | | <input checked="" type="checkbox"/> = present |
| <input checked="" type="checkbox"/> Met Council - Cole Hiniker | | |
| <input type="checkbox"/> Metro Transit - Anna Flintoft | | |

Call to Order

A quorum being present, Acting Committee Chair Oehme called the regular meeting of the TAC Funding and Programming Committee to order at 1:01 p.m.

Agenda Approved

Acting Chair Oehme noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of Minutes

It was moved by Ashfeld, seconded by Brown to approve the minutes of the August 18, 2022 regular meeting of the TAC Funding and Programming Committee. **Motion carried** unanimously.

Public Comment on Committee Business

There were no public comments.

TAB Report

Koutsoukos reported on the September 21, 2022 Transportation Advisory Board (TAB) meeting.

Business

1. **2022-43:** Regional Solicitation Scoring Appeal (Joe Barbeau, MTS)

Barbeau presented the Waconia appeal and noted that it was submitted on time but was errantly omitted in the previous appeal review. The applicant requested re-evaluation of three measures: Measure 3B: Equity Population Benefits and Impacts, Measure 6B: Pedestrian Crash Reduction (Proactive), and Measure 8: Risk Assessment. He discussed the appeal requests and the scorers' responses, which recommended no change in score be made.

It was moved by Mareck, seconded by Auge, that no change in scores should be made.

Motion carried, 18 ayes and 1 nay.

Information

1. Highway Safety Investment Plan (Kaare Festvog, MnDOT)

Festvog discussed the Highway Safety Investment Plan (HSIP) project prioritization. He noted that one applicant's applications were received but not scored so the scoring committee will be convening to score the applications, so this list is tentative. He added that every county has at least one project through this program.

Hager asked how the process made the determination to spend more on proactive projects when in previous cycles more reactive projects were funded. Festvog responded that previous cycles have had set amounts, but more recently they have not made those delineations and that the merits of the projects submitted was more of a driving force in the project selection. Hager then asked whether the detailed scoring will be provided to applicants and what the process is moving forward. Festvog cannot recall how they have previously shared the detailed scoring but that it is an open record. The three projects received but not scored will be scored, review the project rankings again, and the list sent out for a review. Once finalized it will become an action item for this committee. Peterson added that this will be an action item in October/ November and goes through the same process as Regional Solicitation and through the Met Council.

Koutsoukos asked whether it would be possible to have those applications rescored so an info item can be presented at the Technical Advisory Committee? Festvog noted that staff from MnDOT are out of the office until Tuesday, so he cannot say how quickly the re-scoring can occur.

2. Regional Solicitation Funding Scenarios (Steve Peterson, MTS)

Peterson discussed the Regional Solicitation funding availability and current funding scenarios. IJJA has provided significant additional information, including one new program, Carbon Reduction. Eligibility is wide ranging so the staff is seeking additional guidance from TAB and Transportation Committee to determine how to allocate this new funding. The State will have to provide a carbon reduction strategy within two years, but the funding will be available before that. MnDOT has encouraged the Council not to spend all the carbon money before the plan is developed and Peterson added the council is working on two studies, the Regional Travel Demand Management Study and the Multimodal Climate Change Measures Study to provide additional guidance. TAC has discussed using regional solicitation projects for the early carbon money; TAB discussed using the carbon money towards the extensive list of bicycle and pedestrian projects that are currently unfunded.

Koutsoukos provided a summary of TAB's conversations regarding the Carbon Reduction program. TAB did not want to do a separate solicitation and requested information on



additional bicycle and pedestrian projects that could be funded.

Peterson showed the two scenarios and noted that TAB did not provide any specific guidance. He suggested it may be due to the IIJA increase providing around \$100 million above what was expected and the number of projects that can be funded. Peterson also discussed the unique projects with \$4.5 million set aside. The four projects requested about the amount of money available. The scoring committee is currently reviewing these projects and they will be discussed at the next TAB meeting. He briefly discussed the schedule.

Peterson then reviewed the project lists. He discussed the Regional Solicitation rule that says a project cannot receive money from both Regional Solicitation and Highway Safety Investment Plan programs, with the intent of the rule to not stack funding between the two programs and to prioritize lower cost projects in HSIP. There were two projects, #5 on spot mobility and #16 on roadway reconstruction, that applied to both programs. These projects are proposed to be partially funded between the two programs to allow additional projects to be funded in each program. The result would be fewer projects in Regional Solicitation but more in Highway Safety Investment Plan. At the September TAB meeting, Hennepin County requested feedback on whether this rule is appropriate.

TAB also discussed how to fund the bridge projects with the new bridge money and whether it should be spent on these bridges and to fund all projects; the Travel Demand Management category and whether the 6th and 7th ranked projects could and should be funded; and the Bus Rapid Transit (BRT) rule which was intended to prevent BRT projects from absorbing too much funding. TAB also requested future guidance on where to more strategically apply to categories. No additional scenarios were requested. Staff was asked to identify where additional IIJA funding has made an impact on project funding, including where carbon impacts would be and projects that have received federal earmarks and funding. TAB asked whether next round of Regional Solicitation should consider earmarks as a scoring criteria to leverage the most amount of Federal money. TAB also discussed concern about funding the lowest scoring projects. Staff said comparisons should not be made to projects in different categories because they are scored against projects within the same category and that scoring measures are different. TAB members also requested an evaluation of what we are scoring and whether that's a good way to evaluate them. TAB members were encouraged to send in funding scenario requests for consideration. Hiniker noted a project moved from transit to trails because of the BRT rule.

Weber asked about the project tables and asked why some projects were previously shown as funded but are no longer shown as funded. Peterson responded that the money is still shown in the modal area, but that some money has not yet been programmed because it will be combined with the Carbon Reduction funds. Jensen asked whether there will be scenarios presented that include the Carbon Reduction funds. Peterson responded it may be iterative in the carbon reduction money that may be separated a month; staff are waiting to hear from Transportation Committee and will bring it through the committees after that.

Oehme asked about the Bridge funding levels. Peterson responded there is about \$4.5 million per year and that near term money will be spent on previously selected bridge projects, with about \$15 million included in this solicitation. Oehme asked what money would be taken away from other projects. Peterson said the bridge money would fund the four currently shown as funded projects without taking away from other roadway projects.

Mareck asked whether there's official action required. Peterson said it is not an action item but looking for feedback and discussion on a few of these items to bring to TAB and Transportation Committee. Overprogramming is currently at nine percent, but that TAB may elect to add more to overprogramming. What was the logic behind not increasing the bridge funding compared to the last solicitation based on IIJA increasing bridge funding. Oehme



noted that there is a significant drop off between some of the lowest ranked projects and where the funding lists stopped.

Jensen voiced his concern regarding the HSIP rule stating splitting funding may encourage people to game the system in the future. Buell asked whether they should be funded through Regional Solicitation, even if it would increase overprogramming. Peterson stated that both projects requested higher amounts through Regional Solicitation and it would eliminate at least one spot mobility project, as an example. Mielke added that if splitting funding between the two programs, the county would look for assurances in writing to ensure the projects will receive funding. Koutsoukos interpreted the rule to state a project cannot receive funding from both but does not mention the split funding. In previous HSIP cycles the maximum was a lower amount but this cycle the maximum was removed which created this scenario. Hager added to the concern that this complicates the development of funding scenarios and how the funds are split between the two projects. Peterson summarized the discussion as needing more clarity in the future but staff will follow a strict interpretation of the rule.

Oehme asked for clarification on eligible projects for Carbon Reduction adding there are very few projects in the SRTS and ped projects that are funded but are very cost effective. Peterson said Transportation Committee will weigh in on this and then it will be brought back to the committee.

Jenson asked about funding all the projects in one category. Funding levels in the categories should consider any major point breaks and relative low scores to determine where those lines fall. Koutsoukos noted that applications are scored against other projects submitted so the scores are relative and not always a representation of a projects value. Oehme suggested not fully funding the project categories.

Mielke noted in past cycles there have been multiple scenarios but this cycle there are only two and asked whether there will be more scenarios developed. Koutsoukos responded that TAB requests the scenarios but at the September meeting none were requested; TAB members were asked to submit any scenario requests through email. Peterson noted that TAB has provided feedback that too many scenarios is overwhelming. TAB and Transportation Committee will give final guidance on the scenarios they would like to see as well as what to do with Carbon Reduction.

Hager asked how the yet to program money will get worked into scenarios. Koutsoukos said some of that will come after direction from TAB and Transportation Committee, but that it could be combined with Carbon Reduction or over programming but ultimately provides wiggle room in developing scenarios and could be used in partially funding projects. Peterson said there are decisions/guidance needed so that is why the money was left over in the bike/ped heavy scenario. Peterson pointed towards the HSIP discussion of not splitting and the bridge funding as examples of flexibility in the funding. Mareck asked whether there would be a new bridge scenario. Peterson responded that it was more likely to be an adjustment to the midpoint scenario.

Hiniker discussed the memorandum of understanding (MOU) between the Council and MnDOT which covers how the funds are managed. The MOU defines TAB's role is STP, CMAQ, and HSIP, but it does not include new programs so there may be unclarity in how we allocate those funds. The Transportation Committee will be reviewing this and providing guidance.

Reports

There were no reports.



Adjournment

Business completed; the meeting adjourned at 2:48 p.m.

Council Contact:

Bethany Brandt-Sargent, Senior Planner
Bethany.Brandt-Sargent@metc.state.mn.us
651-602-1725

DRAFT



Action Transmittal

Transportation Advisory Board



Meeting Date: October 20, 2022

Date: October 12, 2022

Action Transmittal: 2022-44

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

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, phone 651-602-1705

Requested Action

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

Recommended Motion

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

Summary

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

Background and Purpose

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

Relationship to Regional Policy

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

Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. This process helps assess whether the project is in position to be able to be obligated with the one-year extension. The request obtained a score of 8. Therefore, staff recommends approval of the request.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2027 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	October 20, 2022
Technical Advisory Committee	Review & Recommend	November 2, 2022
Transportation Advisory Board	Review & Adopt	November 16, 2022





October 6, 2022

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

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

Dear Mr. Thompson:

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

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

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

Sincerely,

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

cc: Joe Barbeau, Metropolitan Council
Colleen Brown, MnDOT

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



City of
Maple Grove

12800 Arbor Lakes Parkway
Maple Grove, MN 55369-7064

763-494-6000
maplegrovern.gov

REQUEST FOR PROGRAM YEAR EXTENSION

SP 189-143-001

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



1. Project Progress

a) Progress Schedule

See Attachment 1

b) Right of Way

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

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

c) Plans

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

d) Permits

PERMITS AND APPROVALS

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

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

e) Approvals

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

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

f) Funding / Expenditures to Date

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

2. Justification for Extension Request

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

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

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



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

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

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

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

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

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



ATTACHMENT 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

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

RIGHT OF WAY ACQUISITION

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

ENGINEERS ESTIMATE OF COSTS

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

AUTHORIZED

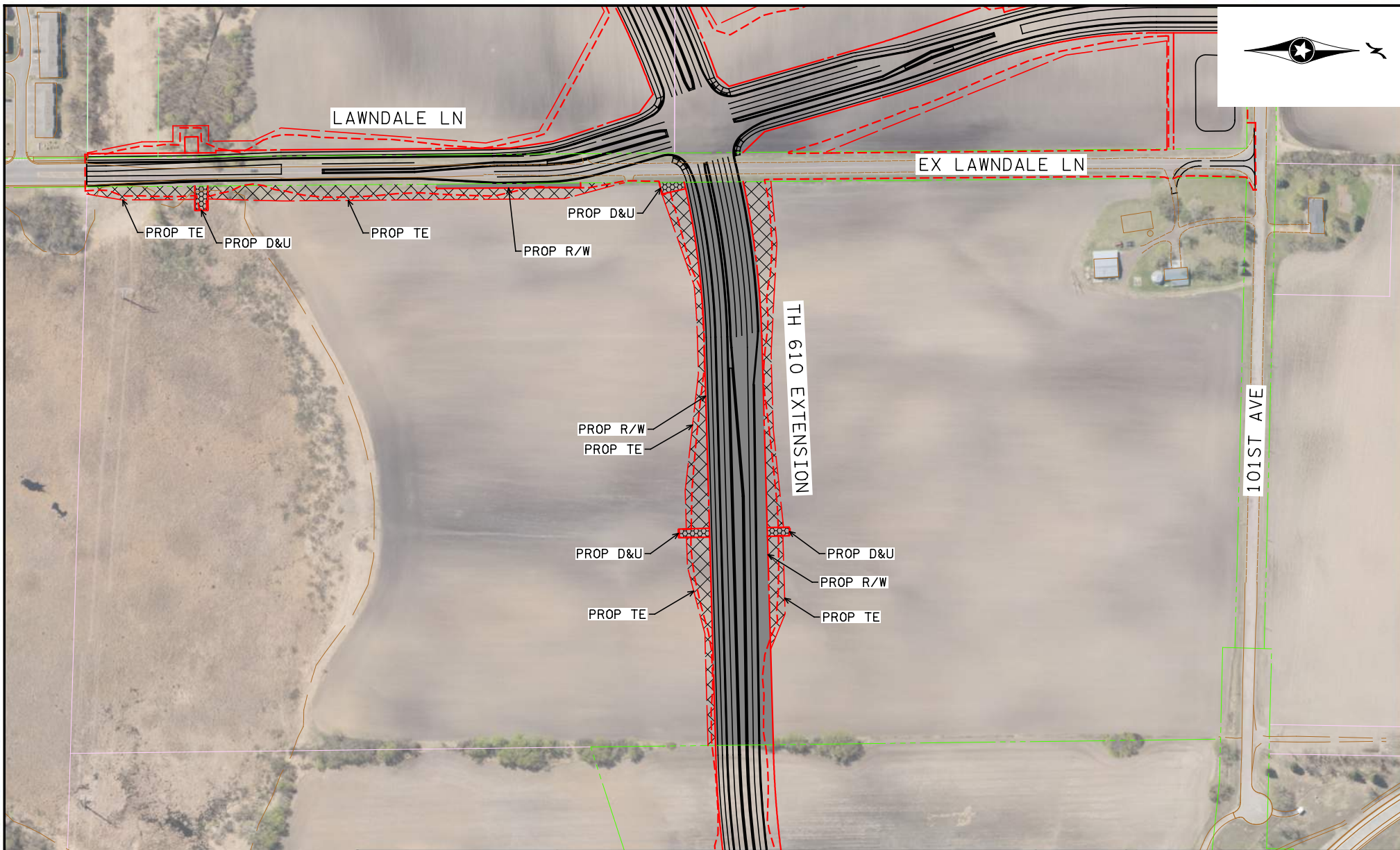
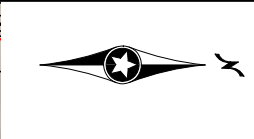
Anticipated Letting Date July / Aug 2023.
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 8

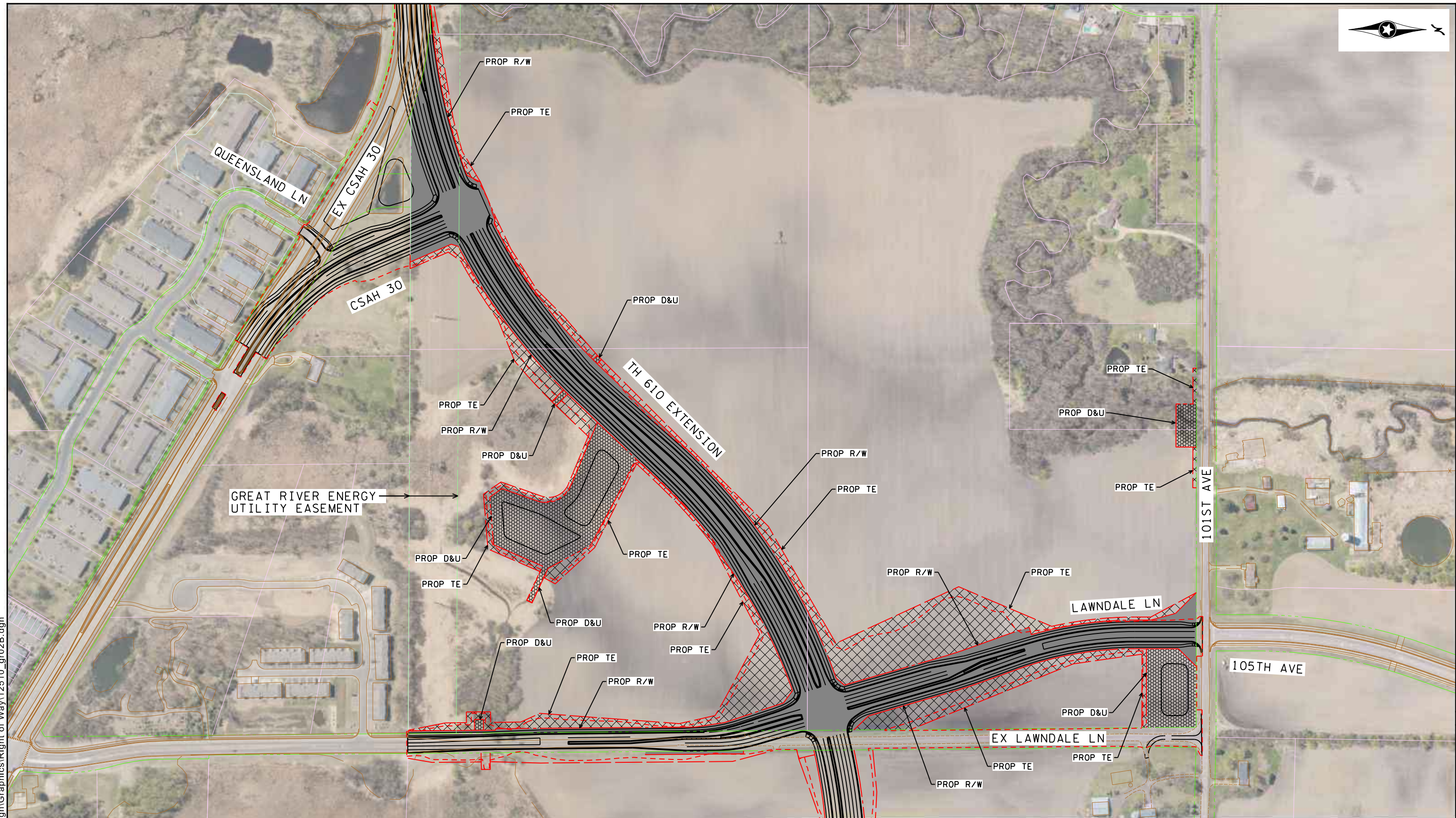


ATTACHMENT 2

RIGHT OF WAY PARCEL EXHIBITS

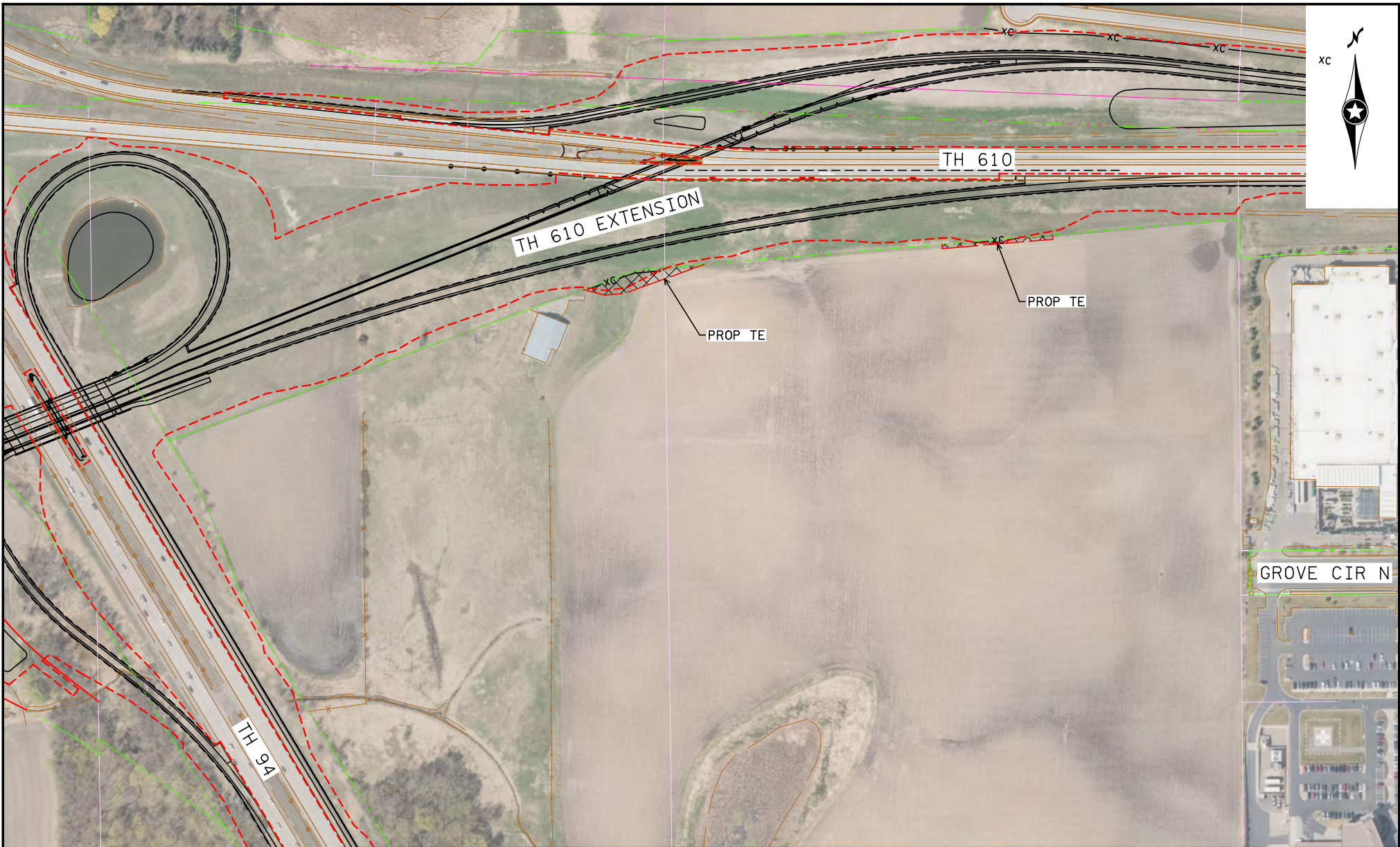


PID		ADDRESS				PARCEL LINE EXISTING R/W EXISTING PE PROPOSED R/W TEMP EASE PROPOSED D&U PROPOSED PE CONST LIMITS	
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 SCALE IN FEET	EXISTING PARCEL AREA	PE	D&U	TE	R/W (FEE)		
	76.08 AC		5214 SF	103917 SF	168629 SF		
TH 610 EXTENSION PROJECT MAPLE GROVE,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



10:46:28 PM
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PID		ADDRESS				PARCEL LINE EXISTING R/W EXISTING PE PROPOSED R/W TEMP EASE PROPOSED D&U PROPOSED PE CONST LIMITS
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		121.68 AC		151190	342928	569316
TH 610 EXTENSION PROJECT MAPLE GROVE, MN						
CITY OF MAPLE GROVE			CLIENT NUMBER			
						PARCEL 2



PID		ADDRESS				PARCEL LINE EXISTING R/W EXISTING PE PROPOSED R/W TEMP EASE PROPOSED D&U PROPOSED PE CONST LIMITS	
0811922120002		N/A					
0 150 300 SCALE IN FEET	EXISTING PARCEL AREA	PE	D&U	TE	R/W (FEE)		
	65.7 AC			9257 SF			
TH 610 EXTENSION PROJECT MAPLE GROVE, MN						DATE	PARCEL
CITY OF MAPLE GROVE			CLIENT NUMBER			3/24/2022	6

Action Transmittal

Transportation Advisory Board



Meeting Date: October 20, 2022

Date: October 13, 2022

Action Transmittal: 2022-45

2022 Regional Solicitation Funding Option

To: TAC Funding & Programming Committee

Prepared By: Steve Peterson, Mgr. of Highway Planning and TAB/TAC Process (651-602-1819)

Requested Action

TAB requests that the Funding & Programming Committee forward ~~two~~ **three** funding options to TAC, along with a of pros and cons list for each option and any other technical feedback.

Recommended Motion

That the TAC Funding & Programming Committee forward ~~two~~ **three** funding options to TAC, along with a of pros and cons list for each option and any other technical feedback.

