

# Agenda

## TAC Funding and Programming Committee



**Meeting Date:** September 22, 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](mailto: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](mailto:public.info@metc.state.mn.us).

### Call to Order

1. Roll call
2. Approval of the Agenda
3. Approval of August 18, 2022 TAC Funding and Programming Committee minutes - roll call

### Public Comment on Committee Business

### TAB Report

### Business

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

### Information

1. Highway Safety Investment Plan (Kaare Festvog, MnDOT)
2. Regional Solicitation Funding Scenarios (Steve Peterson, MTS)
  - Additional Materials

### Other Business

### Adjournment

### Council Contact:

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651-602-1725

# Minutes

## TAC Funding and Programming Committee



**Meeting Date:** August 18, 2022

**Time:** 1:00 PM

**Location:** Virtual

### Members Present:

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Bloomington - Karl Keel             | <input checked="" type="checkbox"/> TAB Coordinator - Elaine Koutsoukos            | <input checked="" type="checkbox"/> Anoka Co - Jerry Auge       |
| <input type="checkbox"/> Lakeville - Paul Oehme                         | <input checked="" type="checkbox"/> MnDOT - Molly McCartney                        | <input checked="" type="checkbox"/> Carver Co - Angie Stenson   |
| <input checked="" type="checkbox"/> Eden Prairie - Robert Ellis         | <input checked="" type="checkbox"/> MnDOT Metro District State Aid - Colleen Brown | <input checked="" type="checkbox"/> Dakota Co - Jenna Fabish    |
| <input checked="" type="checkbox"/> Fridley - Jim Kosluchar             | <input checked="" type="checkbox"/> MnDOT Bike/Ped - Mike Samuelson                | <input checked="" type="checkbox"/> Hennepin Co - Jason Pieper  |
| <input checked="" type="checkbox"/> Maple Grove - Ken Ashfeld           | <input checked="" type="checkbox"/> MPCA - Innocent Eyoh                           | <input checked="" type="checkbox"/> Ramsey Co - Scott Mareck    |
| <input checked="" type="checkbox"/> Plymouth - Michael Thompson (Chair) | <input checked="" type="checkbox"/> DNR - Nancy Spooner-Walsh                      | <input checked="" type="checkbox"/> Scott Co - Craig Jenson     |
| <input checked="" type="checkbox"/> Minneapolis - Nathan Koster         | <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 - Steve Peterson        |  |   |
| <input checked="" type="checkbox"/> Metro Transit - Scott Janowiak      |  |   |

### Call to Order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:02 p.m.

### Agenda Approved

Chair Thompson 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 Keel, seconded by Spooner-Walsh to approve the minutes of the July 21, 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 August 17, 2022, Transportation Advisory Board (TAB) meeting.

## Business

1. **2022-32:** Program Year Extension Request: MnDOT I-35W Continuous Street Lighting

It was moved by Spooner-Walsh, seconded by McCartney, that recommend that TAB approve MnDOT's I-35 W continuous street lighting project (SP# 1981-147) from fiscal year 2024 to fiscal year 2025.

Joe Barbeau, MTS, presented the program year extension request to extend the project to 2025 and better align with another project on the same corridor. The project did not meet the assessment but the project is ahead of schedule and will save costs and minimize reworks. Brown confirmed there were no programming concerns.

**Motion carried unanimously.**

2. **2022-33:** 2022 Regional Solicitation Scoring Appeals and Approval of Final Scores

Regional Solicitation applicants were given the opportunity to appeal their scores. A vote was taken after each appeal with a final vote approving the official scores.

*Application 17654: City of Minneapolis; ITS Upgrades and Enhancements*

The applicant requested re-evaluation of Measure 1B: Regional Truck Corridor Study Tiers. The applicant stated the proposed project included 0.8 mile on regional truck corridors, which is 19.3% of the 4.3-mile "Focus Corridor". The scorer noted the appeal consolidated information contained in the original application, therefore the scorer suggests a 25-point increase.

Motion: It was moved by Keel, seconded by Ellis, to approve the scorer's suggested addition of 25 points for application 17654. **Motion carried unanimously.**

*Application 17576: City of Maple Grove; Highway 169 and County Road 130 Interchange Reconstruction*

The applicant requested re-evaluation of Measure 5B: KG of Emissions Reduced. The applicant stated the proposed project is projected to reduce peak hour emissions by 2.76 kg. The scorer stated the reduction reading was omitted from the WebGrants program report. The scorer suggests a 10-point increase.