Note

At its October 19, 2022, meeting, the Transportation Advisory Board (TAB) will be providing policy direction on these funding options, which may result in changes to the projects shown as funded in each option. Any direction from TAB will be shared at the October 20, 2022, committee meeting.

Summary

~~Two~~ **Three** Regional Solicitation funding options, the “Midpoint” option and the ~~Bike/Pedestrian-Heavy~~ option are provided for TAB’s consideration. **Midpoint with extra funding to Bike/Ped categories, Bike/Ped-Heavy scenario with extra funding to Roadway categories, and Bike/Ped-Heavy scenario with extra funding to Bike/Ped categories.** Technical committees are producing a list of pros and cons about each option, as well providing other technical feedback.

Background and Purpose

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

- Midpoint + **Extra to Bike/Ped** (Blue): This option is similar to TAB’s past selection history dating back to 2014. The option focuses on the midpoints of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian). A 3% increase in the midpoint for Transit/TDM (with a 2.5% decrease in roadways and 0.5% decrease in Bicycle/Pedestrian) was approved as part of the 2020 application. Funding within modal categories is allocated based upon the number of application submittals within each application category. ~~Forty-eight different cities and townships are included in this option.~~ **Unprogrammed dollars from the transit category would be applied to projects in Bike/Ped categories.**
- Bicycle/Pedestrian-Heavy + **Extra to Roadway** (~~Orange~~ **Pink**): This option remains within the established modal funding ranges for each mode but funds the Bicycle/Pedestrian

mode near the top of its range (9% to 20%). This option was created at TAB's request. ~~Forty-nine different cities and townships are included in this option.~~ **Unprogrammed dollars from the transit category would be applied to projects in Roadway categories.**

- **Bicycle/Pedestrian-Heavy + Extra to Bike/Ped (Orange):** This option puts 21% (modal range 9% to 20%) to Bike/Ped categories and reduces total funds by \$11M relative to the Midpoint option. Unprogrammed dollars from the transit category would be applied to projects in Bike/Ped categories.

Additionally, Council staff was recently made aware of two new funding sources that were established by the Infrastructure Investment and Jobs Act (IIJA). The first is the On-System Bridge Program. Both attached options show funding of all five applications in the Bridge category to accommodate this funding source. This program provides \$4M to \$5M per year from 2023 to 2027. The Bridge funding, therefore, is larger than it would have been without this new source and this increase does not count against roadways in the overall modal split.

The other new funding source is the Carbon Reduction Program, which is meant to fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂), from on-road highway sources. This will be discussed in Action Transmittal 2022-46. Like On-System Bridges, this new federal source does not count against bicycle/pedestrian in the overall modal split.

A list of pros and cons and other technical feedback from the two technical committees will be forwarded to TAB to help in their decision in November.

Relationship to Regional Policy

The Regional Solicitation is a key responsibility of the TAB. Through this process, federal funds can be directed to a variety of locally initiated projects that help implement regional transportation and development policies. The Regional Solicitation is part of the Metropolitan Council's federally required continuing, comprehensive, and cooperative transportation planning process for the Twin Cities Metropolitan Area.

Committee Comments and Action (In Progress)

This meeting is the first scheduled action. However, TAB has requested a list of pros and cons for each funding option. Members of the Technical Advisory Committee (TAC) provided the following during and after its October 5 meeting. The TAC had a limited amount of time to discuss the pros and cons and will be given another opportunity to contribute to the list:

Midpoint Option

- PRO: Funds a higher amount of roadway and transit needs relative to the other option.
- PRO: Most closely follows the midpoint of the funding range approved by TAB, which was provided in the application materials.
- PRO: When combined with the Carbon Reduction funds (\$16M), the end level of investment is the same for this mode as under the Bicycle/Pedestrian-Heavy option (which shifts \$16M to bicycle/pedestrian).

Bike/Pedestrian-Heavy Option

- PRO: Safety benefit the most vulnerable users by funding more projects in bicycle/pedestrian.
- PRO: Funds several SRTS projects, which are low-cost and high benefit.
- PRO: Funds an extra Roadway Reconstruction/Modernization project at the expense of two strategic capacity projects, which even further prioritizes this project type (17 projects and \$100M in Reconstruction compared to 4 projects and \$33M in Strategic Capacity).

Members also expressed concern with funding the last few projects in any one application category while there were long lists of unfunded projects in other categories.

In a similar manner, members also expressed concern with lower-funded applications being funded in some categories, while many high scoring projects in other categories are left unfunded. Staff believes it is important to caution technical and policy committee members that it is virtually impossible to compare projects from one category to another.

The Funding & Programming Committee is asked to provide TAC and TAB with pros and cons of the options.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	October 20, 2022
Technical Advisory Committee	Review & Recommend	November 2, 2022
Transportation Advisory Board	Review & Approve	November 16, 2022
Transportation Committee	Review & Recommend	November 28, 2022
Metropolitan Council	Review & Concur	December 14, 2022



TAB Policy Direction on October 19

As part of the October 19 TAB meeting, Council staff will seek policy direction on a few key policy questions. Direction on these items may result in different projects being shown as funded under each funding option. Council staff will provide any new TAB direction and the resulting impacts at the TAC Funding & Programming meeting the next day after TAB. This policy direction will help provide TAC Funding & Programming with a more defined set of funding options. F&P, and then TAC on November 2, will forward a pros/cons list, as well as other technical feedback to TAB at its November meeting to help in decision-making.

Also, attached to the packet is a memo describing the Unique Projects Scoring Committee recommendations and discussions.

Reference notes for scenario tables

Below is an explanation on how to understand the funding options developed, including what the color shading implies throughout the tables.

Color Shading:

- Blue: Midpoint scenario with extra funding to Bike/Ped categories
- Pink: Bike/Ped-Heavy scenario with extra funding to Roadway categories
- Orange: Bike/Ped-Heavy scenario with extra funding to Bike/Ped categories
- Purple: Bridge category (all Bridge projects funded in each scenario)
- Gray (Travel Demand Management): TDM projects funded to the standard amount
- Green (Carbon Reduction in the Bike/Ped categories): 2023-2024 Carbon Reduction Funding spending on top of the scenarios

■ Bold black underlines on tables indicate the likely approximate scenario outcome prior to receipt of additional IIJA funds (i.e., funded projects below the bold lines are beyond what would have been funded prior to the increase). It is also assumed that no projects will have their request partially funded. This is subject to change pending TAB final direction.

The right column on each of the tables shows the percentage of points applications received relative to the top scoring project in that category.

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17633	CARVER COUNTY (Safety High Score and Resubmittal)	Carver	Chanhasen, Chaska, Waconia	Traffic Signal Technologies and ITS Corridor Enhancements	\$2,000,000	\$2,000,000	\$2,000,000	2025 2026 2027	\$2,000,000	\$500,000	\$2,500,000	\$2,000,000	921	100%
2	17654	MINNEAPOLIS (Resubmittal)	Hennepin	Minneapolis	ITS Upgrades and Enhancements	\$2,400,000	\$2,400,000	\$2,400,000	2025 2026	\$2,400,000	\$600,000	\$3,000,000	\$6,722,400	886	96%
3	17491	ST PAUL (Equity Bonus Project)	Ramsey	St Paul	Maryland Avenue Traffic Signal Enhancements		\$2,322,400		2027	\$2,322,400	\$580,600	\$2,903,000	\$4,322,400	867	94%
4	17609	STATE OF MN	Anoka	Metrowide	Cabinet Upgrade with Signal Optimization				2026	\$2,400,000	\$600,000	\$3,000,000	\$9,122,400	663	72%
						\$4,400,000	\$6,722,400	\$4,400,000	-	\$9,122,400	\$2,280,600	\$11,403,000	\$9,122,400	-	-

Spot Mobility and Safety

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17577	MINNEAPOLIS (Safety High Score)	Hennepin	Minneapolis	26th and Hiawatha Safety Improvements	\$1,329,600	\$1,329,600	\$1,329,600	2026	\$1,329,600	\$332,500	\$1,662,100	\$1,329,600	772	100%
2	17672	BROOKLYN PARK	Hennepin	Brooklyn Park, Champlin	Hwy 169 at 109th Ave Improvements	\$2,494,800	\$2,494,800	\$2,494,800	2024 2025 2026 2027	\$2,494,800	\$623,700	\$3,118,500	\$3,824,400	661	86%
3	17634	CARVER COUNTY (Resubmittal)	Carver	Laketown Township	Highway 11 Intersection Improvements	\$3,040,000	\$3,040,000	\$3,040,000	2025 2026 2027	\$3,040,000	\$760,000	\$3,800,000	\$6,864,400	594	77%
4	17517	ANOKA COUNTY	Anoka, Ramsey	Lino Lakes, Shoreview	Hodgson Rd and Ash St Roundabout	\$3,239,106	\$3,239,106	\$3,239,106	2023 2024 2025 2026	\$3,239,106	\$809,777	\$4,048,883	\$10,103,506	518	67%
5	17636	CARVER COUNTY	Carver	Victoria	Highway 5/11 Safety Improvements	\$2,400,000	\$2,400,000	\$2,400,000	2025 2026 2027	\$2,400,000	\$600,000	\$3,000,000	\$12,503,506	486	63%
6	17572	HENNEPIN COUNTY	Hennepin	Maple Grove	Hemlock Ln Project		\$1,856,000		2026	\$1,856,000	\$464,000	\$2,320,000	\$14,359,506	458	59%
7	17571	HENNEPIN COUNTY	Hennepin	Plymouth	Rockford Rd Project				2026	\$1,624,000	\$406,000	\$2,030,000	\$15,983,506	436	57%
8	17674	BROOKLYN PARK	Hennepin	Brooklyn Park, Champlin	CSAH 103 at 109th Ave Improvements				2024 2025 2026 2027	\$2,917,520	\$729,380	\$3,646,900	\$18,901,026	355	46%
9	17727	DAKOTA COUNTY	Dakota	Nininger, Vermillion	CSAH 46/CSAH 85 Roundabout				2024 2025 2026	\$1,756,000	\$439,000	\$2,195,000	\$20,657,026	292	38%
10	17524	ANOKA COUNTY	Anoka	Lino Lakes	Centerville Rd at Ash St Roundabout				2025 2026	\$1,110,400	\$277,600	\$1,388,000	\$21,767,426	250	32%
						\$12,503,506	\$14,359,506	\$12,503,506	-	\$21,767,426	\$5,441,957	\$27,209,383	\$21,767,426	-	-

Strategic Capacity

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	Bike/Ped Heavy + Extra Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17515	Anoka Co (Safety High Score)	Anoka	Blaine	TH 65 Intersections at 109th/105th Aves	\$10,000,000	\$10,000,000	\$10,000,000	2025 2026 2027	\$10,000,000	\$31,963,662	\$41,963,662	\$10,000,000	891	100%
2	17578	Burnsville (Equity Bonus)	Dakota	Burnsville	TH 13 & Nicollet Ave Intersection Project	\$10,000,000	\$10,000,000	\$10,000,000	2025 2026 2027	\$10,000,000	\$22,185,000	\$32,185,000	\$20,000,000	756	85%
3	17495	Ramsey Co (Resubmittal)	Ramsey	North Oaks, Lino Lakes, White Bear Township	I-35E/CR J Addition of Missing Interchange Ramps and CR J Roundabouts	\$10,000,000	\$10,000,000	\$10,000,000	2024 2025 2026	\$10,000,000	\$4,549,729	\$14,549,729	\$30,000,000	557	62%
4	17597	Brooklyn Park	Hennepin	Brooklyn Park	CSAH 30 Expansion and Multimodal Project	\$2,521,600	\$2,521,600	\$2,521,600	2024 2025 2026 2027	\$2,521,600	\$630,400	\$3,152,000	\$32,521,600	548	61%
5	17637	Carver Co	Carver	Chanhasen	Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement	\$10,000,000			2025 2026	\$10,000,000	\$18,715,000	\$28,715,000	\$62,521,600	536	60%
6	17564	Coon Rapids (Equity Bonus and Resubmittal)	Anoka	Coon Rapids	TH 610 and East River Road Addition of Missing Interchange Ramps	\$10,000,000			2024 2025 2026 2027	\$10,000,000	\$20,053,000	\$30,053,000	\$42,521,600	535	60%
7	17638	Carver Co	Carver	Victoria	Highway 5 Victoria Mobility Expansion and Safety Project				2025 2026 2027	\$10,000,000	\$2,587,000	\$12,587,000	\$52,521,600	493	55%
8	17616	Dakota Co	Dakota	Coates, Rosemount, Empire Township	CSAH 46 Expansion Project				2024 2025 2026	\$10,000,000	\$30,000,000	\$40,000,000	\$72,521,600	480	54%
9	17639	Carver Co (Resubmittal)	Carver	Chaska, Laketown Township	Highway 10 Mobility and Access Corridor Improvement				2025 2026 2027	\$7,416,000	\$1,854,000	\$9,270,000	\$79,937,600	471	53%
10	17617	Dakota Co (Resubmittal)	Dakota	Lakeville	185th Street Expansion Project				2025 2026	\$6,880,000	\$1,720,000	\$8,600,000	\$86,817,600	449	50%
11	17523	Anoka Co (Resubmittal)	Anoka	Blaine	109th Avenue Expansion Project				2025 2026	\$10,000,000	\$5,260,000	\$15,260,000	\$96,817,600	393	44%
						\$52,521,600	\$32,521,600	\$32,521,600	-	\$96,817,600	\$139,517,791	\$236,335,391	\$96,817,600	-	-

Partially Funded Projects from 2020 Cycle (Both Projects Received \$7M, but not their Full Request)

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	Bike/Ped Heavy + Extra Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement				2024	\$9,049,600	\$2,262,400	\$11,312,000	\$7,000,000		
	14015	Scott Co	Scott	Jordan	TH 169, TH 282 and CSAH 9 Interchange				2025	\$10,000,000	\$14,000,000	\$24,000,000	\$7,000,000		
						\$0	\$0	\$0							

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	Bike/Ped Heavy + Extra Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17444	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Franklin Ave Reconstruction Project	\$3,088,000	\$3,088,000	\$3,088,000	2025 2026	\$3,088,000	\$772,000	\$3,860,000	\$3,088,000	718	100%
2	17666	RAMSEY COUNTY (Equity Bonus and Safety High Score)	Ramsey	St. Paul	Rice Street Reconstruction	\$7,000,000	\$7,000,000	\$7,000,000	2025 2026 2027	\$7,000,000	\$29,700,000	\$36,700,000	\$10,088,000	709	99%
3	17445	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Lyndale Ave Reconstruction Project	\$7,000,000	\$7,000,000	\$7,000,000	2026	\$7,000,000	\$6,550,000	\$13,550,000	\$17,088,000	695	97%
4	17725	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	7th Street North Reconstruction	\$7,000,000	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$1,821,250	\$8,821,250	\$24,088,000	646	90%
5	17446	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Cedar Ave Reconstruction Project	\$5,536,000	\$5,536,000	\$5,536,000	2026	\$5,536,000	\$1,384,000	\$6,920,000	\$29,624,000	593	83%
6	17728	WASHINGTON COUNTY	Washington	White Bear Lake, Mahtomedi	Century Avenue Reconstruction	\$7,000,000	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$1,972,429	\$8,972,429	\$36,624,000	588	82%
7	17492	DAKOTA COUNTY	Dakota	Eagan	Lone Oak Rd Reconstruction	\$4,740,000	\$4,740,000	\$4,740,000	2024 2025 2026	\$4,740,000	\$1,200,000	\$5,940,000	\$41,364,000	588	82%
8	17580	ROGERS	Hennepin	Rogers	TH 101/I-194 Interchange Upgrade	\$6,780,000	\$6,780,000	\$6,780,000	2024 2025 2026 2027	\$6,780,000	\$1,695,000	\$8,475,000	\$48,144,000	574	80%
9	17576	MAPLE GROVE (Resubmittal)	Hennepin	Maple Grove	TH 169/CR 130 Interchange Reconstruction	\$7,000,000	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$7,635,000	\$14,635,000	\$71,694,800	547	76%
10	17480	EDINA	Hennepin	Edina	TH 100/Vernon Ave Interchange Recon.	\$4,213,200	\$4,213,200	\$4,213,200	2024 2025 2026 2027	\$4,213,200	\$1,053,300	\$5,266,500	\$52,357,200	542	75%
11	17586	ST LOUIS PARK	Hennepin	St. Louis Park	Cedar Lake Rd Improvements	\$7,000,000	\$7,000,000	\$7,000,000	2025 2026 2027	\$7,000,000	\$4,985,000	\$11,985,000	\$59,357,200	541	75%
12	17622	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Wabasha Street Reconstruction	\$5,337,600	\$5,337,600	\$5,337,600	2027	\$5,337,600	\$1,334,400	\$6,672,000	\$64,694,800	539	75%
13	17665	CITY OF ANOKA (Resubmittal)	Anoka	Anoka	St Francis Blvd Corridor Improvements	\$4,951,600	\$4,951,600	\$4,951,600	- 2026 2027	\$4,951,600	\$1,305,400	\$6,257,000	\$76,646,400	517	72%
14	17677	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	E 35th and 36th Streets Reconstruction	\$7,000,000	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$20,218,820	\$27,218,820	\$83,646,400	517	72%
15	17623	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Minnehaha Avenue Reconstruction	\$5,224,640	\$5,224,640	\$5,224,640	2027	\$5,224,640	\$1,306,160	\$6,530,800	\$88,871,040	513	71%
16	17710	SHAKOPEE (Resubmittal)	Scott	Shakopee	Maystown Road Corridor	\$3,723,172	\$3,723,172	\$3,723,172	2024 2025 2026 2027	\$3,723,172	\$930,793	\$4,653,965	\$92,594,212	510	71%
17	17682	WACONIA	Carver	Waconia	TH 5 Phase 2 Reconstruction		\$7,000,000	\$7,000,000	2026	\$7,000,000	\$4,275,900	\$11,275,900	\$99,594,212	504	70%
18	17598	DAKOTA COUNTY	Dakota	Apple Valley	CSAH 42 Roadway Modernization				2024 2025 -	\$6,540,000	\$1,639,345	\$8,179,345	\$106,134,212	502	70%
19	17718	WASHINGTON COUNTY	Washington	Cottage Grove	CR 19A/100th St Realignment				2025 2027	\$7,000,000	\$12,125,000	\$19,125,000	\$113,134,212	492	68%
20	17640	CARVER COUNTY	Carver	Chaska	Highway 10 Chaska Corridor Reconstruction Improvement				2024 2025 2026 2027	\$5,448,000	\$1,362,000	\$6,810,000	\$118,582,212	479	67%
21	17618	ST PAUL	Ramsey	St. Paul	Cretin Avenue Reconstruction				2027	\$7,000,000	\$2,027,605	\$9,027,605	\$125,582,212	469	65%
22	17590	RICHFIELD (Equity Bonus)	Hennepin	Richfield	W 76th St Modernization				2027	\$2,230,000	\$690,000	\$2,920,000	\$127,812,212	467	65%
23	17706	CRYSTAL	Hennepin	Crystal	W. Broadway Ave Modernization				2025 2026 2027	\$3,250,536	\$812,634	\$4,063,170	\$131,062,748	455	63%
24	17508	HENNEPIN COUNTY	Hennepin	Richfield	Penn Ave Reconstruction Project				2027	\$7,000,000	\$9,420,000	\$16,420,000	\$138,062,748	438	61%
25	17715	DAKOTA COUNTY	Dakota	Hastings, Nininger, Marshan	CSAH 46 Modernization Project				2024 2025 2026	\$7,000,000	\$3,450,000	\$10,450,000	\$145,062,748	427	59%
26	17504	EDINA	Hennepin	Edina	Vernon Avenue Roadway Modernization				2024 2025 2026 2027	\$2,812,379	\$703,095	\$3,515,474	\$147,875,127	423	59%
27	17514	ANOKA COUNTY	Anoka	Coon Rapids	Northdale Blvd Reconstruction Project				2025 2026	\$6,193,600	\$1,548,400	\$7,742,000	\$154,068,727	408	57%
28	17519	ANOKA COUNTY	Anoka	Oak Grove	Lake George Blvd Reconstruction Project				2025 2026	\$4,790,400	\$1,197,600	\$5,988,000	\$158,859,127	405	56%
29	17624	ST PAUL	Ramsey	St. Paul	Fairview Avenue Reconstruction				2027	\$6,500,042	\$1,625,010	\$8,125,052	\$165,359,169	380	53%
30	17521	ANOKA COUNTY	Anoka	Ham Lake	Lexington Ave Reconstruction Project				2026	\$7,000,000	\$6,273,600	\$13,273,600	\$172,359,169	352	49%
31	17509	HENNEPIN COUNTY	Hennepin	Champlin, Dayton	Dayton River Rd Rehabilitation Project				2026	\$7,000,000	\$5,310,000	\$12,310,000	\$179,359,169	348	49%
						\$92,594,212	\$99,594,212	\$99,594,212	-	\$179,359,169	\$136,323,741	\$315,682,910	\$179,359,169	-	-

Bridges

Rank	ID	Applicant	County	City	Project Name	On-System Bridges	On-System Bridges	On-System Bridges	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17496	RAMSEY COUNTY	Ramsey	New Brighton	Old Highway 8 Bridge Replacement	\$1,937,365	\$1,937,365	\$1,937,365	2027	\$1,937,365	\$484,341	\$2,421,706	\$1,937,365	842	100%
2	17451	HENNEPIN COUNTY	Hennepin	Brooklyn Center, Crystal	Bass Lake Rd Bridge Replacement	\$1,040,000	\$1,040,000	\$1,040,000	2025 2026	\$1,040,000	\$260,000	\$1,300,000	\$2,977,365	745	89%
3	17650	MINNEAPOLIS	Hennepin	Minneapolis	Nicollet Ave Bridge Rehab	\$7,000,000	\$7,000,000	\$7,000,000	2023 2024 2025 2026 2027	\$7,000,000	\$14,500,000	\$21,500,000	\$9,977,365	616	73%
4	17450	HENNEPIN COUNTY	Hennepin	Eden Prairie	Pioneer Trl Bridge Replacement	\$4,760,000	\$4,760,000	\$4,760,000	2026	\$4,760,000	\$1,190,000	\$5,950,000	\$14,737,365	596	71%
5	17452	HENNEPIN COUNTY	Hennepin	Eden Prairie	Eden Prairie Rd Bridge Replacement	\$5,552,000	\$5,552,000	\$5,552,000	2027	\$5,552,000	\$1,388,000	\$6,940,000	\$20,289,365	457	54%
On-System Bridge Project Total						\$20,289,365	\$20,289,365	\$20,289,365	-	\$20,289,365	\$17,822,341	\$38,111,706	\$20,289,365	-	-

Note: Thick black underlines in each list indicate approximate funding lines before IUA increases.
 Bridge projects shown in purple indicate projects funded out of the on-system bridge program, except for the 5th bridge project which is currently funded out of the roadways allocation.