Motion: It was moved by Ashfeld, seconded by Ayoh, to approve the scorer's suggested addition of 10 points for application 17576. **Motion carried unanimously.**

*Application 17563: Metro Transit; Metro Transit Wayfinding Project*

The applicant requested re-evaluation of Measure 4B: VMT Reduction. The applicant stated that based on their estimate of users, they expected additional points. The scorer responded that the methodology to arrive at that estimate of users sound or realistic, therefore the scorer suggests no change.

Motion: It was moved by Koutsoukos, seconded by Spooner-Walsh, to approve no change to the score for application 17563. **The motion passed, 21 ayes and 2 nays.**

*Application 17506: Move Minnesota; 15 Minute Cities of Saint Paul*

The applicant requested re-evaluation of Measure 4B: VMT Reduction. The applicant suggested that the program aims to decrease VMT by overcoming knowledge and comfort



barriers to mode shift and cited their estimate of users, which was based on data from similar programs completed in the past. The scorer responded that the methodology to arrive at that estimate of users sound or realistic, therefore the scorer suggests no change. Sam Rockwell of Move Minnesota provided additional context to the appeal and their methodology.

Jenson asked whether there were steps or discussion among technical staff to give methodology direction to applicants. Mackenzie Turner-Bargen, scoring chair, said the scoring committee did discuss how to approach this measure, but that it is very open in terms of methodology. Koutsoukos added that the appeal can correct an element, including a calculation, but that they could not consider a new methodology.

McCartney discussed how Transportation Management Organizations like Move Minnesota receive their funding as part of the Congestion Management and Air Quality program set-aside. She added that this project is related to the general TMO activities so methodology could be reviewed from those. Rockwell added that this application is like previously funded projects through the Regional Solicitation. Koutsoukos clarified the differences between TMOs and Regional Solicitation's travel demand management projects. TMOs can submit for additional work, but not for projects within their current scope of work. She also noted the default trip length was maintained but that the narrative used a different number that could have been corrected. Barbeau said the methodology was the constraining factor in the scoring, not the numbers. McCartney then asked when the last set-aside to TMOs was reviewed and suggested it is time to re-evaluate.

Motion: It was moved by Mareck, seconded by Auge, to approve no change to the score for application 17506. **The motion passed, 19 ayes and 4 nays.**

*Application 17637: Carver County; Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement*

The applicant requested re-evaluation of Measure 7: Multimodal Elements and Connections. The applicant discussed a separated trail previously constructed in their application and suggested points are deserved based on the rubric provided by the scorer. The scorer responded that no score change should be provided because the project was seeking points for a project previously constructed and that this project would not enhance the bicycle, pedestrian, or transit facilities. Stenson provided additional context, noting the paved shoulders could be bikeable, and requested 35 points be added to the project's score. McCartney clarified that the original appeal was for a previously funded and constructed trail and that was how the scoring was completed and that the bikeable shoulder width was not clearly identified, but could be identified, in the application.

Keel asked whether the committee should be making a score suggestion based on the bikeable shoulders discussion. McCartney responded that 35 points may be a reasonable adjustment. Koster stated that the narrative provided was different than the current appeal for points on the bikeable shoulders and asked whether this information should be considered new. McCartney responded that the information is different from the original appeal. Thompson asked whether the language on the shoulder was in the application. Stenson said it was likely bikes will be on the road and that no other infrastructure would be permitted through the area.

Samuelson said that at MnDOT there has been concern about expressways and pedestrian and bike safety. He also noted that the MnDOT guidance for bicycle facility selection is 10 feet, instead of the 8 feet planned, based on the context. Samuelson asked whether the RBTN would be revised to account for the constructed boardwalk and not use the shoulders. Koutsoukos replied that the RBTN and functional class is reviewed before each solicitation.



Jenson suggested design standards be added to the TPP for projects on the Regional Bikeway Transportation Network and that in rural areas, pedestrians and bicycles will use shoulders and that 8 feet is sufficient. Samuelson responded that MnDOT guidance is based on FHWA guidance and that with the speed and traffic volumes is 10 feet, but people will use shoulders if they are available. Stenson added that the County has been instructed by MnDOT to keep the bridge as narrow as possible due to the environmental context of the project.

Koster asked whether the shoulder was called out in the application as walkable and bikeable or whether this was new information. Thompson said that it was unlikely called out as a bikeable and walkable corridor. McCartney confirmed the 8-foot shoulder is called out in the layout. Keel added that Samuelson claimed it does not meet the guidance and asked whether there is a possibility that MnDOT would prohibit bicycle and pedestrian usage. Samuelson said there are other locations that are similar that have been prohibited but there is not enough detail at this point to make that determination.

Auge asked if there is a definition of rural for the Regional Solicitation because rural in roadway design means a different thing than rural in land use. The definition of rural in the state aid standards is with ditches but the cross section shows curb and gutter and that based on the scoring rubric multimodal facilities in rural areas should not include curb and gutter. Stenson said that would be a new interpretation based on her understanding that rural/ urban is based on land use context.

Keel asked McCartney, the scoring chair, whether the suggestion to add 35 points stood based on the conversations. McCartney said it is worth consideration.

Bartling expressed concern that the committee is now considering a new appeal, which is outside the appeal window. Barbeau reviewed the appeal letter that focused on the previously constructed trail but said answering that question is difficult because it could be interpreted either way. Koutsoukos discussed that the appeal should be given public and committee notice but that Funding and Programming committee is the final determiners of the score. Stenson disagreed that the appeal was different.

Motion: It was moved by Jenson, seconded by Mareck, to approve the scorer's suggested addition of 35 points for application 17637. **The motion passed, 18 ayes and 5 nays.**

### *Approval of Final Scores*

It was moved by Koutsoukos, seconded by McCartney, to approve the final Regional Solicitation scores with any changes from the scoring appeals. **Motion carried unanimously.**

## Information

### 1. Regional Solicitation Outreach Tool Results (Steve Peterson, MTS)

Peterson presented a brief summary of the Regional Solicitation outreach tool results, including number of responses, the average and median budget expenditures, and the modal priorities.

### 2. Regional Solicitation Funding and Next Steps (Steve Peterson, MTS)

Peterson discussed the available funding, funding sources, and modal funding ranges. He stated two scenarios will be developed using the modal funding midpoints and the previously anticipated funding levels and new funding levels from the Infrastructure Investment and Jobs Act. Staff will be looking for more direction from the committees and the Transportation



Advisory Board for additional funding scenarios.

Koster asked whether there would be a summary of the geographic balance question. Peterson responded that it will be part of the options throughout the funding scenario process, but he is unsure that it will come at the September meeting. Koster also asked whether Highway Safety Improvement Program projects (HSIP) would be separate from the Regional Solicitation geographic balance analysis this cycle due to its significant funding levels. Koutsoukos replied that historically it has been on a different cycle, but an analysis could include historical HSIP investments. Koster suggested that all projects selected through TAB should be included in the geographic balance analysis.

Pieper asked if there was a concern about the local match because of the significant increase of funding. Peterson said earlier year money is about \$38M and that the program year is generally discussed later in the process allowing top ranked projects to select their program years.

Peterson requested the committee to consider whether they would want to fund partially funded projects from the previous Regional Solicitation cycle. Pieper stated that Hennepin County received a partial award in 2018 and would not be supportive of fully funding previously awarded projects. Koutsoukos added that fully funding those may be a last decision if enough projects are not available to spend the money in early years.

### 3. TIP Public Comments (Joe Barbeau, MTS)

Barbeau presented a summary of the TIP public comments noting there were no major themes and fewer comments than previous years.

## Reports

There were no reports.

## Adjournment

Business completed; the meeting adjourned at 3:20 p.m.

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### Council Contact:

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651-602-1725



# Action Transmittal

Transportation Advisory Board



**Meeting Date:** September 22, 2022

**Date:** September 21, 2022

## Action Transmittal: 2022-43

2022 Regional Solicitation Scoring Appeal for City of Waconia

**To:** TAC Funding & Programming Committee

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

### Requested Action

The City of Waconia requests a review and potential change to three scoring measures for its Trunk Highway 5 Reconstruction (Phase 2).

### Recommended Motion

That TAC F&P not change any measure scores for the City of Waconia's Trunk Highway 5 Reconstruction (Phase 2).

### Background and Purpose

Regional Solicitation applicants were given the opportunity to appeal their scores with a due date of Wednesday, August 3. The City of Waconia provided an appeal letter. However, Council staff errantly omitted this from the packet of scoring appeals heard by the committee on August 18. Therefore, the appeal request is being brought forth now. Metropolitan Council staff consulted with scorers and the scoring committee chair to generate recommendations for each scoring measure as shown in the accompanying attachment.

New material cannot be considered in the review of an appeal. Appeals are meant only to challenge scoring errors or misinterpretations of the scoring guidance. In the appeal process, the burden is on the applicant to illustrate that an error occurred in the scoring of their application. Deference should be given to the volunteer scorer and the scoring committee, particularly on qualitative scoring measures.