Modal Splits Project Total	\$167,571,318	\$158,749,718	\$154,571,318
Modal Splits Available	\$166,666,680	\$159,572,020	\$155,945,263
Yet to Program	(\$904,638)	\$822,302	\$1,373,945

DRAFT FUNDING OPTION SUBJECT TO CHANGE

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17625	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 3 Service Improvement	\$6,720,011	\$6,720,011	\$6,720,011	2024 2025 2026	\$6,720,011	\$1,680,003	\$8,400,014	\$6,720,011	925	100%
2	17692	Washington County	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure	\$7,000,000	\$7,000,000	\$7,000,000	2023 2024 2025 2026	\$7,000,000	\$14,679,457	\$21,679,457	\$13,720,011	622	67%
3	17605	MVTA	Hennepin, Scott	Shakopee, Prior Lake, Brooklyn Center		✓	Shakopee to Brooklyn Center Express	\$4,297,912	\$4,297,912	\$4,297,912	2024 2025 2026	\$4,297,912	\$1,074,478	\$5,372,391	\$18,017,923	550	60%
4	17606	MVTA	Dakota, Ramsey	Bursville, Eagan, St. Paul		✓	Express to Rice/University	\$2,812,780	\$2,812,780	\$2,812,780	2025 2026	\$2,812,780	\$703,195	\$3,515,975	\$20,830,703	511	55%
5	17722	Metro Transit (Equity Bonus Project)	Hennepin	Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie		✓	METRO Green Line LRT Extension	\$7,000,000	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$125,971,399	\$132,971,399	\$27,830,703	442	48%
6	17694	SouthWest Transit	Carver, Hennepin	Victoria, Carver, Chaska, Chanhassen, Eden, Prairie, Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park		✓	SW Prime North Expansion	\$5,600,000	\$5,600,000	\$5,600,000	2025 2026	\$5,600,000	\$1,400,000	\$7,000,000	\$33,430,703	385	42%
7	17693	SouthWest Transit (Resubmittal)	Carver, Hennepin	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	Golden Triangle Mobility Hubs	\$4,800,000			2025 2026	\$4,800,000	\$1,200,000	\$6,000,000	\$38,230,703	260	28%
								\$38,230,703	\$33,430,703	\$33,430,703		\$38,230,703	\$146,708,532	\$184,939,236	\$38,230,703	-	-

Transit Modernization

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17655	Minneapolis	Hennepin	Minneapolis			5th Street Transit Center	\$1,989,439	\$1,989,439	\$1,989,439	2023 2024 2025 2026	\$1,989,439	\$497,360	\$2,486,799	\$1,989,439	818	100%
2	17497	Metro Transit (Equity Bonus)	Hennepin	Minneapolis			Blue Line Lake St Station Renovation	\$7,000,000	\$7,000,000	\$7,000,000	2025 2026	\$7,000,000	\$1,750,000	\$8,750,000	\$8,989,439	669	82%
3	17615	Metro Transit	Hennepin	Minneapolis			38th Street Station Modernization	\$5,136,000	\$5,136,000	\$5,136,000	2023 2024 2025 2026 2027	\$5,136,000	\$1,284,000	\$6,420,000	\$14,125,439	641	78%
4	17603	MVTA	Dakota, Scott	Apple Valley, Burnsville, Eagan, Lakeville, Rosemount, Savage, Shakopee		✓	Technology, ADA Enhancements	\$500,000	\$500,000	\$500,000	2023 2024 2025 2026 2027	\$500,000	\$125,000	\$625,000	\$14,625,439	522	64%
5	17701	Apple Valley (Resubmittal)	Dakota	Apple Valley	✓	✓	Red Line BRT 147th St. Station Skyway	Skipped because	the BRT	max was met.	2025 2027	\$4,206,400	\$1,051,600	\$5,258,000	\$18,831,839	462	56%
6	17604	MVTA	Dakota	Apple Valley		✓	Apple Valley Transit Station Modernization (Phase II)	\$4,000,000	\$4,000,000	\$4,000,000	2023 2024 2025 2026 2027	\$4,000,000	\$1,000,000	\$5,000,000	\$22,831,839	401	49%
								\$18,625,439	\$18,625,439	\$18,625,439		\$22,831,839	\$5,707,960	\$28,539,799	\$22,831,839	-	-

Arterial Bus Rapid Transit Program

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
		Metro Transit	Ramsey, Dakota		✓		Arterial Bus Rapid Transit Program	\$25,000,000	\$25,000,000	\$25,000,000		\$25,000,000		\$25,000,000	\$25,000,000		-
								\$25,000,000	\$25,000,000	\$25,000,000		\$25,000,000	\$0	\$0	\$25,000,000	-	-

TMO/TDM

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
-	-	-					TMO Set-aside for 2026-2027	\$3,000,000	\$5,800,000	\$3,000,000	Both	\$5,800,000	\$1,450,000	\$7,250,000	\$5,800,000	-	-
-	-	-					TDM Set-aside for 2026-2027*	\$1,200,000	\$1,200,000	\$1,200,000	Both	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-	-
								\$4,200,000	\$7,000,000	\$4,200,000		\$7,000,000	\$1,750,000	\$8,750,000	\$12,800,000	-	-

Travel Demand Management*

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17707	HOURCAR	Hennepin	Richfield, Bloomington, St. Louis Park, Minneapolis, Little Canada			Multifamily EV Carshare Pilot Project	\$499,244	\$499,244	\$499,244	2024 2025	\$499,244	\$124,811	\$624,055	\$499,244	818	100%
2	17679	Metro Transit	Hennepin, Ramsey	Multiple			Residential Pass Implementation Project	\$500,000	\$500,000	\$500,000	2023 2024	\$500,000	\$125,000	\$625,000	\$999,244	812	99%
3	17724	Bicycle Alliance of Minnesota	Hennepin	Minneapolis, St. Paul			Learn to Ride Expansion	\$424,554	\$424,554	\$424,554	2024 2025	\$424,554	\$106,138	\$530,692	\$1,423,798	683	84%
4	17602	MN Valley Transit Authority	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount			Transit Connection Specialist	\$228,000	\$228,000	\$228,000	2023 2024	\$228,000	\$57,000	\$285,000	\$1,651,798	656	80%
5	17563	Metro Transit (Equity Bonus)	Hennepin, Ramsey	Bloomington, Maplewood, Minneapolis, Richfield, St. Paul			Metro Transit Wayfinding Project	\$400,000	\$400,000	\$400,000	2023 2024	\$400,000	\$100,000	\$500,000	\$2,051,798	644	79%
6	17506	MOVE MINNESOTA	Ramsey	St. Paul			15 Minute Cities of Saint Paul				2024 2025	\$444,971	\$111,243	\$556,214	\$2,496,769	623	76%
7	17705	Dakota County Regional Chamber of Commerce	Dakota	Eagan			Dakota County Transportation Management Organization				2023 2024	\$500,000	\$125,000	\$625,000	\$2,996,769	483	59%
												\$2,996,769	\$749,192	\$3,745,961	\$2,996,769	-	-

Note: Thick black underlines in each list indicate approximately funding lines before IIA increases.

*The first five Travel Demand Management projects shown in grey can be funded with dollars set-aside for this category in 2020.

Modal Splits Project Total	\$86,056,142	\$81,256,142	\$81,256,142
Modal Splits Available	\$90,000,000	\$84,155,899	\$84,155,899
Yet to Program Before Shift to other Modes	\$ 3,943,858	\$ 2,899,757	\$ 2,899,757
Yet to Program After Shift to other Modes	\$ -	\$ -	\$ -

Balance remaining in the "Yet To Program" row above was transferred to projects in the bike/pedestrian modal area in options A and B2 and to roadways in Option B1.

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

Total Funding				
Range	\$27.00	\$27.0	\$60.0	60
Midpoint	\$43.50	\$43.50		

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17449	Hennepin Co (Equity Bonus Project)	Hennepin	Minneapolis	Park Ave & Portland Ave Bikeway	\$5,500,000	\$5,500,000	\$5,500,000	2027	\$5,500,000	\$2,660,000	\$8,160,000	\$5,500,000	878	100%
2	17721	Minneapolis	Hennepin	Minneapolis	Downtown 9th and 10th St Bikeways	\$4,511,942	\$4,511,942	\$4,511,942	2027	\$4,511,942	\$1,127,985	\$5,639,927	\$10,011,942	868	99%
3	17537	Three Rivers PD (Equity Bonus)	Hennepin	Minnetonka, Plymouth	Eagle Lake Regional Trail	\$3,060,333	\$3,060,333	\$3,060,333	2026 2027	\$3,060,333	\$765,083	\$3,825,416	\$13,072,275	832	95%
4	17627	St Paul	Ramsey	St. Paul	Capital City Bikeway: Phase 3 Kellogg Blvd	\$5,500,000	\$5,500,000	\$5,500,000	2025 2027	\$5,500,000	\$3,935,913	\$9,435,913	\$18,572,275	819	93%
5	17629	St Paul	Ramsey	St. Paul	Capital City Bikeway: Saint Peter St	\$5,500,000	\$5,500,000	\$5,500,000	2027	\$5,500,000	\$2,864,855	\$8,364,855	\$24,072,275	809	92%
6	17651	Minneapolis (Equity Bonus)	Hennepin	Minneapolis	Northside Greenway Phase 1	\$4,188,954	\$4,188,954	\$4,188,954	2026	\$4,188,954	\$1,047,238	\$5,236,192	\$28,261,229	802	91%
7	17614	Minneapolis	Hennepin	Minneapolis	2nd St North Bikeway	\$4,000,000	\$4,000,000	\$4,000,000	2024 2026	\$4,000,000	\$1,000,000	\$5,000,000	\$32,261,229	769	88%
8	17595	Anoka Co (Resubmittal)	Anoka	Fridley	44th Ave Bridge Bike/Ped Trail Project	\$2,015,200	\$2,015,200	\$2,015,200	2023 2024 2025 2026	\$2,015,200	\$503,800	\$2,519,000	\$34,276,429	765	87%
9	17579	Mpls Park & Rec (Equity Bonus)	Hennepin	Minneapolis	East Bank Trail Gap Improvements	\$2,560,000	\$2,560,000	\$2,560,000	2023 2024 2025 2026	\$2,560,000	\$640,000	\$3,200,000	\$36,836,429	750	85%
10	17473	Three Rivers PD	Hennepin	Hopkins	Nine Mile Creek Regional Trail - 11th Ave	\$760,000	\$760,000	\$760,000	2025 2026 2027	\$760,000	\$190,000	\$950,000	\$37,596,429	745	85%
11	17539	Three Rivers PD (Equity Bonus)	Hennepin	Brooklyn Center	Shingle Creek Regional Trail Realignment	\$2,462,240	\$2,462,240	\$2,462,240	2026 2027	\$2,462,240	\$615,560	\$3,077,800	\$40,058,669	737	84%
12	17680	Inver Grove Heights (Resubmittal)	Dakota	Inver Grove Heights	Inver Grove Heights Babcock Trail	\$419,040	\$419,040	\$419,040	2023 2024 2025 2026 2027	\$419,040	\$104,760	\$523,800	\$40,477,709	730	83%
13	17448	Hennepin Co	Hennepin	Minneapolis	Marshall St NE Bikeway Project		\$4,912,000	\$4,912,000	2027	\$4,912,000	\$1,228,000	\$6,140,000	\$45,389,709	724	82%
T-14	17582	Ramsey Co (Resubmittal)	Ramsey	Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township	Phase 1 Bruce Vento Reg. Trail Extension		\$4,000,000	\$4,000,000	2024 2025 2026	\$4,000,000	\$3,000,000	\$7,000,000	\$49,389,709	719	82%
T-14	17573	St Paul (Equity Bonus and Resubmittal)*	Ramsey	Newport, St. Paul	Point Douglas Regional Trail Phase 1		Carbon Reduction	Carbon Reduction	2026	\$5,500,000	\$1,375,000	\$6,875,000	\$54,889,709	719	82%
T-16	17556	Scott Co (Resubmittal)	Scott	Louisville Township	Merriam Junction Regional Trail			Carbon Reduction	2023 2024 2025 2026 2027	\$5,500,000	\$7,650,000	\$13,150,000	\$60,389,709	703	80%
T-16	17575	Three Rivers PD	Hennepin	Eden Prairie, Minnetonka	Bryant Lake Regional Trail Construction				2026 2027	\$5,500,000	\$1,375,000	\$6,875,000	\$65,889,709	703	80%
18	17663	City of Anoka	Anoka	Anoka	Rum River Trail 4th Ave Railroad Crossing				2025 2026 2027	\$556,000	\$150,000	\$706,000	\$66,445,709	701	80%
19	17532	Three Rivers PD	Hennepin	Brooklyn Park	Shingle Creek Regional Trail: Noble Pkwy				2025 2026 2027	\$1,254,000	\$313,500	\$1,567,500	\$67,699,709	700	80%
20	17541	Three Rivers PD (Equity Bonus)	Hennepin	Bloomington, Edina	CP Rail Regional Trail- Bloomington/Edina				2025 2026 2027	\$4,665,840	\$1,166,460	\$5,832,300	\$72,365,549	696	79%
21	17711	Dakota Co (Resubmittal)	Dakota	Eagan	Fort Snelling State Park UP Rail Overpass				2023 2024 2025 2026 2027	\$3,777,940	\$944,485	\$4,722,425	\$76,143,489	689	78%
22	17712	Dakota Co (Resubmittal)	Dakota	Mendota Heights	Valley Park Trail & Underpass				2023 2024 2025 2026 2027	\$1,372,800	\$343,200	\$1,716,000	\$77,516,289	687	78%
23	17526	Brooklyn Park	Hennepin	Brooklyn Park	Rush Creek Reg. Trail Grade Sep. at CSAH 103				2024 2025 2026 2027	\$1,057,600	\$264,400	\$1,322,000	\$78,573,889	683	78%
24	17531	Three Rivers PD	Hennepin	Plymouth	Medicine Lake Reg. Trail Reconstruction				2025 2026 2027	\$2,883,000	\$720,833	\$3,603,833	\$81,456,889	680	78%
25	17687	Farmington	Dakota	Empire Township, Farmington	North Creek Greenway Reg. Trail - Farmington				2026 2027	\$1,305,600	\$326,400	\$1,632,000	\$82,762,489	679	77%
26	17730	South St Paul	Dakota	South St. Paul	Bryant Avenue Pedestrian Bridge				2024 2025 2026 2027	\$4,145,600	\$1,036,400	\$5,182,000	\$86,908,089	675	77%
27	17589	Richfield	Hennepin	Richfield	73rd St Trail and Bridge Modernization				2026	\$5,500,000	\$3,700,000	\$9,200,000	\$92,408,089	671	76%
28	17599	Plymouth	Hennepin	Plymouth	Station 73 Transit and Regional Trail Project				2024 2025	\$5,500,000	\$3,994,800	\$9,494,800	\$97,908,089	669	76%
29	17713	Dakota Co	Dakota	Mendota Heights	Lebanon Greenway TH 149 Trail				2025 2026 2027	\$817,380	\$204,345	\$1,021,725	\$98,725,469	666	76%
30	17648	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail				2025 2026 2027	\$4,550,000	\$1,139,021	\$5,689,021	\$103,275,469	663	75%
T-31	17736	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Trail and Underpass				2025 2026	\$2,480,000	\$620,000	\$3,100,000	\$105,755,469	661	75%
T-31	17719	Lakeville	Dakota	Lakeville	Dodd Blvd Trail Grade Separation Project				2026	\$2,426,400	\$606,600	\$3,033,000	\$108,181,869	661	75%
33	17652	Lakeville	Dakota	Lakeville	Lake Marion Greenway - Lakeville				2025 2026	\$2,852,110	\$713,028	\$3,565,138	\$111,033,979	649	74%
34	17527	Brooklyn Park (Equity Bonus)	Hennepin	Brooklyn Park	Highway 252 and 81st Ave Pedestrian Bridge				2027	\$3,144,000	\$786,000	\$3,930,000	\$114,177,979	646	74%
35	17565	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Regional Trail - Golden Valley				2025 2026 2027	\$2,604,640	\$651,169	\$3,255,809	\$116,782,619	634	72%
36	17568	Dakota Co	Dakota	Mendota Heights, West St. Paul	Delaware Ave Trail and Sidewalk Connections				2025 2026	\$541,600	\$135,400	\$677,000	\$117,324,219	632	72%
37	17689	Three Rivers PD	Hennepin	Champlin	West Miss. River Reg. Trail: South Segment				2026 2027	\$2,932,160	\$733,040	\$3,665,200	\$120,256,379	628	72%
38	17631	Carver Co (Resubmittal)	Carver	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail				2025 2026 2027	\$1,688,320	\$422,080	\$2,110,400	\$121,944,699	625	71%
39	17714	Dakota Co	Dakota	Eagan, Inver Grove Heights	Veterans Memorial Greenway Trail and Bridge				2025 2026 2027	\$2,800,000	\$700,000	\$3,500,000	\$124,744,699	620	71%
40	17566	Three Rivers PD	Hennepin	Orono, Wayzata	Dakota Rail - Luce Line Connector				2026 2027	\$2,741,333	\$685,333	\$3,426,666	\$127,486,032	614	70%
41	17720	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail Connection				2024 2025 2026 2027	\$963,920	\$240,980	\$1,204,900	\$128,449,952	608	69%
T-42	17653	Burnsville	Dakota	Burnsville	Lake Marion Greenway Trail Gap - Sunset Pond Park				2025 2026	\$1,094,673	\$273,668	\$1,368,341	\$129,544,625	601	69%
T-42	17688	Three Rivers PD	Hennepin	Champlin	West Miss. River Reg. Trail: North Segment				2026 2027	\$3,000,000	\$750,000	\$3,750,000	\$132,544,625	601	68%
T-44	17732	Washington Co	Washington	Hugo	Hardwood Creek Regional Trail Extension				2026 2027	\$526,400	\$131,600	\$658,000	\$133,074,025	600	68%
T-44	17632	Carver Co	Carver	Chaska	Ravine Trail				2025 2026 2027	\$4,573,840	\$1,143,460	\$5,717,300	\$137,644,865	600	68%
46	17658	Eden Prairie	Hennepin	Eden Prairie	Flying Cloud Drive Trail				2024 2025 2026	\$3,271,000	\$820,000	\$4,091,000	\$140,915,865	585	67%
47	17530	Three Rivers PD	Hennepin	Orono	Lake Independence Reg. Trail Reconstruction				2025 2026 2027	\$2,070,000	\$517,500	\$2,587,500	\$142,985,865	576	66%
48	17690	Three Rivers PD	Hennepin	Greenfield, Rockford	Crow River Reg. Trail				2026 2027	\$1,000,000	\$250,000	\$1,250,000	\$143,985,865	480	55%
49	17646	Oakdale	Washington	Oakdale	Multiuse Trail Bridge over I-694				2025 2026	\$924,000	\$231,000	\$1,155,000	\$144,909,865	430	49%
Total						\$40,477,709	\$49,389,709	\$49,389,709		\$144,909,865	\$54,797,896	\$199,707,761			-

*Project also received federal congressionally directed funding for prelim. engineering.

Pedestrian Facilities																
Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score	
1	17570	Hennepin Co	Hennepin	Minneapolis	Lake St Pedestrian Project	\$2,000,000	\$2,000,000	\$2,000,000	2024 2025 2026	\$2,000,000	\$2,300,000	\$4,300,000	\$2,000,000	868	100%	
2	17733	Minneapolis	Hennepin	Minneapolis	1st Ave Pedestrian Improvements	\$2,000,000	\$2,000,000	\$2,000,000	2026	\$2,000,000	\$10,683,100	\$12,683,100	\$4,000,000	784	90%	
3	17734	Minneapolis	Hennepin	Minneapolis	Elliot Park Pedestrian Improvements	\$2,000,000	\$2,000,000	\$2,000,000	2027	\$2,000,000	\$564,770	\$2,564,770	\$6,000,000	750	86%	
4	17726	Washington Co	Washington	Stillwater	CSAH 5 Pedestrian Facility	\$400,000	\$400,000	\$400,000	2026 2027	\$400,000	\$100,000	\$500,000	\$6,400,000	641	74%	
5	17628	St Paul	Ramsey	St. Paul	Payne Ave Pedestrian Safety Improvements	Carbon Reduction	\$1,200,000	\$1,200,000	2026	\$1,200,000	\$300,000	\$1,500,000	\$7,600,000	611	70%	
T-6	17600	St Paul	Ramsey	St. Paul	Arlington Avenue Sidewalk Infill	Carbon Reduction	Carbon Reduction	\$920,000	2026	\$920,000	\$230,000	\$1,150,000	\$8,520,000	575	66%	
T-6	17447	Hennepin Co	Hennepin	Minneapolis	Marshall St Pedestrian Project	Carbon Reduction	Carbon Reduction	\$1,528,000	2027	\$1,528,000	\$382,000	\$1,910,000	\$10,048,000	575	66%	
8	17670	Dakota Co	Dakota	Apple Valley	Cedar Ave Pedestrian Bridge at 140th St	Carbon Reduction	Carbon Reduction	Carbon Reduction	2024 2025 2026	\$2,000,000	\$871,833	\$2,871,833	\$12,048,000	574	66%	
9	17503	Minneapolis	Hennepin	Minneapolis	42nd Street Pedestrian Improvements	Carbon Reduction	Carbon Reduction	Carbon Reduction	2025 2026	\$1,623,480	\$405,870	\$2,029,350	\$13,671,480	539	62%	
10	17657	Victoria	Carver	Victoria	78th Street Pedestrian Overpass	Carbon Reduction	Carbon Reduction	Carbon Reduction	2025 2026 2027	\$2,000,000	\$1,204,000	\$3,204,000	\$15,671,480	486	56%	
Total						\$6,400,000	\$7,600,000	\$10,048,000	-	\$15,671,480	\$17,041,573	\$32,713,053			-	

Safe Routes to School																
Rank	ID	Applicant	County	City	Project Name	A. Midpoint+Extra to Bike/Ped	B1. Bike/Ped Heavy + Extra to Roadway	B2. Bike/Ped Heavy+Extra to Bike/Ped	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score	
1	17729	South St Paul	Dakota	South St. Paul	Marie Avenue SRTS	\$1,000,000	\$1,000,000	\$1,000,000	2024 2025 2026 2027	\$1,000,000	\$1,246,000	\$2,246,000	\$1,000,000	858	100%	
2	17664	New Hope	Hennepin	New Hope, Brooklyn Park	Meadow Lake Elem. SRTS	\$363,617	\$363,617	\$363,617	2026	\$363,617	\$90,904	\$454,521	\$1,363,617	820	96%	
3	17558	Minneapolis	Hennepin	Minneapolis	South & Folwell SRTS Improvements	Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$378,850	\$1,378,850	\$2,363,617	765	89%	
4	17559	Minneapolis	Hennepin	Minneapolis	Whittier Safe Routes to School	Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$317,030	\$1,317,030	\$3,363,617	754	88%	
5	17507	St Paul	Ramsey	St. Paul, Falcon Heights	Chelsea Hts Elem. Ped. Improvements	Carbon Reduction	Carbon Reduction	Carbon Reduction	2026	\$1,000,000	\$440,000	\$1,440,000	\$4,363,617	738	86%	
6	17647	Bloomington	Hennepin	Bloomington	Valley View Schools SRTS Improvements	Carbon Reduction	Carbon Reduction	Carbon Reduction	2024 2025 2026 2027	\$398,000	\$100,040	\$498,040	\$4,761,617	705	82%	
7	17588	Richfield (Equity Bonus)	Hennepin	Richfield	73rd St SRTS Connection	Carbon Reduction	Carbon Reduction	Carbon Reduction	2026	\$635,000	\$175,000	\$810,000	\$5,396,617	704	82%	
8	17731	Chaska	Carver	Chaska	Engler Boulevard Trail Gap	Carbon Reduction	Carbon Reduction	Carbon Reduction	2024 2025 2026 2027	\$825,520	\$206,380	\$1,031,900	\$6,222,137	698	81%	
9	17697	Dakota Co	Dakota	West St. Paul, Mendota Heights	Delaware Avenue Trail Gap	Carbon Reduction	Carbon Reduction	Carbon Reduction	2023 2024 2025 2026	\$600,000	\$150,000	\$750,000	\$6,822,137	621	72%	
10	17494	Ramsey Co	Ramsey	Vadnais Heights	Koehler Rd/Edgerton St Trail	Carbon Reduction	Carbon Reduction	Carbon Reduction	2024 2025 2026	\$557,654	\$139,413	\$697,067	\$7,379,790	544	63%	
Total						\$1,363,617	\$3,363,617	\$3,363,617	-	\$7,379,790	\$3,243,618	\$10,623,408			-	

Note: Thick black underlines in each list indicate approximately funding lines before IJA increases.
Projects shaded in green would be funded out of the Carbon Reduction Program funds
and this will be considered by TAB as part of a separate action.

Modal Splits Project Total	\$48,241,326	\$60,353,326	\$62,801,326
Modal Splits Available	\$ 48,170,858	\$ 60,000,000	\$ 63,626,757
Yet to Program	(\$70,468)	(\$353,326)	\$825,431
Carbon Reduction Project Total	\$15,287,654	\$15,587,654	\$17,139,654
Carbon Reduction Available	\$16,269,000	\$16,269,000	\$16,269,000
Total Yet to Program	\$910,878	\$328,021	(\$45,223)

DRAFT FUNDING OPTION-SUBJECT TO CHANGE

Total Funding-\$4.5M for Unique

\$727,000

UNIQUE PROJECTS*

Rank	ID	Applicant	County	City	Project Name	All Scenarios	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
0	N/A	Met Council	All	All	Travel Behavior Inventory	\$733,000	\$733,000	\$1,467,000	\$2,200,000	\$733,000	N/A
1	17596	Metro Transit		St Paul	Regional Mobility Hubs	\$1,600,000	\$1,600,000	\$400,000	\$2,000,000	\$2,333,000	3.1
2	17635	St Paul	Ramsey	St Paul	EV Spot Network Strategic Expansion	\$1,440,000	\$1,440,000	\$382,500	\$1,822,500	\$3,773,000	3.0
3	17547	Move Minnesota			'True Impacts of Transportation' Public Education Campaign		\$768,100	\$192,025	\$960,125	\$4,541,100	2.1
Total						\$3,773,000	\$4,541,100	\$2,441,525	\$6,982,625		

*The first three projects on this list (in grey) should be funded with dollars set-aside for this category in 2020 per TAB direction on 10/19/22. The remaining \$727,000 can be reallocated for later use.