The Funding & Programming Committee, which makes the final decision on appeals, is not required to follow the scorer's recommendation. Because this appeal is being considered a month behind schedule, members should not consider the draft funding scenarios which have also been provided in the meeting packet; the requested changes should be considered narrowly and on their own merit.

Please note that any changes made to the scores may also affect the Cost Effectiveness formula, and therefore may also impact the project's overall score.

A summary of appeals and scorer recommendations is shown on the following pages.

# Roadway Reconstruction and Modernization

## Application 17682: Waconia; TH 5 Phase 2 Reconstruction

### Request 1 of 3:

Applicant requested re-evaluation of Measure 3B: Equity Population Benefits and Impacts (40 points).

### Measure:

Successful projects are designed to provide direct benefits to Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations. Benefits to residents of affordable housing are addressed in Measure C.

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

The application **scored 24 points** (25 points; -1 for potential negative impacts).

### Applicant's Challenge:

The applicant suggests that the scorer may have missed elements from the application, such as pedestrian and bicycle safety improvements, public health benefits, access improvements, travel time improvements, gap closures, new options, leveraging other investments and community cohesion improvements.

### Scoring Review:

The scorer took the applicant's full response to this measure into account. The equity



populations described in the application do meet criteria. The equity populations are lower and not as diverse compared to other applications and the applicant was not clear how these populations were specifically benefitting from the project nor how the project was specifically prioritized or selected to benefit the respective equity populations. The scorer recommends **no change**.

### Request 2 of 3:

Applicant requested re-evaluation of Measure 6B: Pedestrian Crash Reduction (Proactive) (30 points)

### Measure:

This measure is divided into three sub-measures:

- SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements
- SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors
- SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

This is a lengthy measure and is included below the Scoring Review.

The application **scored 11 points**.

### Applicant's Challenge:

Verbatim: "How the pedestrian safety score (11 out of 30) was reached is unclear. Especially getting less than half the points when 2 out of 3 of the Safety Risk Factors are present and 2 out of 4 of the Safety Exposure Factors are present while the project is providing dedication trail facilities on both sides of the highway, where none exist today, and exposure at the crossing of S Olive Street is reduced to the extent possible with incorporation a center median at three lets of the intersection to match the west leg and pulling marked crosswalks back to the shortest crossing distance locations."

### Scoring Review:

The scorer reviewed the request and indicated that no information was missed in the original scoring of the measure. Therefore, the scorer recommends **no change**.

## SCORING Measure: 6B. Pedestrian Crash Reduction (Proactive)

### MEASURE: Pedestrian Safety Measure in Roadway Applications (30 Points)

#### ***Determine if these measures do not apply to your project.***

Does the project match either of the following descriptions?

- Project is primarily a freeway (or transitioning to a freeway) **and** does not provide safe and comfortable pedestrian facilities and crossings.
- Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) **and** project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesn't also add pedestrian crossings and sidewalk or sidepath on one or both sides).

If either of the items above are checked, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.

#### ***SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements***

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web

page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

- **Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**

Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links. (Limit 2,800 characters; approximately 400 words)

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### Considerations

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

- No
- Yes. If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.). (Limit 1,400 characters; approximately 200 words)

- Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

- No
- Yes. If yes:
  - How many intersections will likely be affected? \_\_\_\_\_
  - Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.) (Limit 1,400 characters; approximately 200 words)

- If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks). (Limit 1,400 characters; approximately 200 words):
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- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity). (Limit 1,400 characters; approximately 200 words)
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**Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.). (Limit 2,800 characters; approximately 400 words)

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- If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions? (Limit 1,400 characters; approximately 200 words)

### SCORING GUIDANCE (10 Points)

Projects that will provide the most improvement to pedestrian safety across the two questions will receive full points. Other projects will receive a share of the full points, based on scorer's discretion, considering the following scoring guidance. Weight the responses to each of these questions equally and consider them cumulatively when scoring. If mid-block crossings are not applicable for the project, and the applicant's explanation adequately shows that pedestrian needs are still being safely met, do not penalize the applicant.

See the *FHWA STEP Studio* resource, *FHWA STEP Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, *NCHRP Report 926: Guidance to Improving Pedestrian and Bicyclist Safety at Intersections*, and related resources referenced in the application prompt for state-of-practice guidance on pedestrian-oriented safety design and treatments.