2022 Unique Projects Scoring – Committee Memo to TAB 10/12/2022

The Unique Projects Scoring Committee met on October 10 to discuss funding of the project applications. Below is a summary of the scores arrived at by the committee, federal funding requests, the committee’s recommendation to TAB, and future considerations.

Scoring Summary

A summary of the average scores across all scorers is provided in Table 1. The following point scale was used to evaluate projects: Excellent (5 pts), Very Good (4 pts), Good (3 pts), Fair (2 pts), Poor (1 pt).

The following three projects were scored:

- [EV Spot Network Strategic Expansion](#) submitted by City of Saint Paul
- [‘True Impacts of Transportation’ Public Education Campaign](#) submitted by Move Minnesota
- [Mobility Hubs](#) submitted by Metro Transit

Table 1 – Summary of the Average Unique Projects Scores by Project and Criteria

Criteria	Weight	17635	17547	17596
		EV Spot Network	Education	Mobility Hubs
1. Innovation	28%	2.6	1.6	3.0
2. Environmental Impacts	21%	3.5	1.7	2.9
3. Racial Equity	18%	3.1	1.8	2.7
4. Multimodal Communities	13%	3.0	1.3	3.6
5. Regional Impact/Scalability	11%	3.5	1.9	3.4
6. Partnerships	9%	2.8	1.7	3.0
TOTAL	100%	3.0 (Good)	2.1 (Fair)	3.1 (Good)

Scoring Notes:

- Nine scorers reviewed the projects.
- One scorer ranked projects in order of their preference and scores of 3.8, 2.2, and 3.0 were interpreted from this ranking.¹ Two other scorers provided overall scores without distinguishing scores of the individual measures. Those scores are not factored into the individual criteria scores, meaning only six scorers contributed to those.

Federal Funding Requests

The Unique Projects funding availability was established during the 2020 Regional Solicitation.

	Federal
TOTAL AVAILABLE	\$4,500,000
17635—EV Spot Network	\$1,440,000
17547—Education	\$768,100
17596—Mobility Hubs	\$1,600,000
Travel Behavior Inventory	\$733,000
TOTAL Federal Requested	\$4,541,100

¹ It was assumed that the second ranked project would receive a score of 3.0. Standard deviations from the other scorers were used to determine the scoring margins for the other scores.

Funding Notes:

- The Travel Behavior Inventory (TBI) was agreed upon for inclusion as a multi-phase project during previous Regional Solicitation approvals.
- The \$41,100 above the available funds is not an obstacle to funding all these projects. Other Solicitation funding is available to cover this difference.
- If TAB decides not to fund all the applications, unused funds can be used on applications applied for in the other Regional Solicitation funding categories or to increase total Unique Projects funding availability for the 2024 Unique Projects category.

Committee Recommendation to TAB

All present committee members discussed their scores during the scoring meeting and no changes were made. Some members supported funding multiple projects and others only wanted to fund the Travel Behavior Inventory (TBI) commitment that TAB previously made. Chair Hovland polled the group on the numbers of projects that they wanted to fund beyond the TBI, using the ranked list of projects based on scores. About half the participants indicated support for the TBI and two projects and the other half indicated support for the TBI and no additional Unique Projects. The group discussed a compromise to recommend funding one project, Mobility Hubs, but did acknowledge that the EV Spot Network project was only 0.1 points lower in its score.

The committee also discussed two options for any unallocated Unique Project funds: rolling the funds forward to the 2024 Regional Solicitation Unique Projects category or increasing the amount available in this Solicitation. If funds are moved to other modal categories in this Solicitation, there are two options of either moving the funds to the Bicycle and Pedestrian modal category only (suggested by the scoring committee) or proportionately distributing the funds amongst all the modal categories.

As a result of the committee's discussion, the following questions are recommended to be brought forward to TAB in October.

1. What Unique Projects should be funded?
 - Option 1A – Fund the TBI and the Mobility Hubs project at \$2,333,000, leaving \$2,167,000 remaining.
 - Option 1B – Fund the TBI, Mobility Hubs and EV Spot Network projects at \$3,773,000, leaving \$727,000 remaining.
 - Options 1C – Fund only the TBI at \$733,000, leaving \$3,767,000 remaining.
2. How should any remaining funds be allocated??
 - Option 2A – Increase the set aside for the 2024 Unique Projects funding allocation by the amount of remaining funds (given the reality that this was the first time soliciting under this new category and there was limited time to develop project ideas).
 - Option 2B – Keep the funding in the 2022 Regional Solicitation and reallocate it among other modal categories.
3. If it is recommended to use the remaining funds in 2022, how should the funds be reallocated? (only if Option 2B is selected)
 - Option 3A – Move any remaining funds to the Bicycle and Pedestrian modal category given the high demand and closer tie to Unique Project goals.
 - Option 3B – Move any remaining funds to Roadway, Transit, and Bicycle and Pedestrian proportional to their midpoint given this is how the funds were originally sourced.

Committee members **avored Option 1A** be brought to TAB as a recommendation, with the understanding that the other options discussed by the committee would be presented for

discussion. Committee members acknowledged that the scoring gap between the Mobility Hubs project and the EV Network project is small but decided that the projects could be split because the former is closer to a pilot project while the latter is an extension of a project that was funded in the previous Regional Solicitation. The committee members discussed options 2A and 2B as well as option 3A, but there was no consensus on making a recommendation to TAB. The committee ultimately felt it was TAB's role to decide what to do with any remaining funds from the Unique Projects category.

Future Considerations

Members would like future Regional Solicitations to better indicate the desire for innovation to be at the forefront of the category, even suggesting that the category name be changed to "Unique and Innovative Projects." There was an acknowledgement that the TAB needs to do a better job defining innovation or promoting the idea to get better project applications.



2022 Regional Solicitation

Action Item



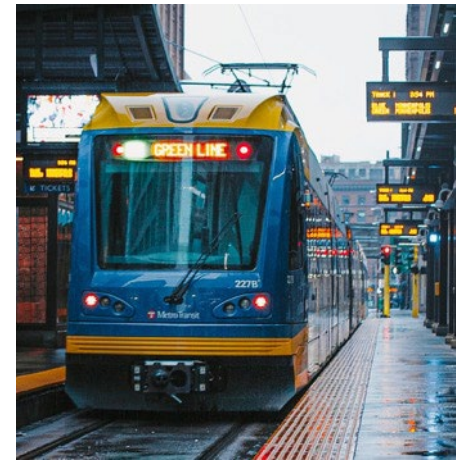
October 20, 2022

Regional Solicitation Schedule

Date	Topic
October 20	TAC F&P forwards key differences of options and technical feedback
November 2	TAC forwards key differences of options and technical feedback
November 16	TAB adopts Regional Solicitation and Carbon Reduction program of projects
November 28	Transportation Committee concurrence
December 14	Metropolitan Council concurrence

Feedback Received and Changes Made

1. Thick black lines shown in each funding option show the approximate funding line with pre-IIJA funding levels.
2. Projects with other federal competitive sources are noted in the tables.
3. Different funding sources such as on-system bridge (purple), carbon reduction (green), past set-aside for TDM (grey), are shown in different colors.
4. Technical committees provided clarity that projects could not be funded with both HSIP and Regional Solicitation funds and will clarify this rule for 2024 Solicitation.
5. Technical committee and MnDOT feedback resulted in showing funding for the fifth bridge project. This change required increasing overprogramming to 11% and removing two smaller roadway projects.



Carbon Reduction Program



Implications for 2022 Regional Solicitation

TAB requested, and Council Transportation Committee recommended, allocating 2023 and 2024 Carbon Reduction funds (\$16M total). Potential Carbon Reduction Program options are shown with each Solicitation funding option.

A separate action item will follow the Solicitation action item to adopt the Carbon Reduction projects.

Allocation of Carbon Funds in 2025 and beyond will be discussed at a later date pending completion of MnDOT's required Carbon Reduction Strategy and other Council planning studies.

General Approach to Carbon Reduction



How does TAB want to allocate the \$16M of Carbon Reduction funds within the 3 application categories that comprise the bike/pedestrian modal area?

2 Add-on Options Prepared for Each Funding Option:

1. Allocate funding toward larger projects in Multiuse Trails
2. Allocate funding toward smaller projects in Pedestrian Facilities and Safe Routes to School

TAB's general preference on 10/19 was for Option 2 (smaller projects) to spread the money around the region and to address pedestrian safety issues. Option 2 is now shown as the only Carbon Option.

Polling Questions

Policy Direction (Slides 8-13)
Asked of TAB on 10/19: An
Update on TAB's Responses will
be Provided at F&P on 10/20

Polling Question #1:



Bus Rapid Transit (BRT) Rule

Issue: Still seeking clarity from TAB on the \$32 million max for BRT projects rule. Current base funding options follow the established rule (“The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories will be \$32,000,000”). However, this results in unspent funds in the Transit and TDM modal category.

TAC Input: Follow the rule as written. (Given that having the rule influenced where applicants submitted projects.)

Question 1: For the base funding options should staff continue to follow the BRT rule?

Options:

- a) Follow the BRT rule as shown in the base funding options and reallocate the remaining Transit funds to other modal categories.
- b) Break the BRT rule resulting in all transit funds being spent within the transit category

Polling Question #2:

Repurpose “Yet to Program”/Remaining Transit and TDM Funds

Note: This polling question only needed if TAB directs staff to continue following the BRT rule in Polling Question #1.

Issue: How does TAB want to repurpose remaining Transit and TDM modal funds (\$4 million in the Midpoint Scenario and \$3 million in the Bike/Ped Heavy Scenario)?

TAC Input: Reallocate funds to the Bicycle and Pedestrian Facilities modal category given high demand for projects.

Question 2A: The full amount of set-aside TDM funds have been allocated, However, two projects within the Transit and TDM modal category remain unfunded. Does TAB want to fund these two projects and keep some of the remaining transit funds within the Transit and TDM modal category?

Options:

- a) Fund the two remaining TDM projects (keeping \$944,971 within Transit and TDM modal category)
- b) Do not fund the two remaining TDM projects (\$944,971) and move these funds to other modal categories (along with other Transit and TDM modal category remaining funds)



Polling Question #2 (cont.):



Repurpose “Yet to Program”/Remaining Transit and TDM Funds

Question 2B: How should staff shift any remaining Transit and TDM modal category funds (total amount available to shift will depend on the result of Question 2A) ?

Options:

- a) Shift the full amount of remaining Transit and TDM modal category funds to the Bicycle and Pedestrian Facilities modal category (this implies going slightly above the modal funding range maximum under the Bike/Ped Heavy option - going from 20% to 21% of total funds for Bicycle and Pedestrian Facilities).
- b) Proportionately shift any remaining Transit and TDM modal category funds based upon the modal range mid-points to both the Roadways and the Bicycle and Pedestrian Facilities modal categories.

Mixed opinion at TAB, so they opted to wait on this polling question. Some members said that if TAB was leaning toward the Midpoint Option, then they may shift funding to bike/ped, but if TAB was leaning to the Bike/Ped Heavy Option, then they may want to shift excess funds to roadways. Staff has created funding options that show what projects TAB would fund with different shifts (A, B1, and B2).

Polling Question #3



Unique Projects Funding for Applications

Question 3A: What Unique Projects should be funded?

Unique Projects Scoring Committee Recommendation: Fund the Travel Behavior Inventory and the top-ranked project, Mobility Hubs (option “a” below).

Options:

- a) Fund the Travel Behavior Inventory (TBI) and the Mobility Hubs project at \$2,333,000, leaving \$2,167,000 remaining.
- b) Fund the TBI, Mobility Hubs and EV Spot Network projects at \$3,773,000, leaving \$727,000 remaining.
- c) Fund only the TBI at \$733,000, leaving \$3,767,000 remaining.

Polling Question #3 (cont.)



Unique Projects Remaining Funds

Question 3B: How should any remaining Unique Projects funds be allocated?

Unique Projects Scoring Committee Input: Consider rolling forward to 2024 Solicitation given that this was the first time soliciting under this new category and there was limited time to develop project ideas **or** reallocate to other modal categories given the project demand.

Options:

- a) Increase the set aside for the 2024 Unique Projects funding allocation by the amount of remaining funds.
- b) Keep the funding in the 2022 Regional Solicitation and reallocate it among other modal categories.

The TAB meeting adjourned before this polling question. Only \$722,000 remaining in Unique Projects.

Polling Question #3 (cont. again)



Unique Projects Remaining Funds Reallocation

Note: This polling question only needed if TAB directs staff to keep Unique Projects in 2022 Solicitation and reallocate to other modal categories.

Question 3C: Where should any remaining funds be reallocated to other modal categories?

Unique Projects Scoring Committee Input: No recommendation, though several members stated a desire to move to Bicycle and Pedestrian Facilities modal category.

Options:

- a) Shift the full amount of remaining Unique Projects funds to the Bicycle and Pedestrian Facilities modal category (this implies going slightly above the modal funding range maximum under the Bike/Ped Heavy option – depending on Question 2B).
- b) Proportionately shift any remaining Unique Projects funds based upon the modal range mid-points (final amounts depend on feedback on previous polling Questions, since Transit and TDM modal category funds may be shifted).

The TAB meeting adjourned before this polling question. Only \$722,000 remaining in Unique Projects.

Base Funding Options



Three Base Regional Solicitation Options (Each Total \$300M)

- A. Midpoint + Extra to Bike/Ped (blue): Starts with the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- B1. Bike/Pedestrian Heavy + Extra to Roadway (pink): Responds to high application count and preferences expressed through solicitation public input. This option uses the top of the modal funding range for bike/ped (20%) and reduces roadways by \$8M relative to Option A.
- B2. Bike/Pedestrian Heavy + Extra to Bike/Ped (orange): Responds to high application count and preferences expressed through solicitation public input. This option goes above the top of the modal funding range for bike/ped at 21% of the total funds and reduces roadways by \$11M relative to Option A.

\$300M Available for Modal Funding Ranges



	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$138M-\$195M 55.5%	25%-35% \$75M-\$105M 30.0%	9%-20% \$27M-\$60M 14.5%	N/A
A. Midpoint Scenario + Extra to Bike/Ped	55.5% \$167M	29% \$86M	16% \$48M	100% \$300M
B1. Bike/Ped Heavy + Extra to Roadway	53% \$159M (-\$8M)	27% \$81M (-\$5M)	20% \$60M (+\$12M)	100% \$300M
B2. Bike/ Ped Heavy + Extra to Bike/Ped	52% \$156M (-\$11M)	27% \$81M (-\$5M)	21% \$63M (+\$15M)	100% \$300M

(-\$XM) refers to difference relative to A. Midpoint + Extra to Bike/Ped Option.

Modal category totals exclude new Bridge funds and TDM funds set-aside from previous solicitations.

Next Steps



- The technical committees will forward a listing of key differences between the options and other technical input.
- TAB will adopt a program of projects under a 2-step process:
 1. Select a Solicitation funding option
 - A. Midpoint + Extra to Bike/Ped
 - B1. Bike/Pedestrian Heavy + Extra to Roadways
 - B2. Bike/Pedestrian Heavy + Extra to Bike/Ped
 1. Select projects for Carbon Reduction funding
- Council will consider concurrence with both actions



Steve Peterson

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Action Transmittal

Transportation Advisory Board



Meeting Date: October 20, 2022

Date: October 14, 2022

Action Transmittal: 2022-46

2022 Carbon Reduction Program Funding Distribution

To: TAC Funding & Programming Committee

Prepared By: Steve Peterson, Manager of Highway Planning and TAB/TAC Process

Requested Action

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

Recommended Motion

That the TAC Funding & Programming Committee forward to TAC the attached key differences and technical feedback on the Carbon Reduction funding options.

Note

At its October 19, 2022, meeting, the Transportation Advisory Board (TAB) will be providing policy direction on the creation of the base funding options, which may result in changes to the projects shown as funded in each option. Any direction from TAB will be shared at the October 20, 2022, committee meeting.

A listing of key differences and technical feedback on the Carbon Reduction Program options will be developed in the F&P meeting.

Summary

Two Carbon Reduction Program options (shown in green) were created for TAB's consideration for each of the base Regional Solicitation "Midpoint" and "Bike/Pedestrian Heavy" options. One set of Carbon Reduction program options (Midpoint Carbon Reduction #1 and Bike/Ped Carbon Reduction #1) focuses on funding larger-cost projects in the Multiuse Trails and Bicycle Facilities application category and one set of options (Midpoint Carbon Reduction #2 and Bike/Ped Carbon Reduction #2) focuses on funding lower-cost projects in the Pedestrian Facilities and Safe Routes to School application categories. Technical committees are asked to produce a listing of key differences and other technical feedback for TAB's consideration about each Carbon Reduction funding option.

Background and Purpose

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

TAB requested, and the Council Transportation Committee recommended allocating the 2023

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

Allocation of Carbon Reduction funds for 2025 and beyond will be discussed in 2023 pending completion of MnDOT’s required Carbon Reduction Strategy and input from Council climate related planning studies. This planning work will help determine the best use of these new federal funds.

In action item 2022-45, the Midpoint and Bike/Pedestrian-Heavy funding options are shown for TAB consideration in terms of spending the Regional Solicitation STP, CMAQ, and On-System Bridge funding. Whichever Regional Solicitation base option is selected, TAB will then need to determine how to distribute an additional \$16M in Carbon Reduction Program funds. Based upon TAB and Council direction, two possible options were created for allocating the Carbon funds within the funding Bike and Pedestrian modal category:

- Option 1: Allocate funding primarily toward larger cost projects in the Multiuse Trails and Bicycle Facilities category (resulting in fewer funded projects)
- Option 2: Allocate funding primarily toward smaller cost projects in the Pedestrian Facilities and Safe Routes to School categories (resulting in more funded projects).

A list of key differences and other technical feedback from the two technical committees will be forwarded to TAB to help in their decision-making and selection of a final Carbon Reduction program of projects in November.

Relationship to Regional Policy

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

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Provide Feedback	October 20, 2022
Technical Advisory Committee	Review & Provide Feedback	November 2, 2022
Transportation Advisory Board	Review & Approve	November 16, 2022
Transportation Committee	Review & Recommend Concurrence	November 28, 2022
Metropolitan Council	Review & Concur	December 14, 2022

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	Midpoint w/ Carbon Opt 1	Midpoint w/ Carbon Opt 2	Bike/Ped Heavy w/ Carbon Opt 1	Bike/Ped Heavy w/ Carbon Opt 2	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score	
1	17449	Hennepin Co (Equity Bonus Project)	Hennepin	Minneapolis	Park Ave & Portland Ave Bikeway	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	2027	\$5,500,000	\$2,660,000	\$8,160,000	\$5,500,000	878	100%	
2	17721	Minneapolis	Hennepin	Minneapolis	Downtown 9th and 10th St Bikeways	\$4,511,942	\$4,511,942	\$4,511,942	\$4,511,942	2027	\$4,511,942	\$1,127,985	\$5,639,927	\$10,011,942	868	99%	
3	17537	Three Rivers PD (Equity Bonus)	Hennepin	Minnetonka, Plymouth	Eagle Lake Regional Trail	\$3,060,333	\$3,060,333	\$3,060,333	\$3,060,333	2026 2027	\$3,060,333	\$765,083	\$3,825,416	\$13,072,275	832	95%	
4	17627	St Paul	Ramsey	St. Paul	Capital City Bikeway: Phase 3 Kellogg Blvd	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	2025 2027	\$5,500,000	\$3,935,913	\$9,435,913	\$18,572,275	819	93%	
5	17629	St Paul	Ramsey	St. Paul	Capital City Bikeway: Saint Peter St	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	2027	\$5,500,000	\$2,864,855	\$8,364,855	\$24,072,275	809	92%	
6	17651	Minneapolis (Equity Bonus)	Hennepin	Minneapolis	Northside Greenway Phase 1	\$4,188,954	\$4,188,954	\$4,188,954	\$4,188,954	2026	\$4,188,954	\$1,047,238	\$5,236,192	\$28,261,229	802	91%	
7	17614	Minneapolis	Hennepin	Minneapolis	2nd St North Bikeway	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	2024 2026	\$4,000,000	\$1,000,000	\$5,000,000	\$32,261,229	769	88%	
8	17595	Anoka Co (Resubmittal)	Anoka	Fridley	44th Ave Bridge Bike/Ped Trail Project	\$2,015,200	\$2,015,200	\$2,015,200	\$2,015,200	2023 2024 2025 2026	\$2,015,200	\$503,800	\$2,519,000	\$34,276,429	765	87%	
9	17579	Mpls Park & Rec (Equity Bonus)	Hennepin	Minneapolis	East Bank Trail Gap Improvements	\$2,560,000	\$2,560,000	\$2,560,000	\$2,560,000	2023 2024 2025 2026	\$2,560,000	\$640,000	\$3,200,000	\$36,836,429	750	85%	
10	17473	Three Rivers PD	Hennepin	Hopkins	Nine Mile Creek Regional Trail - 11th Ave	\$760,000	\$760,000	\$760,000	\$760,000	2025 2026 2027	\$760,000	\$190,000	\$950,000	\$37,596,429	745	85%	
11	17539	Three Rivers PD (Equity Bonus)	Hennepin	Brooklyn Center	Shingle Creek Regional Trail Realignment	\$2,462,240	\$2,462,240	\$2,462,240	\$2,462,240	2026 2027	\$2,462,240	\$615,560	\$3,077,800	\$40,058,669	737	84%	
12	17680	Inver Grove Heights (Resubmittal)	Dakota	Inver Grove Heights	Inver Grove Heights Babcock Trail	\$419,040	\$419,040	\$419,040	\$419,040	2023 2024 2025 2026 2027	\$419,040	\$104,760	\$523,800	\$40,477,709	730	83%	
13	17448	Hennepin Co	Hennepin	Minneapolis	Marshall St NE Bikeway Project	\$4,912,000	\$4,912,000	\$4,912,000	\$4,912,000	2027	\$4,912,000	\$1,228,000	\$6,140,000	\$45,389,709	724	82%	
T-14	17582	Ramsey Co (Resubmittal)	Ramsey	Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township	Phase 1 Bruce Vento Reg. Trail Extension	Midpoint 1 Carbon Reduction		\$4,000,000	\$4,000,000	2024 2025 2026	\$4,000,000	\$3,000,000	\$7,000,000	\$49,389,709	719	82%	
T-14	17573	St Paul (Equity Bonus and Resubmittal)*	Ramsey	Newport, St. Paul	Point Douglas Regional Trail Phase 1	Midpoint 1 Carbon Reduction		Bike/Ped 1 Carbon Reduction	Bike/Ped 2 Carbon Reduction	2026	\$5,500,000	\$1,375,000	\$6,875,000	\$54,889,709	719	82%	
T-16	17556	Scott Co (Resubmittal)	Scott	Louisville Township	Merriam Junction Regional Trail	Midpoint 1 Carbon Reduction		Bike/Ped 1 Carbon Reduction	Bike/Ped 2 Carbon Reduction	2023 2024 2025 2026 2027	\$5,500,000	\$7,650,000	\$13,150,000	\$60,389,709	703	80%	
T-16	17575	Three Rivers PD	Hennepin	Eden Prairie, Minnetonka	Bryant Lake Regional Trail Construction			Bike/Ped 1 Carbon Reduction		2026 2027	\$5,500,000	\$1,375,000	\$6,875,000	\$66,889,709	703	80%	
18	17663	City of Anoka	Anoka	Anoka	Rum River Trail 4th Ave Railroad Crossing					2025 2026 2027	\$556,000	\$150,000	\$706,000	\$66,445,709	701	80%	
19	17532	Three Rivers PD	Hennepin	Brooklyn Park	Shingle Creek Regional Trail: Noble Pkwy					2025 2026 2027	\$1,254,000	\$313,500	\$1,567,500	\$67,699,709	700	80%	
20	17541	Three Rivers PD (Equity Bonus)	Hennepin	Bloomington, Edina	CP Rail Regional Trail- Bloomington/Edina					2025 2026 2027	\$4,665,840	\$1,166,460	\$5,832,300	\$72,365,549	696	79%	
21	17711	Dakota Co (Resubmittal)	Dakota	Eagan	Fort Snelling State Park UP Rail Overpass					2023 2024 2025 2026 2027	\$3,777,940	\$944,485	\$4,722,425	\$76,143,489	689	78%	
22	17712	Dakota Co (Resubmittal)	Dakota	Mendota Heights	Valley Park Trail & Underpass					2023 2024 2025 2026 2027	\$1,372,800	\$343,200	\$1,716,000	\$77,516,289	687	78%	
23	17526	Brooklyn Park	Hennepin	Brooklyn Park	Rush Creek Reg. Trail Grade Sep. at CSAH 103					2024 2025 2026 2027	\$1,057,600	\$264,400	\$1,322,000	\$78,573,889	683	78%	
24	17531	Three Rivers PD	Hennepin	Plymouth	Medicine Lake Reg. Trail Reconstruction					2025 2026 2027	\$2,883,000	\$720,833	\$3,603,833	\$81,456,889	680	78%	
25	17687	Farmington	Dakota	Empire Township, Farmington	North Creek Greenway Reg. Trail - Farmington					2026 2027	\$1,305,600	\$326,400	\$1,632,000	\$82,762,489	679	77%	
26	17730	South St Paul	Dakota	South St. Paul	Bryant Avenue Pedestrian Bridge					2024 2025 2026 2027	\$4,145,600	\$1,036,400	\$5,182,000	\$86,908,089	675	77%	
27	17589	Richfield	Hennepin	Richfield	73rd St Trail and Bridge Modernization					2026	\$5,500,000	\$3,700,000	\$9,200,000	\$92,408,089	671	76%	
28	17599	Plymouth	Hennepin	Plymouth	Station 73 Transit and Regional Trail Project					2024 2025	\$5,500,000	\$3,994,800	\$9,494,800	\$97,908,089	669	76%	
29	17713	Dakota Co	Dakota	Mendota Heights	Lebanon Greenway TH 149 Trail					2025 2026 2027	\$817,380	\$204,345	\$1,021,725	\$98,725,469	666	76%	
30	17648	Bloomington	Hennepin	Bloomington	Normandale Boulevard Multiuse Trail					2025 2026 2027	\$4,550,000	\$1,139,021	\$5,689,021	\$103,275,469	663	75%	
T-31	17736	Dakota Co	Dakota	Rosemount	Rosemount CSAH 42 Trail and Underpass					2025 2026	\$2,480,000	\$620,000	\$3,100,000	\$105,755,469	661	75%	
T-31	17719	Lakeville	Dakota	Lakeville	Dodd Blvd Trail Grade Separation Project					2026	\$2,426,400	\$606,600	\$3,033,000	\$108,181,869	661	75%	
33	17652	Lakeville	Dakota	Lakeville	Lake Marion Greenway - Lakeville					2025 2026	\$2,852,110	\$713,028	\$3,565,138	\$111,033,979	649	74%	
34	17527	Brooklyn Park (Equity Bonus)	Hennepin	Brooklyn Park	Highway 252 and 81st Ave Pedestrian Bridge					2027	\$3,144,000	\$786,000	\$3,930,000	\$114,177,979	646	74%	
35	17565	Three Rivers PD	Hennepin	Golden Valley	Bassett Creek Regional Trail - Golden Valley					2025 2026 2027	\$2,604,640	\$651,169	\$3,255,809	\$116,782,619	634	72%	
36	17568	Dakota Co	Dakota	Mendota Heights, West St. Paul	Delaware Ave Trail and Sidewalk Connections					2025 2026	\$541,600	\$135,400	\$677,000	\$117,324,219	632	72%	
37	17689	Three Rivers PD	Hennepin	Champlin	West Miss. River Reg. Trail: South Segment					2026 2027	\$2,932,160	\$733,400	\$3,665,200	\$120,256,379	628	72%	
38	17631	Carver Co (Resubmittal)	Carver	Chanhassen, Eden Prairie	MN River Bluffs Regional Trail					2025 2026 2027	\$1,688,320	\$422,080	\$2,110,400	\$121,944,699	625	71%	
39	17714	Dakota Co	Dakota	Eagan, Inver Grove Heights	Veterans Memorial Greenway Trail and Bridge					2025 2026 2027	\$2,800,000	\$700,000	\$3,500,000	\$124,744,699	620	71%	
40	17566	Three Rivers PD	Hennepin	Orono, Wayzata	Dakota Rail - Luce Line Connector					2026 2027	\$2,741,333	\$685,333	\$3,426,666	\$127,486,032	614	70%	
41	17720	Woodbury	Washington	Woodbury	Woodbury Gold Line Station Trail Connection					2024 2025 2026 2027	\$963,920	\$240,980	\$1,204,900	\$128,449,932	608	69%	
T-42	17653	Burnsville	Dakota	Burnsville	Lake Marion Greenway Trail Gap - Sunset Pond Park					2025 2026	\$1,094,673	\$273,668	\$1,368,341	\$129,544,625	601	69%	
T-42	17688	Three Rivers PD	Hennepin	Champlin	West Miss. River Reg. Trail: North Segment					2026 2027	\$3,000,000	\$750,000	\$3,750,000	\$132,544,625	601	68%	
T-44	17732	Washington Co	Washington	Hugo	Hardwood Creek Regional Trail Extension					2026 2027	\$526,400	\$131,600	\$658,000	\$133,071,025	600	68%	
T-44	17632	Carver Co	Carver	Chaska	Ravine Trail					2025 2026 2027	\$4,573,840	\$1,143,460	\$5,717,300	\$137,644,865	600	68%	
46	17658	Eden Prairie	Hennepin	Eden Prairie	Flying Cloud Drive Trail					2024 2025 2026	\$3,271,000	\$820,000	\$4,091,000	\$140,915,865	585	67%	
47	17530	Three Rivers PD	Hennepin	Orono	Lake Independence Reg. Trail Reconstruction					2025 2026 2027	\$2,070,000	\$517,500	\$2,587,500	\$142,985,865	576	66%	
48	17690	Three Rivers PD	Hennepin	Greenfield, Rockford	Crow River Reg. Trail					2026 2027	\$1,000,000	\$250,000	\$1,250,000	\$143,985,865	480	55%	
49	17646	Dakdale	Washington	Dakdale	Multiuse Trail Bridge over I-694					2025 2026	\$924,000	\$231,000	\$1,155,000	\$144,909,865	430	49%	
*Project also received federal congressionally directed funding for prelim. engineering.																	
Total						\$45,389,709	\$45,389,709	\$49,389,709	\$49,389,709		\$144,909,865	\$54,797,896	\$199,707,761				-

Pedestrian Facilities																
Rank	ID	Applicant	County	City	Project Name	Midpoint w/ Carbon Opt 1	Midpoint w/ Carbon Opt 2	Bike/Ped Heavy w/ Carbon Opt 1	Bike/Ped Heavy w/ Carbon Opt 2	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17570	Hennepin Co	Hennepin	Minneapolis	Lake St Pedestrian Project	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	2024 2025 2026	\$2,000,000	\$2,300,000	\$4,300,000	\$2,000,000	868	100%
2	17733	Minneapolis	Hennepin	Minneapolis	1st Ave Pedestrian Improvements	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	2026	\$2,000,000	\$10,683,100	\$12,683,100	\$4,000,000	784	90%
3	17734	Minneapolis	Hennepin	Minneapolis	Elliot Park Pedestrian Improvements		Midpoint 2 Carbon Reduction	\$2,000,000	\$2,000,000	2027	\$2,000,000	\$564,770	\$2,564,770	\$6,000,000	750	86%
4	17726	Washington Co	Washington	Stillwater	CSAH 5 Pedestrian Facility		Midpoint 2 Carbon Reduction	\$400,000	\$400,000	2026 2027	\$400,000	\$100,000	\$500,000	\$6,400,000	641	74%
5	17628	St Paul	Ramsey	St. Paul	Payne Ave Pedestrian Safety Improvements		Midpoint 2 Carbon Reduction	\$1,200,000	\$1,200,000	2026	\$1,200,000	\$300,000	\$1,500,000	\$7,600,000	611	70%
T-6	17600	St Paul	Ramsey	St. Paul	Arlington Avenue Sidewalk Infill		Midpoint 2 Carbon Reduction	\$920,000	\$920,000	2026	\$920,000	\$230,000	\$1,150,000	\$8,520,000	575	66%
T-6	17447	Hennepin Co	Hennepin	Minneapolis	Marshall St Pedestrian Project		Midpoint 2 Carbon Reduction	\$1,528,000	\$1,528,000	2027	\$1,528,000	\$382,000	\$1,910,000	\$10,048,000	575	66%
8	17670	Dakota Co	Dakota	Apple Valley	Cedar Ave Pedestrian Bridge at 140th St		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2024 2025 2026	\$2,000,000	\$871,833	\$2,871,833	\$12,048,000	574	66%
9	17503	Minneapolis	Hennepin	Minneapolis	42nd Street Pedestrian Improvements		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2025 2026	\$1,623,480	\$405,870	\$2,029,350	\$13,671,480	539	62%
10	17657	Victoria	Carver	Victoria	78th Street Pedestrian Overpass					2025 2026 2027	\$2,000,000	\$1,204,000	\$3,204,000	\$15,671,480	486	56%
Total						\$4,000,000	\$4,000,000	\$10,048,000	\$10,048,000	-	\$15,671,480	\$17,041,573	\$32,713,053			-

Safe Routes to School																
Rank	ID	Applicant	County	City	Project Name	Midpoint w/ Carbon Opt 1	Midpoint w/ Carbon Opt 2	Bike/Ped Heavy w/ Carbon Opt 1	Bike/Ped Heavy w/ Carbon Opt 2	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	% of High Score
1	17729	South St Paul	Dakota	South St. Paul	Marie Avenue SRTS	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	2024 2025 2026 2027	\$1,000,000	\$1,246,000	\$2,246,000	\$1,000,000	858	100%
2	17664	New Hope	Hennepin	New Hope, Brooklyn Park	Meadow Lake Elem. SRTS	\$363,617	\$363,617	\$363,617	\$363,617	2026	\$363,617	\$90,904	\$454,521	\$1,363,617	820	96%
3	17558	Minneapolis	Hennepin	Minneapolis	South & Folwell SRTS Improvements		Midpoint 2 Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$378,850	\$1,378,850	\$2,363,617	765	89%
4	17559	Minneapolis	Hennepin	Minneapolis	Whittier Safe Routes to School		Midpoint 2 Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$317,030	\$1,317,030	\$3,363,617	754	88%
5	17507	St Paul	Ramsey	St. Paul, Falcon Heights	Chelsea Hts Elem. Ped. Improvements		Midpoint 2 Carbon Reduction	\$1,000,000	\$1,000,000	2026	\$1,000,000	\$440,000	\$1,440,000	\$4,363,617	738	86%
6	17647	Bloomington	Hennepin	Bloomington	Valley View Schools SRTS Improvements		Midpoint 2 Carbon Reduction	\$398,000	\$398,000	2024 2025 2026 2027	\$398,000	\$100,040	\$498,040	\$4,761,617	705	82%
7	17588	Richfield (Equity Bonus)	Hennepin	Richfield	73rd St SRTS Connection		Midpoint 2 Carbon Reduction	\$635,000	\$635,000	2026	\$635,000	\$175,000	\$810,000	\$5,396,617	704	82%
8	17731	Chaska	Carver	Chaska	Engler Boulevard Trail Gap		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2024 2025 2026 2027	\$825,520	\$206,380	\$1,031,900	\$6,222,137	698	81%
9	17697	Dakota Co	Dakota	West St. Paul, Mendota Heights	Delaware Avenue Trail Gap		Midpoint 2 Carbon Reduction		Bike/Ped 2 Carbon Reduction	2023 2024 2025 2026	\$600,000	\$150,000	\$750,000	\$6,822,137	621	72%
10	17494	Ramsey Co	Ramsey	Vadnais Heights	Koehler Rd/Edgerton St Trail				Bike/Ped 2 Carbon Reduction	2024 2025 2026	\$557,654	\$139,413	\$697,067	\$7,379,790	544	63%
Total						\$1,363,617	\$1,363,617	\$5,396,617	\$5,396,617	-	\$7,379,790	\$3,243,618	\$10,623,408			-

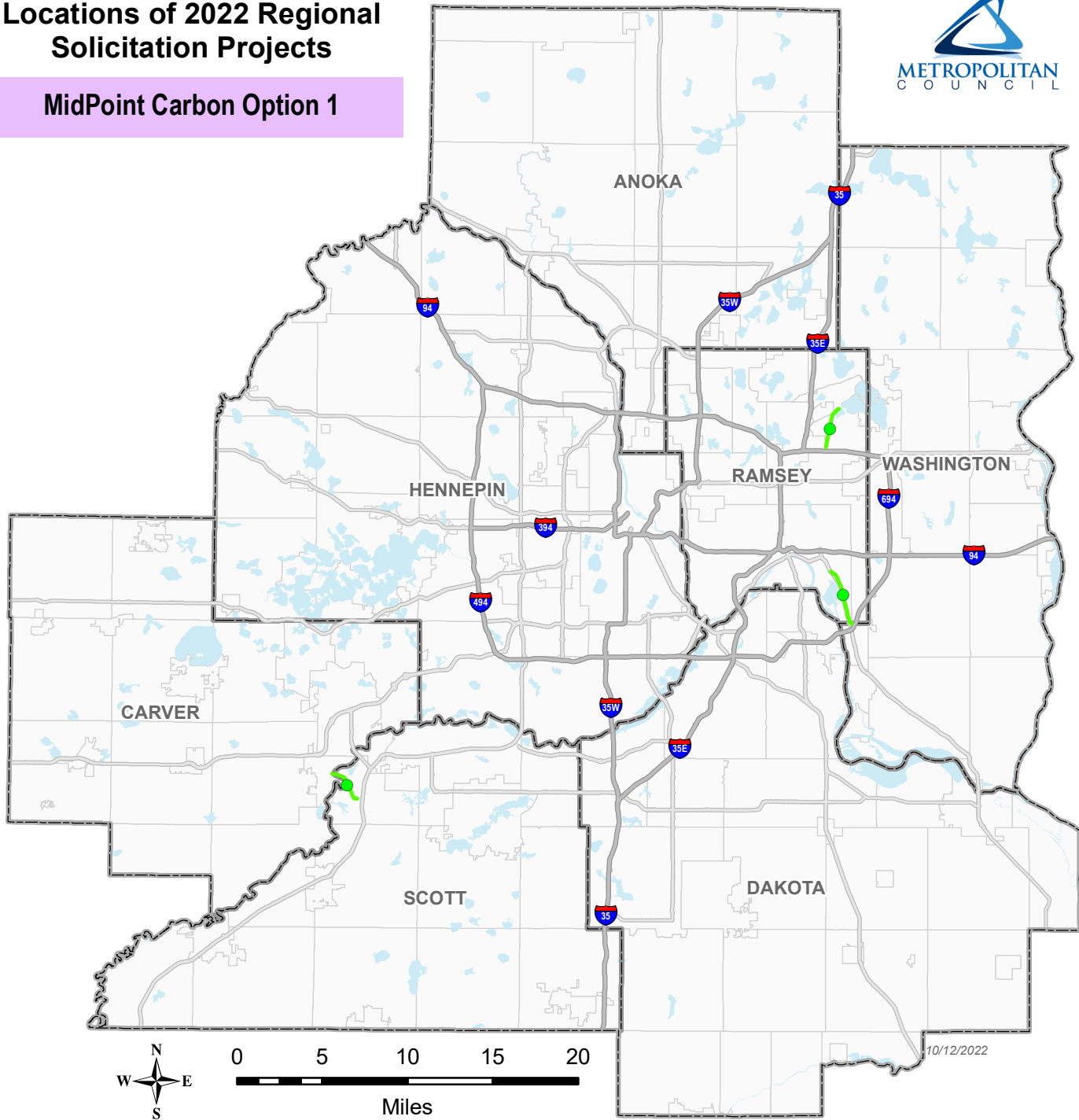
Note: Thick black underlines in each list indicate approximately funding lines before IIA increases. Projects shaded in green would be funded out of the Carbon Reduction Program funds and this will be considered by TAB as part of a separate action.

Modal Splits Project Total	\$50,753,326	\$50,753,326	\$64,834,326	\$64,834,326
Modal Splits Available + Transit "Yet to Program" + \$2.2M from Unique Projects	\$ 49,610,858	\$ 49,610,858	\$ 65,066,757	\$ 65,066,757
Yet to Program	\$ (1,142,468)	\$ (1,142,468)	\$ 232,431	\$ 232,431
Carbon Reduction Project Total	\$15,000,000	\$15,130,000	\$16,500,000	\$16,606,654
Carbon Reduction Available	\$16,269,000	\$16,269,000	\$16,269,000	\$16,269,000
Total Yet to Program	\$126,532	-\$3,468	\$1,431	-\$105,223

Locations of 2022 Regional Solicitation Projects



MidPoint Carbon Option 1

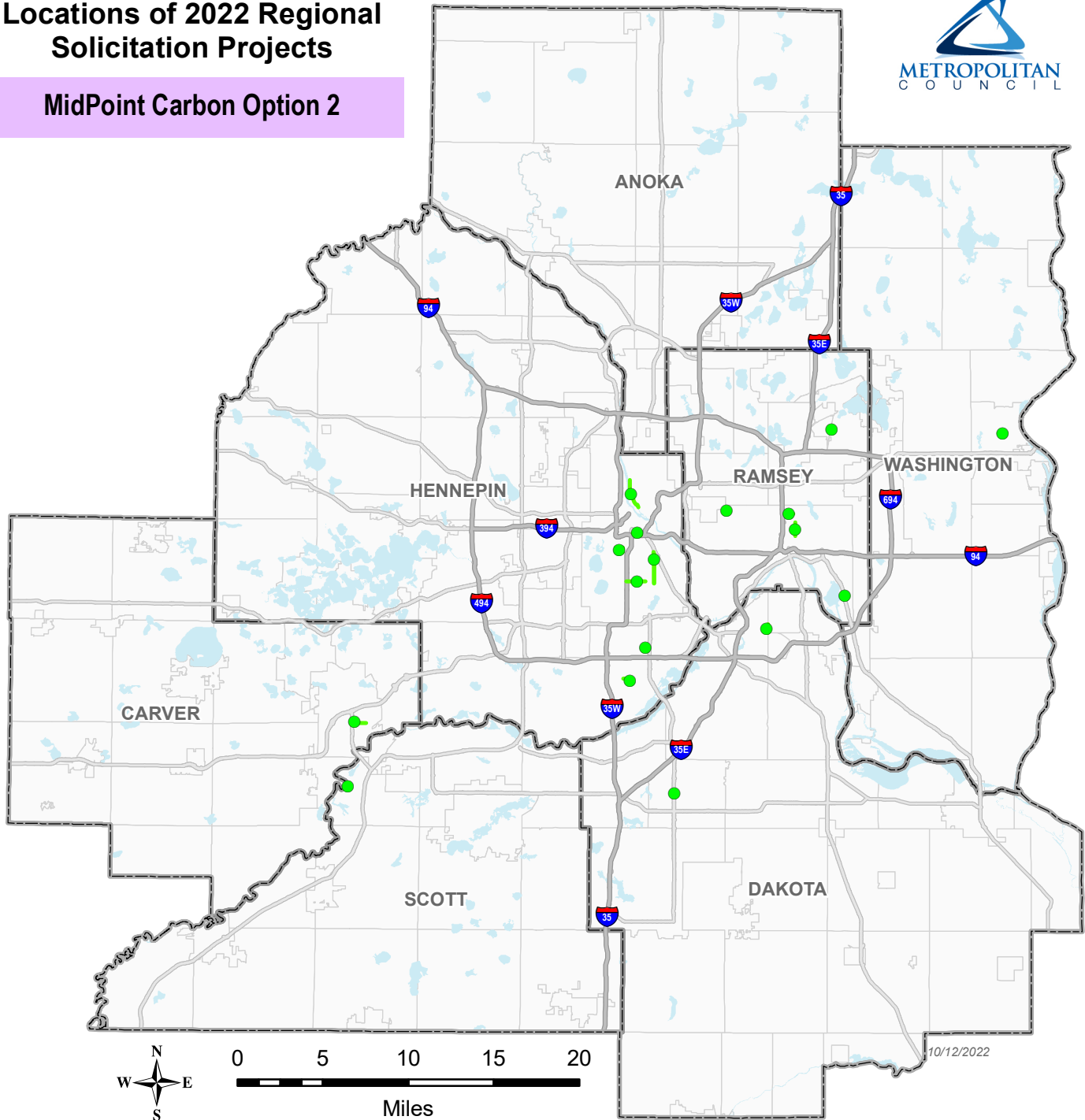


- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

Locations of 2022 Regional Solicitation Projects



MidPoint Carbon Option 2



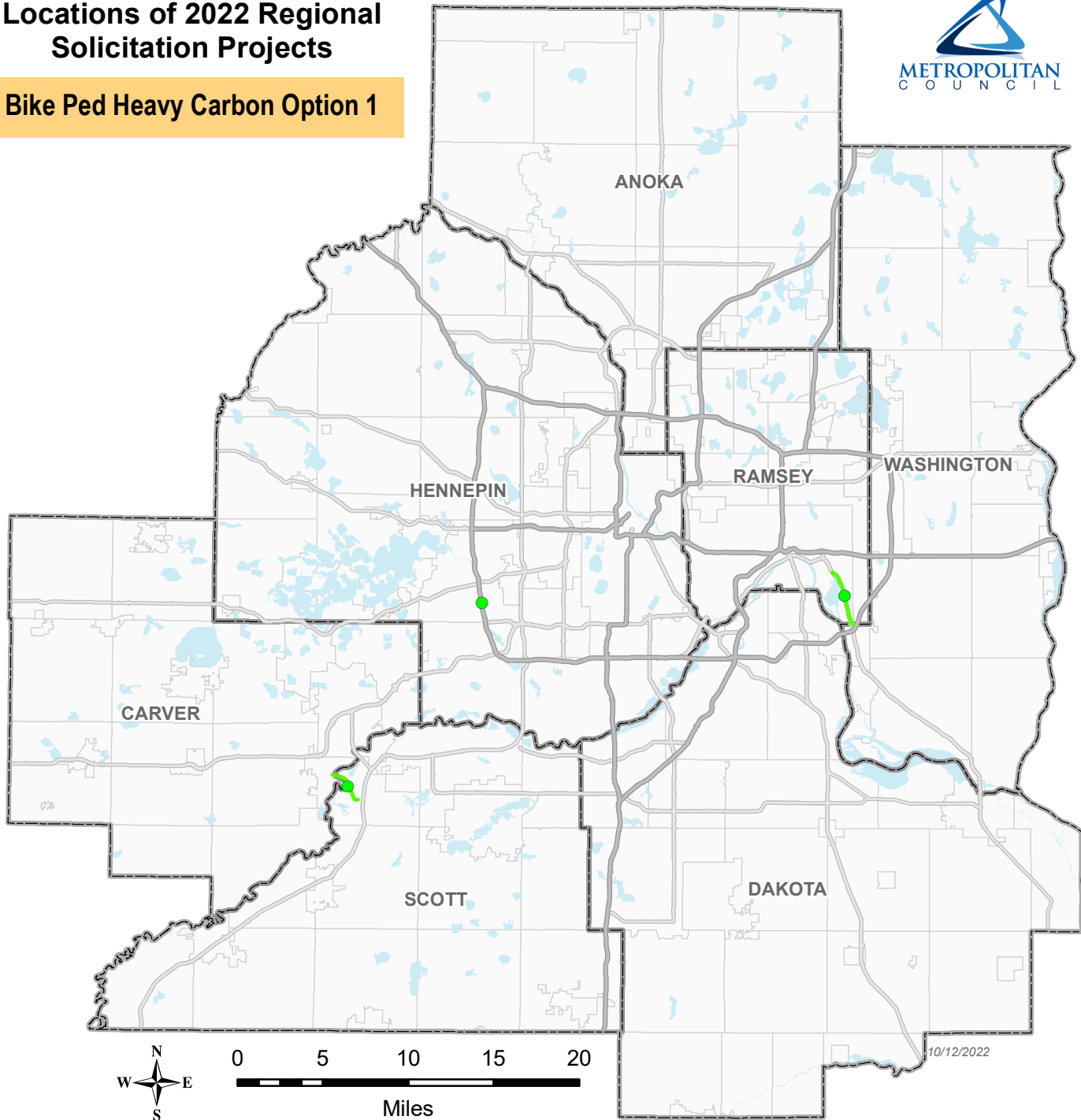
- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

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

Locations of 2022 Regional Solicitation Projects



Bike Ped Heavy Carbon Option 1

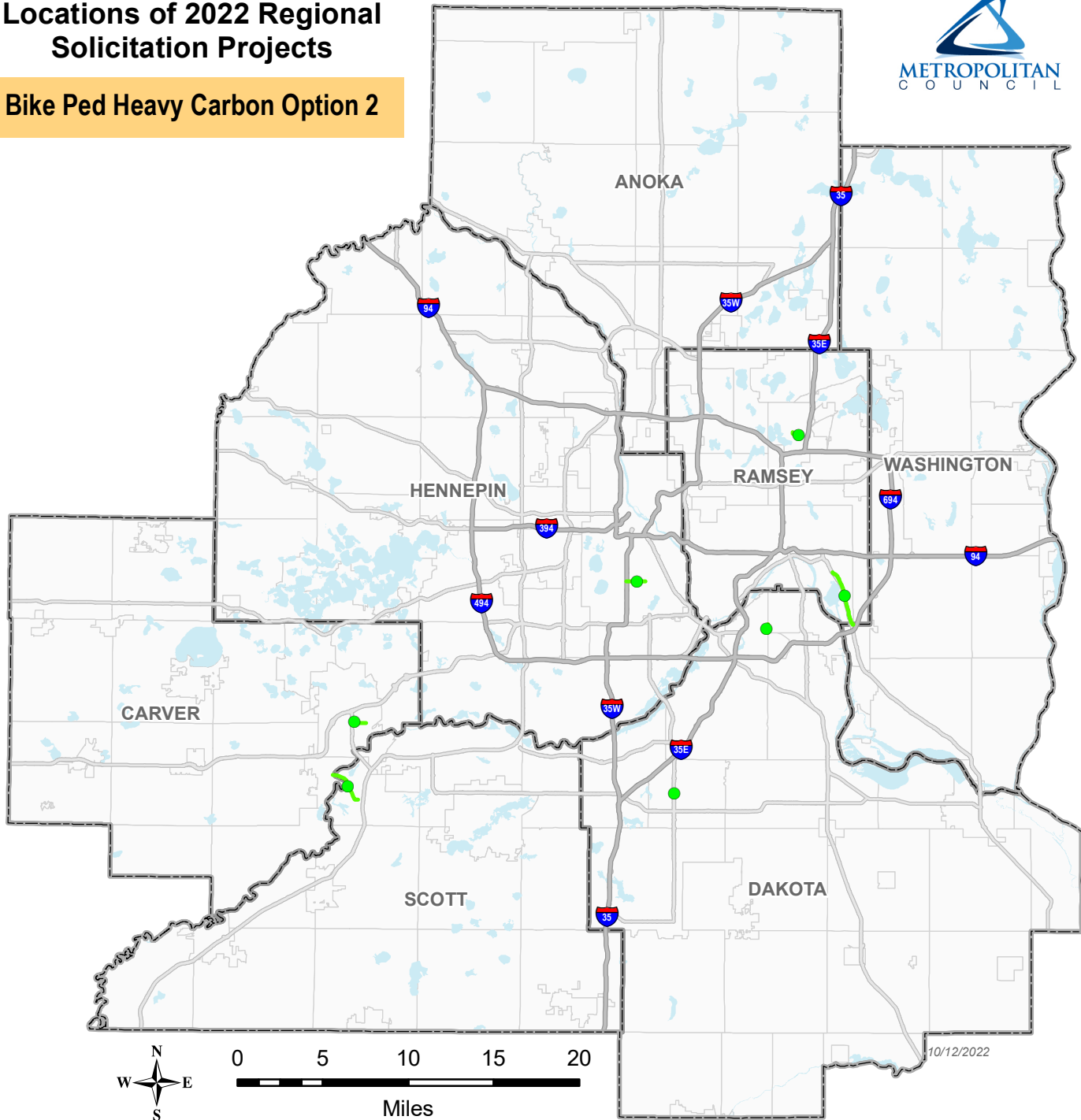


- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

Locations of 2022 Regional Solicitation Projects



Bike Ped Heavy Carbon Option 2



- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

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

Action Transmittal

Transportation Advisory Board



Meeting Date: October 20, 2022

Date: October 13, 2022

Action Transmittal: 2022-47

2022 Highway Safety Improvement Program Project Selection

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, phone 651-602-1705

Steve Peterson, Manager of Highway Planning and TAB/TAC Process

Requested Action

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

Recommended Motion

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

Summary

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

Background and Purpose

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

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

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

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

Relationship to Regional Policy

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

Staff Analysis

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

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	October 20, 2022
Technical Advisory Committee	Review & Recommend	November 2, 2022
Transportation Advisory Board	Review & Adopt	November 16, 2022



2026 / 2027 HSIP Projects (Proactive)

10/10/2022

The projects down to red line are FUNDED:

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

2026 / 2027 HSIP Projects (Proactive)

10/10/2022

The projects down to red line are FUNDED:

HSIP FUNDING

POINTS

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

The projects below are NOT funded:

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

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

2026 / 2027 HSIP Projects (Reactive)

10/10/2022

The projects down to red line are FUNDED:

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

The projects below are NOT funded:

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

2026 / 2027 HSIP Projects (Reactive)

10/10/2022

The projects below are NOT funded:

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

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



Congestion Management Process

Draft CMP Congestion Analysis Handbook



October 2022



Contents

Title	Slide
Purpose and Goals	2
Process and Contents	6
CMP Strategies	10
Sample Pages	11
Next Steps and Discussion	18

Handbook Purpose and Design

- Help stakeholder agencies and the Metropolitan Council collaboratively identify congestion problems and potential solutions within the context of the regional Congestion Management Process (CMP)
- Designed to simplify the process of assessing and managing congestion while promoting regional collaboration and consistency with the CMP
- Links regional congestion management policy and guidance to community context and transportation needs

Handbook Goals

Provide Guidance

- Provide guidance to stakeholder agencies to help implement the CMP, specifically with respect to assessing congestion problems and needs.

Ensure Regional Consistency

- Provide a standardized process for assessing corridor congestion in the region.

Anticipate Multimodal Strategies

- Use a methodology that prepares users to develop and prioritize multimodal strategies consistent with the CMP and the TPP.

Emphasize People

- Understand transportation needs of people who live in the corridor. Include traditionally underrepresented populations and those with limited access to cars.

Link to Funding

- Prepare users to apply for Regional Solicitation and other competitive sources of funds by aligning with the priorities of those funding sources and programs.

Approach

Keep it Simple

- Selected data only, GIS/map-based
- Transportation Travel Index (TTI)

Integrate Lived Experience

- Interpret, don't just report

Screen for Possible Strategies

- Incorporation of Strategy Review Matrix

Validate with Sample Corridors

- Range of geography and uses

Living Document

- Update as policy and resources change

Development Process

Consultant Team

- Alliant Engineering + Community Design Group

Project Management Team

- Met Council, MnDOT, FHWA
- 10 meetings

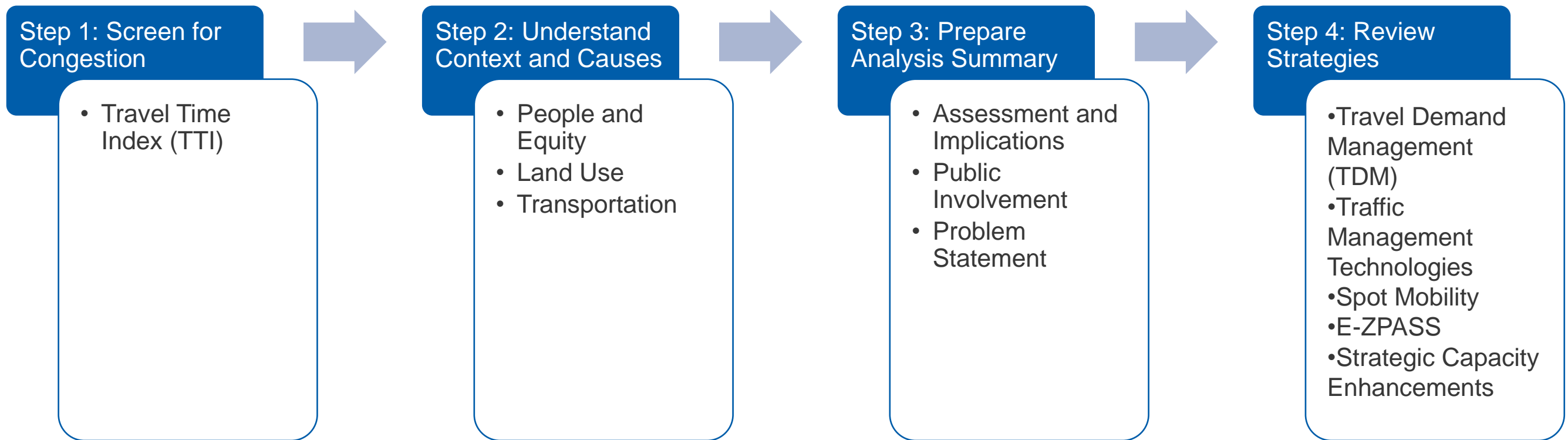
CMP Advisory Committee

- City and County staff representatives
- 5 meetings

Schedule

- 18 months

CMP Handbook: 4 Steps



Step 1: Screen for Congestion

Guides users to the Met Council Congestion Dashboard to look up TTI values

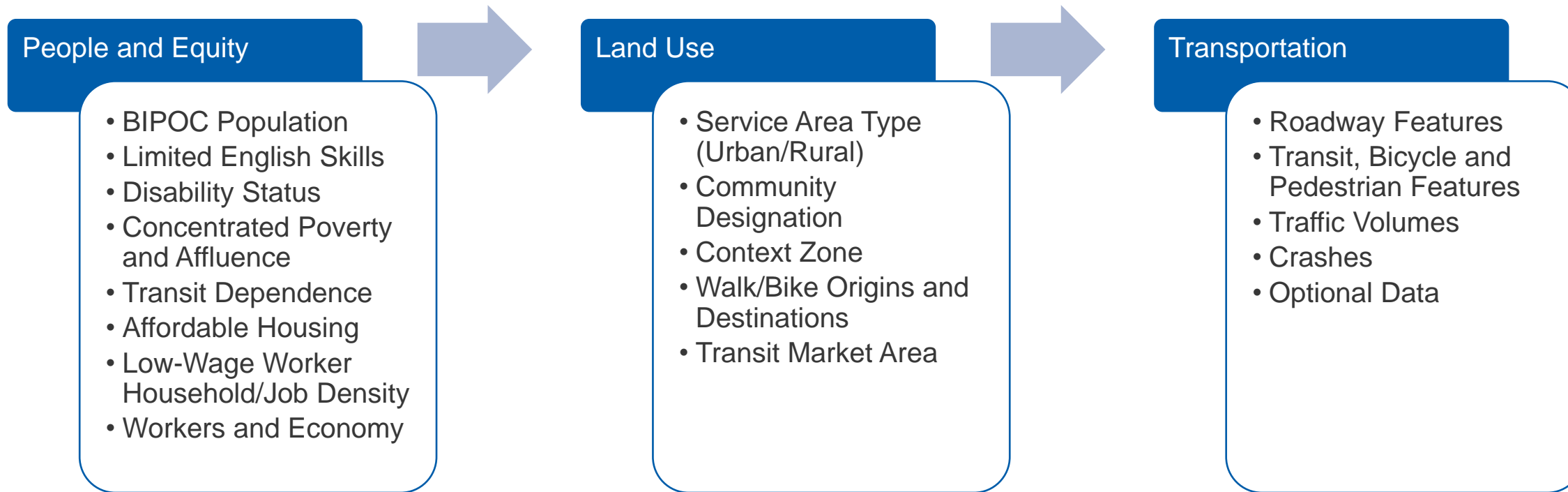
Travel Time Index (TTI)*

- TTI > 1.25 Congested
- TTI 1.0-1.25 Possibly Congested
- TTI < 1.0 Not Congested

*TTI: The ratio of actual travel time to free-flow travel time on a given roadway segment.

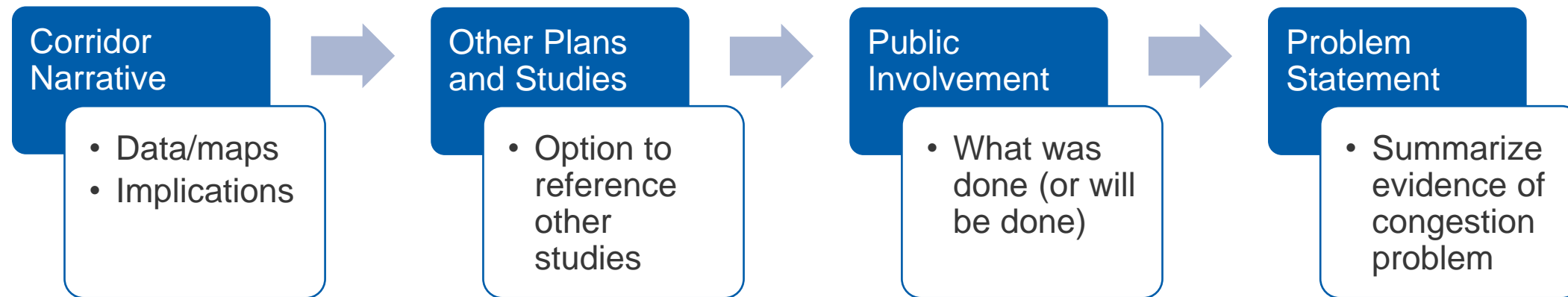
Step 2: Understand Context and Causes

Collect, analyze, and document data to support multimodal strategies



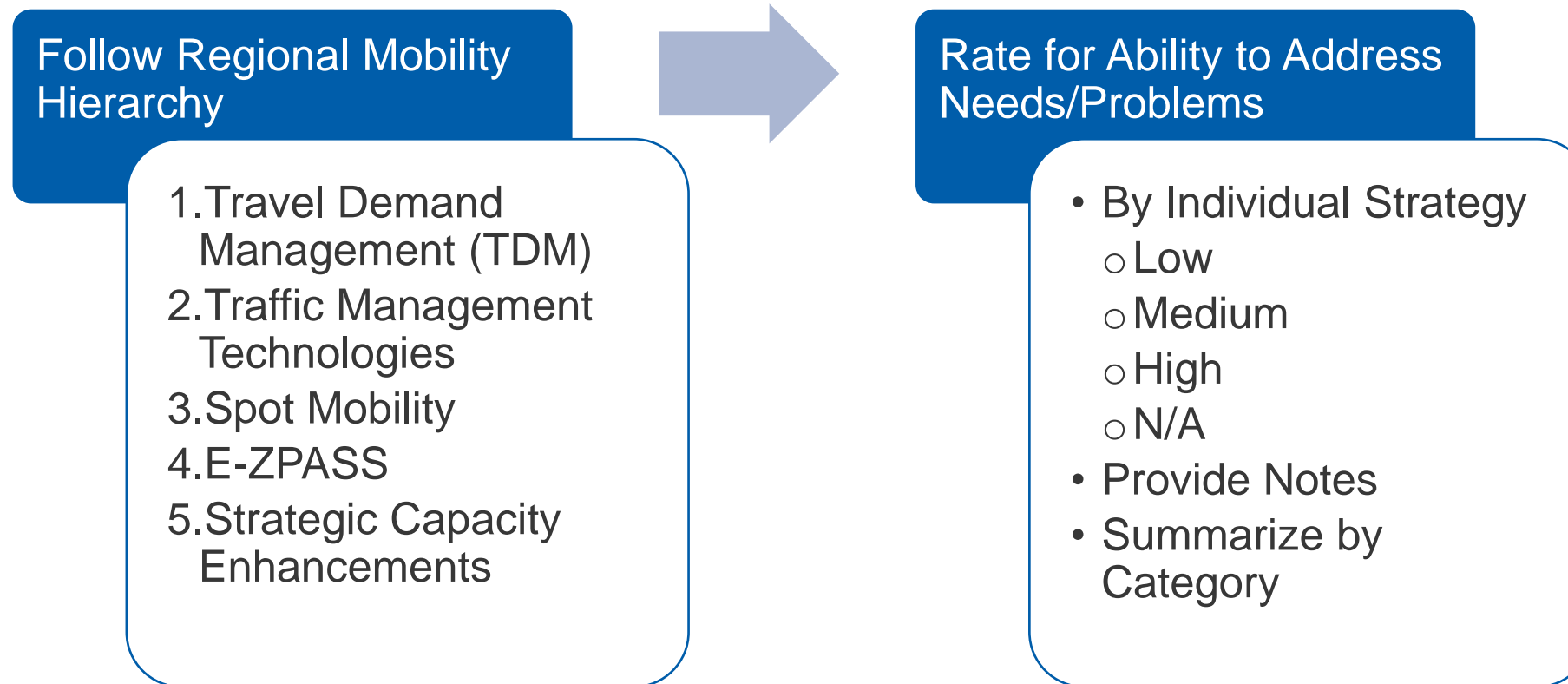
Step 3: Prepare Analysis Summary

Summarize data and implications and prepare problem statement




Step 4: Consider Strategies

Review and rate potential strategies to address congestion (Excel tool)



Summary Checklist – Data and Exhibits

TWIN CITIES CONGESTION ANALYSIS HANDBOOK 

Location and Congestion Screen Exhibits & Data Checklist


EXHIBIT	DATA ELEMENTS NEEDED
Exhibit 1: Project Location	<input type="checkbox"/> Roadway ownership <input type="checkbox"/> Functional classification <input type="checkbox"/> CMP network group <input type="checkbox"/> Corridor length
Exhibit 2: Traffic Operations and Mobility	<input type="checkbox"/> Roadway capacity <input type="checkbox"/> Existing AM + PM travel time indices (TTI) <input type="checkbox"/> Duration of congestion (hours per day TTI>1.25) <input type="checkbox"/> Average AM + PM vehicle delay

People Exhibits & Data Elements Checklist

EXHIBIT	DATA ELEMENTS NEEDED
Exhibit 3: Percent BIPOC Population	<input type="checkbox"/> Percent non-white/BIPOC population
Exhibit 4: Percent of Residents with Limited English Skills	<input type="checkbox"/> Percent of residents with limited English proficiency
Exhibit 5: Concentrated Poverty and Affluence	<input type="checkbox"/> Concentrated poverty <input type="checkbox"/> Concentrated affluence (optional) <input type="checkbox"/> Regional environmental justice Areas
Exhibit 6: Transit Dependence	<input type="checkbox"/> American Community Survey 5-Year summary file
Exhibit 7: Affordable Housing	<input type="checkbox"/> Number of subsidized housing units
Exhibit 8: Low-Wage Workers	<input type="checkbox"/> Low-wage worker household density <input type="checkbox"/> Low-wage worker job density
Exhibit 9: Workers and the Regional Economy	<input type="checkbox"/> Population and employment totals <input type="checkbox"/> Postsecondary education centers

Land Use Exhibits & Data Elements Checklist

EXHIBIT	DATA ELEMENTS NEEDED
Exhibit 10: Service Area Type	<input type="checkbox"/> Service area type
Exhibit 11: Community Designation	<input type="checkbox"/> Community designation
Exhibit 12: Context Zone	<input type="checkbox"/> Aerial photography <input type="checkbox"/> MnDOT land use context: types, identification, and use
Exhibit 13: Walk/Bike Origins and Destinations	<input type="checkbox"/> Regional bicycle transportation network destinations
Exhibit 14: Transit Market Area	<input type="checkbox"/> Transit market areas

TWIN CITIES CONGESTION ANALYSIS HANDBOOK 

Transportation Exhibits & Data Elements Checklist

EXHIBIT	DATA ELEMENTS NEEDED
Exhibit 15: Roadway Features	<input type="checkbox"/> Interchange locations and types <input type="checkbox"/> Intersection access locations and types + control type <input type="checkbox"/> Rail crossings <input type="checkbox"/> Typical section <input type="checkbox"/> Posted speed <input type="checkbox"/> Access spacing <input type="checkbox"/> Frontage roads (if applicable)
Exhibit 16: Transit, Bicycle and Features	<input type="checkbox"/> Existing and planned pedestrian features <input type="checkbox"/> Existing and planned bicycle features <input type="checkbox"/> Transit characteristics (type, routes, stops) <input type="checkbox"/> Transit frequency/volumes
Exhibit 17: Traffic Volumes	<input type="checkbox"/> AADT <input type="checkbox"/> Historical trends
Exhibit 18: Crashes	<input type="checkbox"/> Number/location of crashes <input type="checkbox"/> Crash types <input type="checkbox"/> Crash severity
Optional	<input type="checkbox"/> Pedestrian volumes <input type="checkbox"/> Bicycle volumes <input type="checkbox"/> Transit ridership <input type="checkbox"/> Person throughput <input type="checkbox"/> Daily traffic volume profile <input type="checkbox"/> Vehicle turning movements/ramp volumes <input type="checkbox"/> Truck percentages <input type="checkbox"/> Forecast volumes <input type="checkbox"/> Forecast capacity <input type="checkbox"/> Trip types, speeds, origins & length (time and distance)

Instruction Sheets and Figures

TWIN CITIES CONGESTION ANALYSIS HANDBOOK

Transit Dependence

SUMMARY

- Prepare a map showing households who lack regular access to a motor vehicle - also known as "transit-dependent households" for meeting their travel needs (please note these households may also rely on walking or biking for their travel).

DATA ELEMENTS

American Community Survey 5-Year Summary File

- Agency Providing:** Metropolitan Council
- Location:** Latest ACS 5 Year Summary File (currently the 2016 to 2020 file) available from the Minnesota Geospatial Commons (<https://gisdata.mn.gov/dataset/us-mn-state-metc-society-census-acs>)
- Data Interface:** Shapefile

PROCESSING AND ANALYSIS

Transit-Dependent Households Per Census Block Group

Step 1: *Number* of Transit-Dependent Households Per Block Group

- Use the variables included in the shapefile to develop this information layer
 - "HH_NOVEH" (households with no vehicles)

Step 2: *Percent* of Transit-Dependent Households Per Block Group

- Use the variables included in the shapefile to develop this information layer
 - "HH_NOVEH" (households with no vehicles) and
 - "HHTOTAL" (total number of households)
- The equation is "HH_NOVEH" / "HHTOTAL"

DOCUMENTATION

Some example figures are shown on the next page. These can be viewed in more detail, along with accompanying text, in **Appendix A**.

TWIN CITIES CONGESTION ANALYSIS HANDBOOK

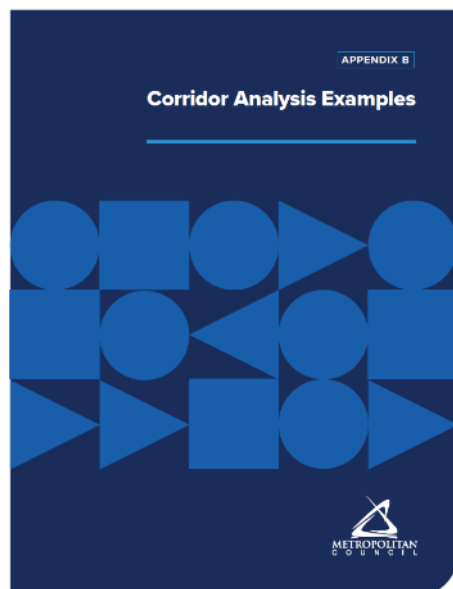
Transit Dependence Example Figures

CORRIDOR 1 - TH 77

CORRIDOR 2 - CSAH 46

CORRIDOR 3 - WEST BROADWAY

Sample Write-ups for the 3 Corridors



Corridor Analysis Summary

HWY 77: INTERSTATE 494 TO 138TH STREET

Introduction

This document contains the results of the congestion and characteristics analysis produced following the Congestion Analysis Handbook. The results are summarized in text below in three sections: People and Equity, Land Use, and Transportation. The text is supported by maps and other graphics illustrating each primary data item collected.

LOCATION

Minnesota Trunk Highway 77 (Hwy 77) between I-494 and 138th Street is owned and maintained by the Minnesota Department of Transportation (MnDOT). The corridor is 8.2 miles long and runs through Hennepin County (Bloomington) and Dakota County (Burnsville, Apple Valley, Eagan). It is classified as a Primary Arterial and is in CMP Network Group 2. (Figure 1)

CONGESTION

Based on the volume-to-capacity (V/C) ratio, the corridor operates at LOS B, C, or D, depending on the segment. The more congested areas are between the TH 13 and Killebrew Drive, and just south of 35E. The TTI congestion screening result places the Hwy 77 corridor in the "Possibly Congested" category (TTI between 1.0 and 1.25). (Figure 2)

Assessment

PEOPLE AND EQUITY

Demographics: Race and Ethnicity

According to Metropolitan Council data, the corridor is located within a variety of Census Tracts that have low, medium, high, and very high (greater than 50%) concentrations of Black, Indigenous, or People of Color (BIPOC) populations. (Figure 3)

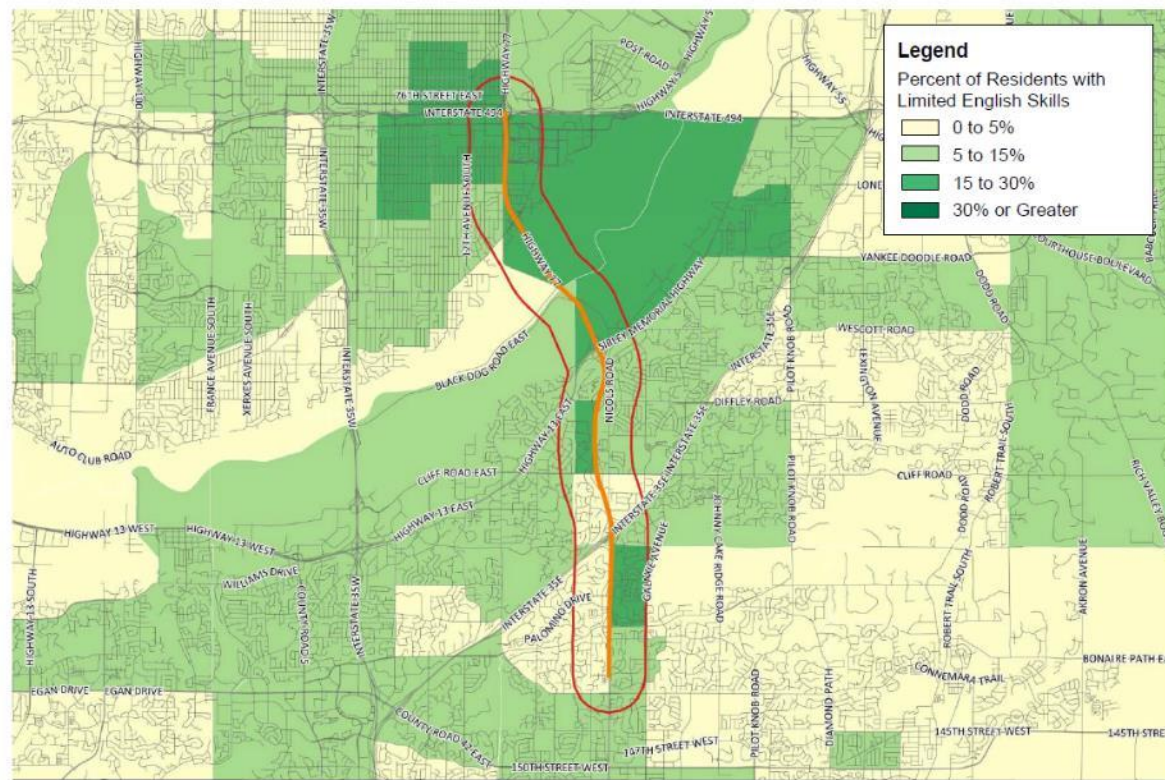
Implications: Successful implementation of project-related communications (including social marketing campaigns and initiatives) and community outreach / engagement efforts should include the hiring or participation of community organizers or representatives from specific BIPOC communities. Consideration of specific culturally-appropriate approaches will be important for successful development of a project along this corridor.

Demographics: Language Spoken

According to Metropolitan Council data, the corridor is located in an area with low, medium, and high presence of residents with limited English language skills. (Figure 4)

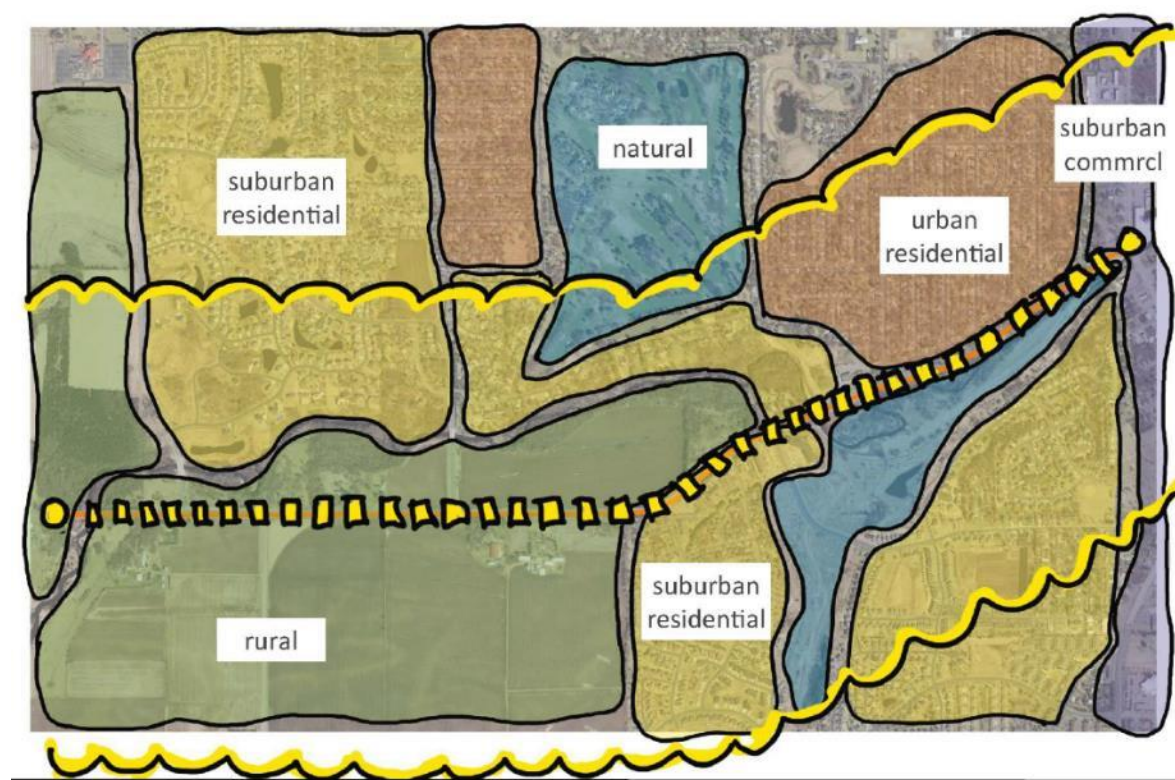
Implications: Successful implementation of project-related communications (including social marketing campaigns and initiatives) and community outreach / engagement efforts should include development of written and spoken materials in languages other than English, participation of interpreters, and other culture- and language-specific approaches.

Sample Maps and Graphics (1)



Congestion Analysis Handbook
 Example Corridor: TH 77

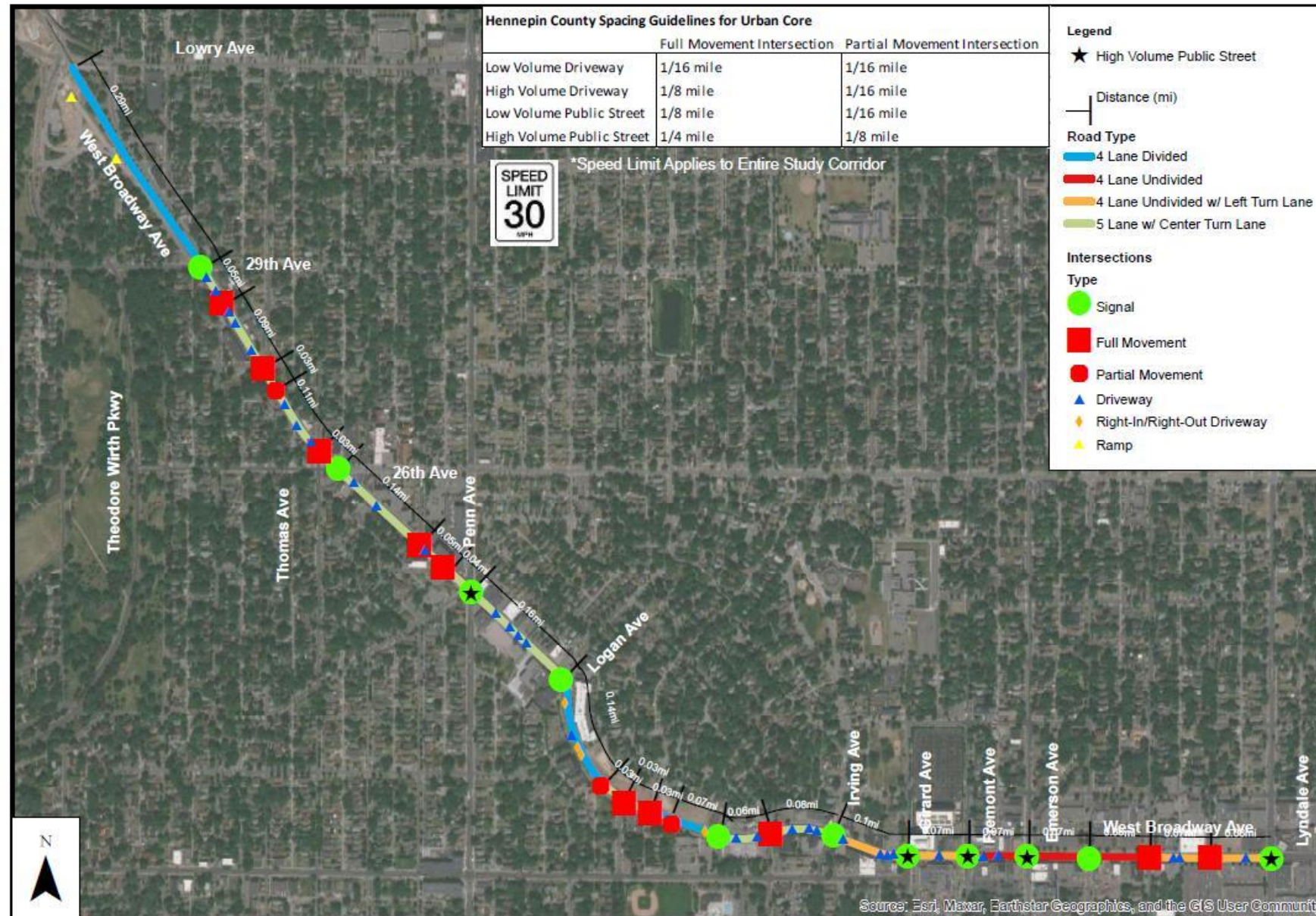
Figure 4
 Percent of Residents with Limited English Skills



Congestion Analysis Handbook
 Example Corridor: CSAH 46

Figure 12
 Context Zone

Sample Maps and Graphics (2)



Congestion Analysis Handbook
Example Corridor: West Broadway Avenue (County Road 81)

Figure 15
Roadway Features

Sample of Screening Tool (1)

OCTOBER 2022

Twin Cities Congestion Analysis Handbook C-2

Strategy Screening Tool

ID # (1) Strategy and Primary TPP Priority	Potential of Strategy to Address Identified Problem(s)	
	Rating	Notes
Priority 1. Travel Demand Management		
1.01 Congestion Pricing (MnPASS)		
1.02 Alternative Work Hours		
1.03 Telecommuting		
1.04 Guaranteed Ride Home Programs		
1.05 Alternative Mode Marketing and Education		
1.06 Safe Routes to School		
1.07 Preferential or Free Parking		
1.08 Event Transportation Management Plans		
1.09 Negotiated Demand Management Agreements		
1.10 Trip Reduction Ordinance		
1.11 Infill Developments		
1.12 Transit Oriented Developments		
1.13 Design Guidelines for Pedestrian-Oriented Development		
1.14 Mixed Use Development		
1.15 Long-Range Comprehensive Land Use Planning		
2.01 Transit Capacity Expansion		
2.02 Increasing Bus Route Coverage and/or Frequencies		
2.03 Implementing Regional Transitways		
2.04 Providing Real-Time Information on Transit Routes		
2.05 Reducing Transit Fares		
2.06 Providing Transit Advantages		
2.07 Provide Transit Signal Priority		
2.08 Encourage Off-Board Fare Collection		
2.09 Monitor Shifting Freight Numbers		
2.10 New Sidewalk Connections		
2.11 Enhanced Pedestrian Crossings		
2.12 Designated Bicycle Facilities on Local Streets		
2.13 Improved Bicycle Facilities at Transit Stations and Other Destinations		
2.14 Improved Safety of Existing Bicycle and Pedestrian Facilities		
2.15 Exclusive Non-Motorized ROW		
2.16 Complete Streets		
2.17 Preservation Projects with Multimodal Improvements		
2.18 Park-and-Ride Lots		
3.01 Ridesharing (Carpools & Vanpools)		
3.02 Employer-Landlord Parking Agreements		
3.03 Parking Management		
4.11 Geometric Improvements for Transit		
4.15 Shared Mobility		
4.21 Parking Restrictions		



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Twin Cities Congestion Analysis Handbook C-3

ID # (1) Strategy and Primary TPP Priority	Potential of Strategy to Address Identified Problem(s)	
	Rating	Notes
Priority 2. Traffic Management Technologies		
4.01 Dynamic Messaging		
4.02 Advanced Traveler Information Systems (ATIS)		
4.03 Integrated Corridor Management (ICM)		
4.04 Automated and Connected Vehicles		
4.05 Advanced Traffic Management System (ATMS)		
4.06 Traffic Signal Coordination		
4.08 Changeable Lane Assignment/Dynamic Lane Control		
4.09 Vehicle Use Limitations and Restrictions		
4.10 Improved Signage		
4.12 Intermodal Enhancements		
4.13 Goods Movement Management		
4.14 Towing Improvements		
4.16 Ramp Metering		
4.20 Signal Timing		
4.23 Network Management		
4.26 Snow Removal		
4.27 Pavement and Bridge Deicing		
4.28 Incident Detection and Management Systems		
4.29 Dynamic Access Changes		
4.30 Access Management Policies		
Priority 3. Spot Mobility		
4.07 Bottleneck Relief		
4.17 Freeway Auxiliary Lanes that are Shorter than One Mile		
4.18 Ramp Modifications		
4.19 Interchange Removal		
4.24 Superstreet Corridors		
4.25 Alternative Intersection Design		
4.31 Coordinated Preservation Projects		
4.32 CMP Safety Mitigation		
5.02 Turn Lanes		
5.04 Intersection Improvements		
Priority 4. MnPASS (E-ZPass)		
5.05 High Occupancy Vehicle Lane Improvements		
5.06 Managed Lanes		
Priority 5. Strategic Capacity Enhancements		
4.22 One-Way Conversions		
5.01 Corridor Preservation		
5.03 Reallocation of Current Right-of-Way Space		
5.07 Interchange Configuration Modification		
5.08 Additional General-Purpose Lanes		
5.09 New Roadway Facilities		

(1) "Strategy ID" numbers reference the Metropolitan Council Congestion Management Process Policy and Procedures Handbook (August 2020), including [Appendix D](#) (Congestion Management Strategies Matrix)



Sample of Screening Tool (2)

CMP Strategy Screening: TH 77 Example Corridor

CMP Appendix D ID#	Strategy	Potential of Strategy to Address Identified Problem(s)	
		Rating	Notes
Priority 1. Travel Demand Management			
1.01	Congestion Pricing (MnPASS)	High	TH 77 is a Tier II MnPASS corridor; past studies have shown potential
1.02	Alternative Work Hours	Low	Could help reduce peak period congestion if enough
1.03	Telecommuting	Medium	Remote work following pandemic has resulted in fewer trips during peak periods
1.04	Guaranteed Ride Home Programs	Low	no info on how relevant this would be but more transit ridership could reduce trips on TH 77
1.05	Alternative Mode Marketing and Education	Low	More transit ridership could reduce trips on TH 77
1.06	Safe Routes to School	n/a	Could be part of bigger system solutions but have no information on this
1.07	Preferential or Free Parking	n/a	Don't see how this would help
1.08	Event Transportation Management Plans	n/a	Events are not a congestion cause on TH 77
1.09	Negotiated Demand Management Agreements	n/a	Don't see how this would help
1.10	Trip Reduction Ordinance	n/a	Assume this is relevant to single large generators; not relevant here
1.11	Infill Developments	n/a	Could be part of bigger system solutions but have no information on this
1.12	Transit Oriented Developments	Low	Could be part of bigger system solutions but have no information on this
1.13	Design Guidelines for Pedestrian-Oriented Development	Low	Could be part of bigger system solutions but have no information on this
1.14	Mixed Use Development	Low	Could be part of bigger system solutions but have no information on this
1.15	Long-Range Comprehensive Land Use Planning	n/a	Already being done within Met Council 2040 framework
1.16	Transit Capacity Expansion	Low	Improved transit service could help remove trips from TH 77
1.17	Increasing Bus Route Coverage and/or Frequencies	Low	Improved transit service could help remove trips from TH 77
1.18	Implementing Regional Transitways	Low	Red Line is in place; improved service could potentially reduce trips on TH 77
1.19	Providing Real-Time Information on Transit Routes	n/a	Generally exists already (not much room for improvement)
1.20	Reducing Transit Fares	Low	More transit ridership could reduce trips on TH 77
1.21	Providing Transit Advantages	Low	Bus only shoulders already exist on TH 77
1.22	Provide Transit Signal Priority	Low	Possibly could help with transit performance overall but not with highway congestion
1.23	Encourage Off-board Fare Collection	n/a	Don't see how this would help
1.24	Monitor Shipping Weight Numbers	n/a	Freight not a specific issue on TH 77
1.25	New Sidewalk Connections	Low	Improved crossings over TH 77 could help reduce trips on TH 77
1.26	Enhanced Pedestrian Crossings	Low	Improved crossings over TH 77 could help reduce trips on TH 77
1.27	Dedicated Bicycle Facilities on Local Streets	Low	Could be part of bigger system solutions but have no information on this
1.28	Improved Bicycle Facilities at Transit Stations and Other Destinations	Low	Could be part of bigger system solutions but have no information on this
1.29	Improved Safety of Existing Bicycle and Pedestrian Facilities	Low	Would support non-motorized trips (need to identify specific needs)
1.30	Exclusive Non-Motorized ROW	n/a	Not applicable to freeway corridor
1.31	Complete Streets	n/a	Not applicable to freeway corridor
1.32	Preservation Projects with Multimodal Improvements	n/a	Not applicable to freeway corridor
1.33	Park-and-Ride Lots	n/a	Already exist in corridor; do not believe this is a congestion contributor
1.34	Widesharing (Carpools & Vanpools)	Low	Could be part of bigger system solutions but have no information on this
1.35	Employer-Landlord Parking Agreements	Low	Could be part of bigger system solutions but have no information on this
1.36	Parking Management	n/a	Don't see how this would help
1.37	Geometric Improvements for Transit	n/a	Don't see how this would help
1.38	Shared Mobility	Low	Could be part of bigger system solutions but have no information on this
1.39	Parking Restrictions	n/a	Don't see how this would help
Priority 2. Traffic Management Technologies			
4.01	Dynamic Messaging	n/a	See response to ATIS
4.02	Advanced Traveler Information Systems (ATIS)	Low	Some already exists; could explore but don't think this a current issue
4.03	Integrated Corridor Management (ICM)	n/a	Don't see how this would help
4.04	Automated and Connected Vehicles	n/a	In full implementation (future) but not now
4.05	Advanced Traffic Management System (ATMS)	n/a	See response to ATIS
4.06	Traffic Signal Coordination	n/a	Not applicable to freeway corridor
4.07	Changeable Lane Assignment/Dynamic Lane Control	n/a	Reversible lane previously studied and rejected
4.08	Vehicle Use Limitations and Restrictions	n/a	Does not appear to be an issue on TH 77
4.09	Improved Signage	n/a	Don't believe this is a current issue
4.10	Intermodal Enhancements	n/a	Does not appear to be an issue on TH 77
4.11	Goods Movement Management	n/a	Does not appear to be an issue on TH 77
4.12	Towing Improvements	n/a	Does not appear to be an issue on TH 77
4.13	Ramp Metering	n/a	Some already exists; could explore but don't think this a current issue
4.14	Signal Timing	n/a	Not applicable to freeway corridor
4.15	Network Management	n/a	Not sure what this means/relevance
4.16	Snow Removal	n/a	Does not appear to be an issue on TH 77
4.17	Pavement and Bridge Deicing	n/a	Don't believe this is a current issue
4.18	Incident Detection and Management Systems	n/a	Don't believe incidents are significant congestion cause
4.19	Dynamic Access Changes	n/a	Don't see how this would help
Priority 3. Spot Mobility			
4.07	Borrowed Relief	n/a	Does not appear to be relevant to CSAH 46 issue
4.17	Freeway Auxiliary Lanes that are Shorter than One Mile	n/a	not applicable to CSAH 46
4.18	Ramp Modifications	n/a	not applicable to CSAH 46
4.19	Interchange Removal	n/a	not applicable to CSAH 46
4.24	Superstreet Corridors	n/a	not applicable to CSAH 46 (no rights-of-way)
4.25	Alternative Intersection Design	High	consider roundabouts
4.31	Coordinated Preservation Projects	n/a	not applicable to CSAH 46
4.32	CMP Safety Mitigation	n/a	not applicable to CSAH 46
5.02	Turn Lanes	High	possibly - need more information - explore
5.04	Intersection Improvements	High	Intersection improvements appear to be needed and will help with traffic flow and safety
Priority 4. MnPASS (E-ZPass)			
5.07	High Occupancy Vehicle Lane Improvements	n/a	not applicable to CSAH 46
5.08	Managed Lanes	n/a	not applicable to CSAH 46
Priority 5. Strategic Capacity Enhancements			
4.22	One-Way Conversions	n/a	not applicable to CSAH 46
5.01	Corridor Preservation	n/a	not sure what this means/how relevant to CSAH 46
5.03	Reallocation of Current Right-of-Way Space	n/a	n/a not needed for lanes
5.07	Interchange Configuration Modification	n/a	not applicable to CSAH 46
5.08	Additional General-Purpose Lanes	n/a	mainline capacity does not appear to be a constraint currently
5.09	New Roadway Facilities	n/a	Don't see how this would help

CMP Strategy Screening: CSAH 46 Example Corridor

CMP Appendix D ID#	Strategy	Potential of Strategy to Address Identified Problem(s)	
		Rating	Notes
Priority 2. Traffic Management Technologies			
4.01	Dynamic Messaging	n/a	not applicable to CSAH 46
4.02	Advanced Traveler Information Systems (ATIS)	n/a	not applicable to CSAH 46
4.03	Integrated Corridor Management (ICM)	n/a	not applicable to CSAH 46
4.04	Automated and Connected Vehicles	n/a	Don't see how this would help
4.05	Advanced Traffic Management System (ATMS)	n/a	not applicable to CSAH 46
4.06	Traffic Signal Coordination	n/a	currently only one signal (at TH 63)
4.07	Changeable Lane Assignment/Dynamic Lane Control	n/a	not applicable to CSAH 46
4.08	Vehicle Use Limitations and Restrictions	n/a	not applicable to CSAH 46
4.10	Improved Signage	n/a	Does not appear to be relevant to CSAH 46 issue
4.12	Intermodal Enhancements	n/a	not applicable to CSAH 46
4.13	Goods Movement Management	n/a	not applicable to CSAH 46
4.14	Towing Improvements	n/a	not applicable to CSAH 46
4.16	Ramp Metering	n/a	not applicable to CSAH 46
4.20	Signal Timing	Medium	possibly, if there are issues at TH 61 signal - need more information - explore
4.22	Network Management	n/a	not applicable to CSAH 46
4.26	Snow Removal	n/a	not applicable to CSAH 46
4.27	Pavement and Bridge Deicing	n/a	not applicable to CSAH 46
4.28	Incident Detection and Management Systems	n/a	not applicable to CSAH 46
4.29	Dynamic Access Changes	n/a	not applicable to CSAH 46
4.30	Access Management Policies	High	Access spacing does not meet guidelines; issue for safety and congestion
Priority 3. Spot Mobility			
4.07	Borrowed Relief	n/a	Does not appear to be relevant to CSAH 46 issue
4.17	Freeway Auxiliary Lanes that are Shorter than One Mile	n/a	not applicable to CSAH 46
4.18	Ramp Modifications	n/a	not applicable to CSAH 46
4.19	Interchange Removal	n/a	not applicable to CSAH 46
4.24	Superstreet Corridors	n/a	not applicable to CSAH 46 (no rights-of-way)
4.25	Alternative Intersection Design	High	consider roundabouts
4.31	Coordinated Preservation Projects	n/a	not applicable to CSAH 46
4.32	CMP Safety Mitigation	n/a	not applicable to CSAH 46
5.02	Turn Lanes	High	possibly - need more information - explore
5.04	Intersection Improvements	High	Intersection improvements appear to be needed and will help with traffic flow and safety
Priority 4. MnPASS (E-ZPass)			
5.07	High Occupancy Vehicle Lane Improvements	n/a	not applicable to CSAH 46
5.08	Managed Lanes	n/a	not applicable to CSAH 46
Priority 5. Strategic Capacity Enhancements			
4.22	One-Way Conversions	n/a	not applicable to CSAH 46
5.01	Corridor Preservation	n/a	not sure what this means/how relevant to CSAH 46
5.03	Reallocation of Current Right-of-Way Space	n/a	n/a not needed for lanes
5.07	Interchange Configuration Modification	n/a	not applicable to CSAH 46
5.08	Additional General-Purpose Lanes	n/a	mainline capacity does not appear to be a constraint currently
5.09	New Roadway Facilities	n/a	Don't see how this would help

For strategy definitions, see CMP Policy and Procedures Handbook Appendix D:
<https://www.metrocouncil.org/Transportation/Planning/3/Re-Transportation-Planning/Documents/Connector-Management-Process/TopicDocs/CMP-Appendix-D.aspx>

Next Steps

- Finalize and release Handbook/tool
- New contract to test tool within more corridor contexts (on demand)
- Gain input from stakeholders/refine as needed
- Update/refine as CMP Policies and Procedures Handbook is refined

Thank you

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Climate Action Work Plan

Funding and Programming



October 20, 2022

Climate Action Work Plan



Purpose of the plan

- Builds on our existing climate work and unifies our efforts across the Council
- Defines commitments, strategies, and actions that will strengthen our ability to deliver services to the region
- Moves us forward on a pledge we made in *Thrive MSP 2040* to become a climate leader

Past and current climate work



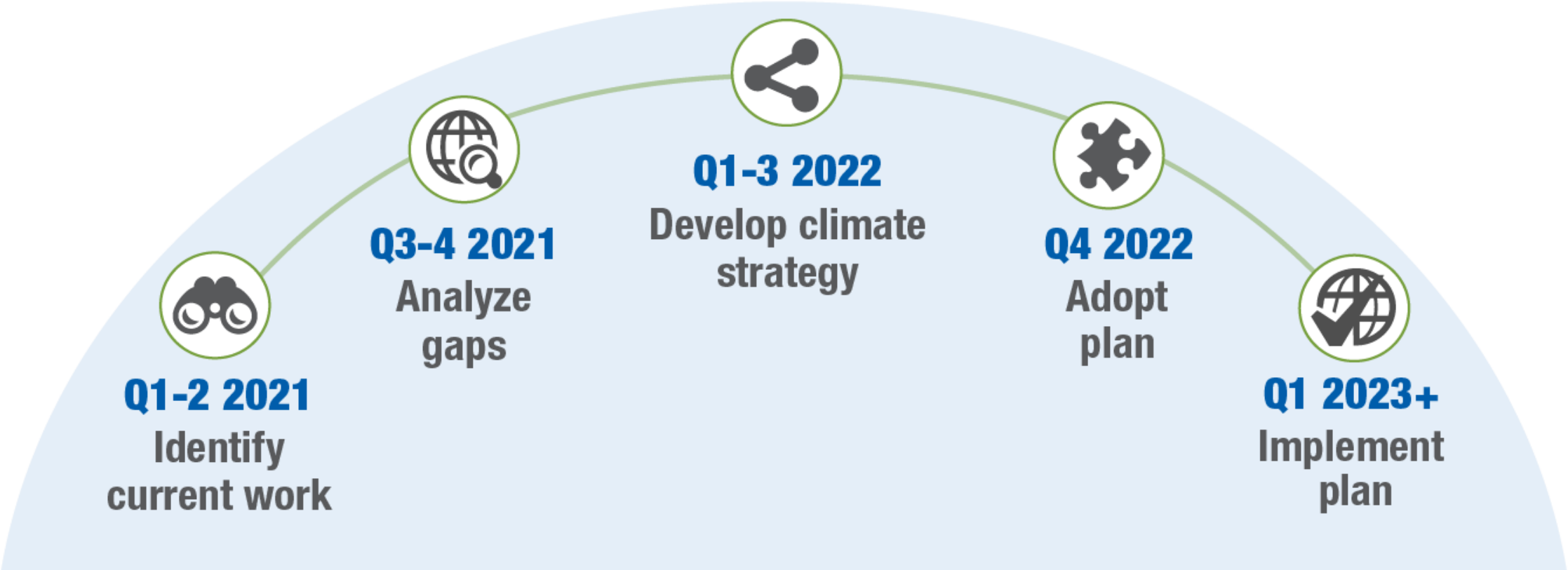
Tools, partnerships, and action

- [Climate Vulnerability Assessment](#)
- [Twin Cities Greenhouse Gas Inventory](#)
- [Solar-for-Vouchers program](#)
- [Growing Shade](#)
- [Improving energy efficiency in our wastewater operations](#)
- [Zero-Emission Bus Transition Plan](#)
- [Laying the groundwork to accelerate electric vehicle adoption](#)

Developing the plan



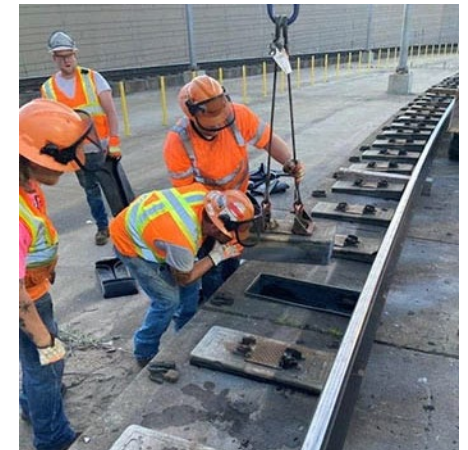
PROJECT TIMELINE



Why a climate plan?

Climate change is already impacting our operations

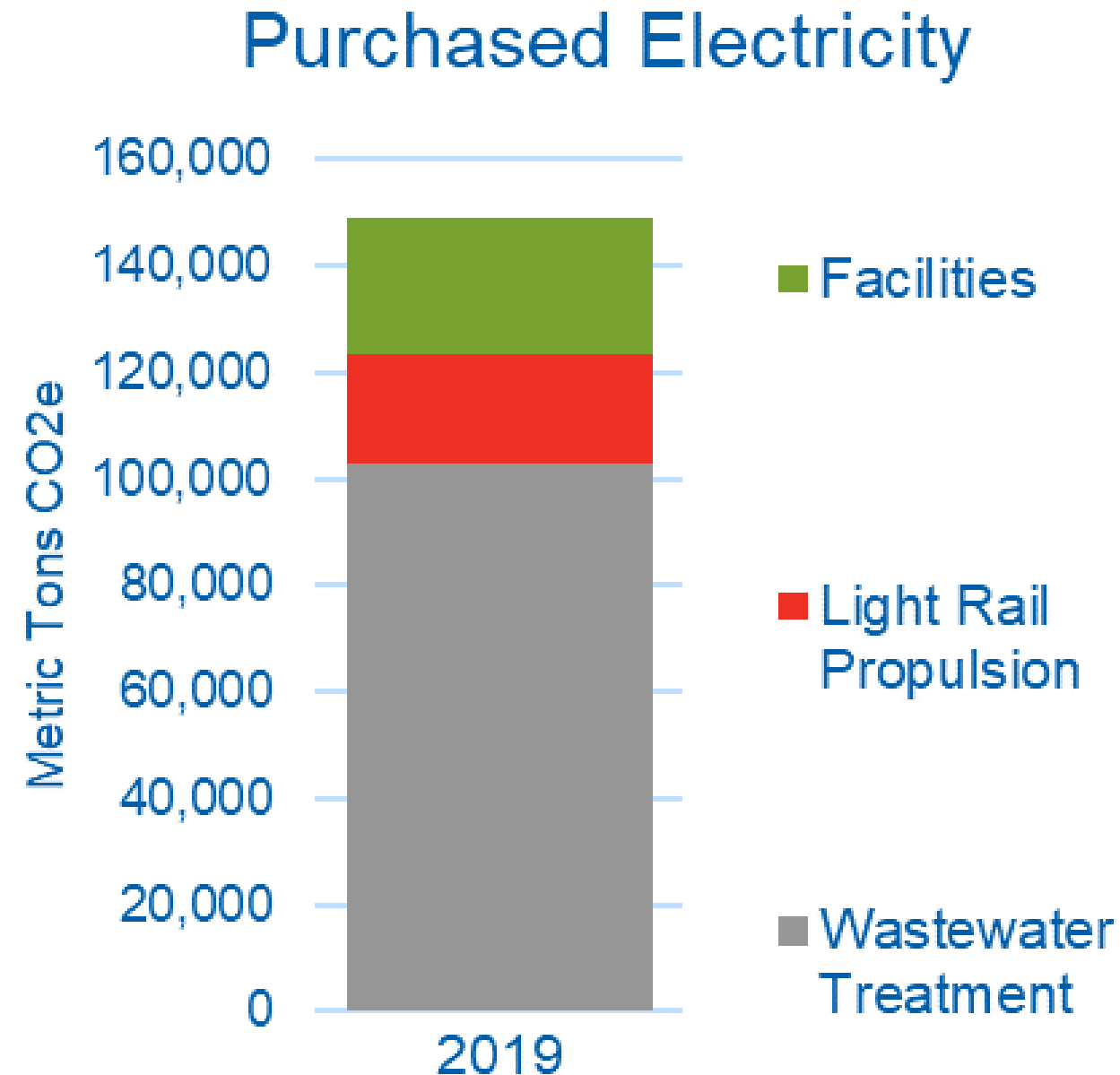
- Extreme heat and increased freeze/thaw cycles damages streets and highways
- Flooding causes facility relocation, like sewer pipes and regional trails
- Transit vehicles and systems lose operational reliability in extreme heat
- Reducing emissions from our operations and assisting local governments to reduce theirs will help meet the state vision for carbon neutrality



Our emissions: Purchased electricity

Leading source of our emissions

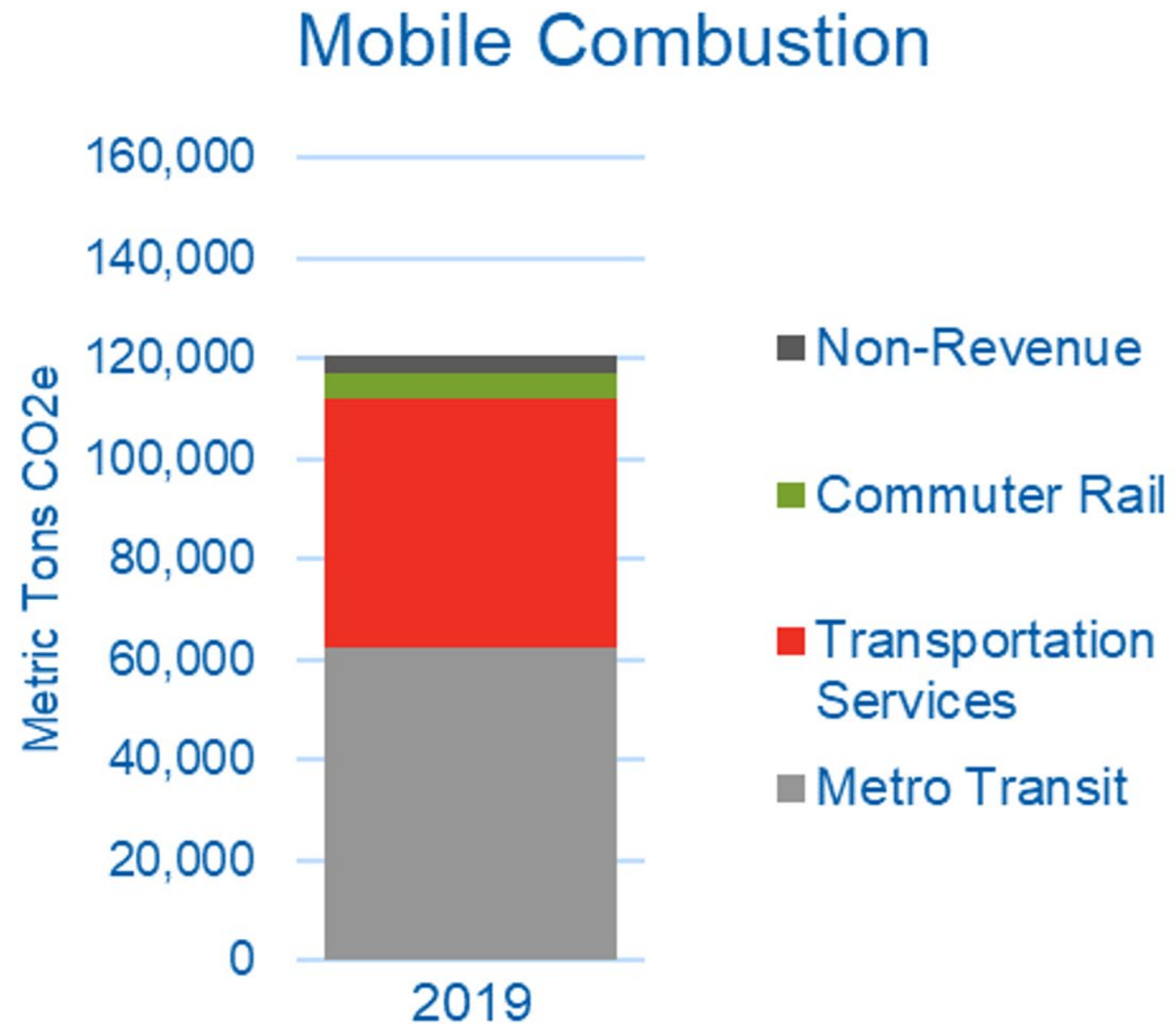
- Electricity powers our wastewater treatment plants, bus garages, light rail operations, and administrative offices.



Our emissions: Mobile combustion

Fossil fuels power our vehicle fleets

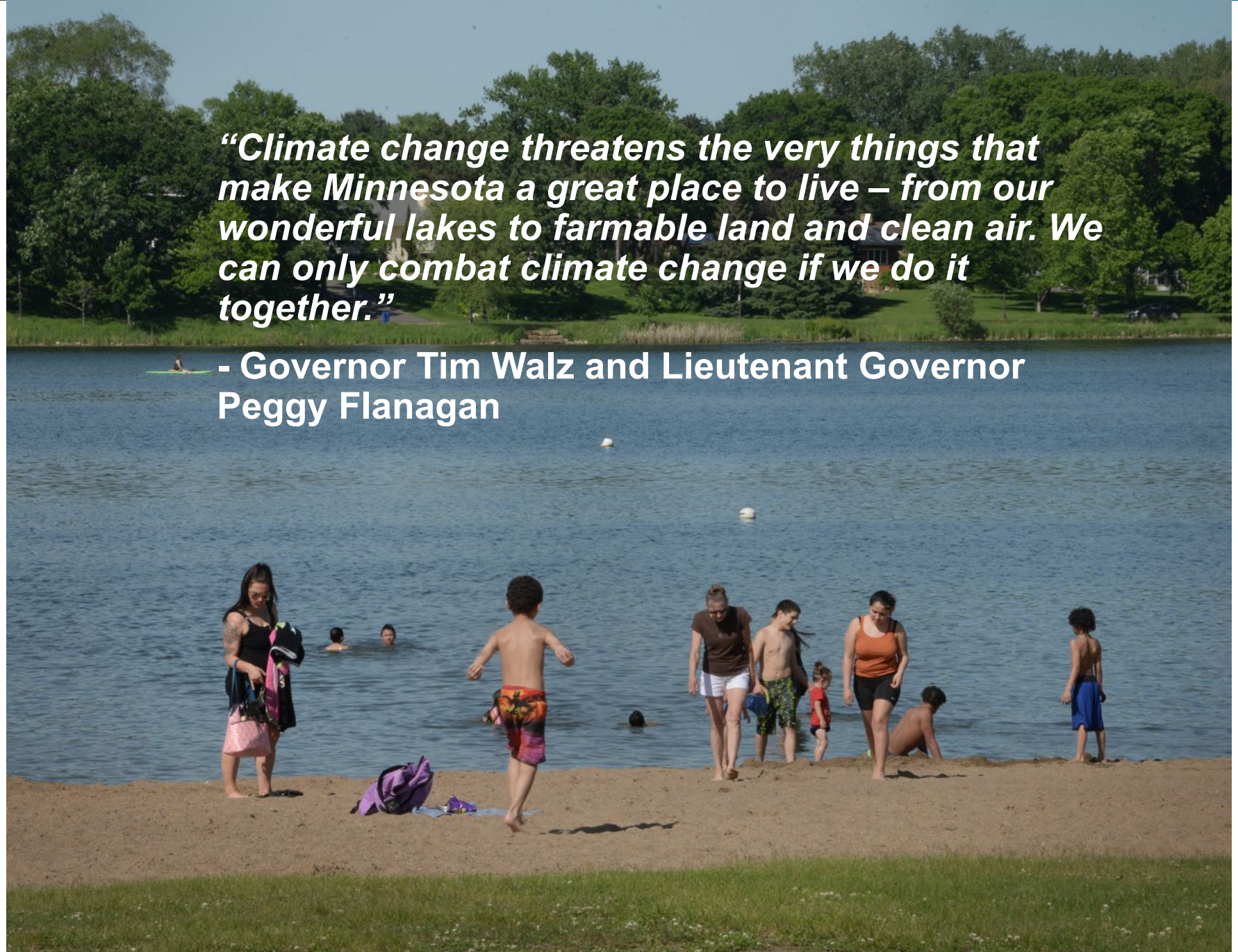
- Metro Transit and Metro Mobility buses
- Commuter rail
- Nonrevenue vehicles, such as maintenance trucks



Climate plan basics

Part of effort across state agencies

- Dovetails with Minnesota Climate Action Framework
- Internal to our planning and operations; it is not a regional climate action plan
- Five-year time frame
- Lays the groundwork for more action beyond 2027
- Organized by commitments, strategies, and actions



“Climate change threatens the very things that make Minnesota a great place to live – from our wonderful lakes to farmable land and clean air. We can only combat climate change if we do it together.”

- Governor Tim Walz and Lieutenant Governor Peggy Flanagan

Commitments and strategies



**Commitment 1:
We will incorporate
environmental justice
principles as we plan,
implement, and evaluate our
climate action work**

Mitigation: Reduce Council emissions

**Commitment 2:
We will accelerate emissions
reductions from our operations
to achieve carbon neutrality**



Mitigation: Reduce regional emissions



**Commitment 3:
We will accelerate regional
emissions reduction through
existing and new
partnerships**

Adaptation: Reduce risks and build resiliency at the Council



**Commitment 4:
We will reduce risks and
impacts of climate change
hazards to our facilities and
services**

Adaptation: Reduce risks and build resiliency in the region

**Commitment 5:
We will support
and collaborate
with partners to
advance regional
climate adaptation
efforts**



Core of the plan: Matrix of actions

ID	Council Commitment	Council Strategy	Action	Equity Considerations & Implications	Lead	CI	E	M	MTS
1.1.1	Support and collaborate with partners to advance regional climate adaptation efforts	Convene and partner with regional stakeholders to expand climate engagement and collaboration	Convene and participate in conversations with partners organizations and residents to share challenges and best practices, identify gaps and collaboration opportunities, and develop a shared regional vision of climate resiliency.		CD + ES	X	X		X
1.1.2	Support and collaborate with partners to advance regional climate adaptation efforts	Convene and partner with regional stakeholders to expand climate engagement and collaboration	With regional partners, completing a climate vulnerability assessment of regional transportation systems including highways, transit, bicycle, and pedestrian systems.		MTS	X		X	X
1.1.3	Support and collaborate with partners to advance regional climate adaptation efforts	Convene and partner with regional stakeholders to expand climate engagement and collaboration	With cities, counties, MnDOT, MPCA, and others around roles and responsibilities in coordinating climate work, including exploring the development of a regional Transportation Climate Action Plan.		MTS	X		X	X
1.2.1	Support and collaborate with partners to advance regional climate adaptation efforts	Provide and expand technical assistance, tools, and data for regional and Council decision-making	Document and share climate change mitigation and adaptation strategies and guidance for counties, cities, and townships to adopt into local policy, planning, or programs.	Yes.	CD	X	X		X
			Develop qualitative research to support effective climate-related technical assistance through						

Environmental justice assessment

Recommendations will strengthen our plan

- The EJ Task Force applied the draft framework to our climate action work plan
- Recommendations: Edit three current actions in the plan and add six actions under Commitment 1 (environmental justice)
- We updated the current draft to reflect the assessment
- Key recommendation: Recharter the Environmental Justice Task Force



Engaging our partners

External engagement

- Met with two groups of peer agencies in late September
- Met with environmental thought leaders/nonprofits in early October
- Partners are eager for collaboration
- Environmental justice approach to climate is welcomed
- Shared enthusiasm for climate work beyond mitigation



MTS Planning Actions



Priority 1

- Develop **prioritization criteria and supporting data sets** for where and what type of **public charging is needed** to advance electric vehicle ownership within the region.
- Implement **improved greenhouse gas estimates** in **regional solicitation** project selection process so that evaluations can better consider climate mitigation and **evaluate** how greenhouse gas estimates might be included in the **4-year Transportation Improvement Program**
- Work with MnDOT and other transportation partners to create a **framework and process to allocate regional federal funds in the Carbon Reduction program** in order to maximize carbon reduction.

MTS Planning Actions



Priority 2

- With cities, counties, MnDOT, MPCA, and others, **explore development of regional climate actions.**
- Consider adoption of regional **Vehicle Miles Traveled (VMT) reduction target and the development of supporting policies and strategies** when completing the next regional Transportation Policy Plan to support state's adopted target and strategies.
- Convene regional partners to identify **opportunities to collaborate on the pursuit of State and Federal funding** opportunities that accelerate regional emissions reductions.
- Climate vulnerability assessment?

Next steps for Climate Action Work Plan



Council committee schedule

- Oct. 12 – First presentation to Council
- Oct. 13 – TAB Transportation Policy Working Group
- Oct. 20 – TAB Funding and Programming Committee
- Oct. 24 – Transportation Committee
- Nov. 2 – TAB Technical Advisory Committee
- Nov. 8 – Environment Committee
- Nov. 9 – Management Committee
- Nov. 16 – Transportation Advisory Board
- Nov. 16 – Committee of the Whole
- Dec. 14 – Council considers final plan approval



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Regional Transportation and Climate Change Multimodal Measures Study

Funding and Programming



October 20, 2022

Agenda



- Update
 - Procurement to be complete in November
 - Transportation Committee, TAB, TAC, TAC Planning & Funding and Programming in October
 - Draft results by spring/summer can inform next regional solicitation
 - Draft results by summer/fall can inform 2050 Transportation Policy Plan
- Objectives
- Budget
- Scope

Objectives



- Evaluate and improve greenhouse gas estimation in 2050 TPP and Regional Solicitation for mobility projects
- Consider possibilities of greenhouse gas (GHG) estimation in 4-year Transportation Improvement Program
- Comprehensive science-based estimates of resulting greenhouse gases for projects and programs of projects
- Methodologies that can be practically implemented
- Inform planners and policy makers
- Identify types of projects with the greatest positive and negative impacts

- Not directly looking at alternative fuels, maintenance or reconstruction activities

Budget



- UPWP Budget: \$290,000
- Procurement: \$250,000 + optional tasks

Scope



- Task 1: Project Management
 - PMT (12 meetings), **TAC (5 meetings)**, presentations, final report and executive summary
- Task 2: Inventory and evaluate GHG estimation in regional solicitation, 2050 TPP and 4-year Transportation Improvement Program
- Task 3: Review and summarize best practices from other transportation agencies
- Task 4: Recommend practical, complete and accurate methodologies for GHG estimation
- Task 5: Update GHG inventory and business-as-usual forecasting tool
- Task 6: Implement recommended methodologies for example projects and programs of projects
- Task 7 Optional: Explore & evaluate how GHG mitigation could occur
- Task 8 Optional: Open to added value and filling in gaps



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