Assume that pedestrians may need to travel along and across the entire extent of the project, and evaluate how well the pedestrian safety countermeasures described serve those needs. Projects that serve those needs with the greatest safety and least pedestrian delay, detour, or discomfort should score highest. For example, projects that provide safe at-grade crossings or comfortable tunnels with minimal detour and elevation change should score higher than projects that include pedestrian bridges requiring lengthy detours and elevation change. Projects that provide frequent crossing opportunities or crossing opportunities well-aligned with transit or other likely places with pedestrian crossing needs should score higher than projects that have infrequent or non-existent protected crossings.

Consider how safely, easily, and comfortably children, older adults, and people with disabilities will be able to navigate crossing the street. Score projects more highly if the safety countermeasures selected are designed to be comfortably used by people of all ages and abilities.

Consider pedestrian-oriented safety treatments in context with motor vehicle design elements. If there are motor vehicle design elements that raise concerns about pedestrian safety (e.g., increased speed, increased crossing distance) that are not fully mitigated by the pedestrian safety countermeasures described, consider a lower score. For roadway expansion projects, where all projects *by definition* will be increasing crossing distance, consider how much additional distance is added as well as the types of countermeasures being considered. If the only element causing an increase in crossing distance is the addition of bike lanes or other bike facilities, especially if the project has reduced other elements to help mitigate this impact (e.g., reducing through lane widths), do not penalize the score for the crossing distance attributable to bike lanes.

Regardless of the speed limit, score projects more highly if they include design elements to help motorists drive slowly. For example, narrow lanes, visual narrowing, and elements to help motorists turn slowly, such as tight turning/corner radius or truck aprons, curb extensions, medians/crossing islands, and hardened centerlines.

### **SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors**

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

- Existing road configuration is **either**:
  - One-way, 3+ through lanes
  - Two-way, 4+ through lanes
- Existing road has a design speed, posted speed limit, or speed study/data showing 85<sup>th</sup> percentile travel speeds in excess of:
  - 30 MPH or more
- Existing road has AADT of greater than 15,000 vehicles per day (List the AADT \_\_\_\_\_)

**SCORING GUIDANCE** (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of risk factors indicated to calculate the number of points earned for Sub-Measure 2. Applications where all three factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the three factors are present score additional points equal to 2/3 (or 67%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 2, a project would need to earn maximum points on Sub-Measure 1 and also have all 3 risk factors present.

***SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors***

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

- Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)
- Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)
- Existing road is within 500' of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

If yes, please describe (Limit 1,400 characters; approximately 200 words):

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- Existing road is within 500' of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

If yes, please describe (Limit 1,400 characters; approximately 200 words):

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**SCORING GUIDANCE** (10 Points)

Multiply the score from Sub-Measure 1 by the proportion of exposure factors indicated to calculate the number of points earned for Sub-Measure 3. Applications where all four factors are present score additional points equal to 100% of their Sub-Measure 1 score. Applications where two of the four factors are present score additional points equal to 2/4 (or 50%) of their Sub-Measure 1 score. And so on. To earn the maximum possible score on Sub-Measure 3 a project would need to earn maximum points on Sub-Measure 1 and also have all 4 exposure factors present.

**Request 3 of 3:**

Applicant requested re-evaluation of Measure 8: Risk Assessment. **(75 points)**

**Measure:**

The risk assessment measures risk that a proposed project may be withdrawn. Five sub-measures each comprise 15 to 25 percent of the score.

The application **scored 61 points**.

**Applicant’s Challenge:**

The applicant suggests point totals that should have been awarded in each of the five sub-measures. It appears that the applicant thought that the maximum point total for this measure was 100 points, when it was 75 points. This impacted the value of each sub-measure, as well.

Sub-Measure	Score	Requested Score*	Staff Comments
Outreach (20%)	18.75 (100%)	20 Points (100%)	Awarded maximum (18.75)
Layout (25%)	14.06 (75%)	18.75 (75%)	Awarded 75% that was requested (14.06)
Sec 106 (15%)	11.25 (100%)	15 (100%)	Awarded maximum (11.25)
Right-of-Way (25%)	9.38 (50%)	6.25 (25%)	Awarded higher portion of points than requested
Railroad (15%)	11.25 (100%)	15 (100%)	Awarded maximum

\*Based on assumption of 100-point total

The applicant appears to be requesting 75% of the points. The 61 points already awarded is 81% of the total and each of their proportionate requests has already been met or exceeded.

**Scoring Review:**

Staff believes that the request is based on a misunderstanding of the total points available for the measure. The scorer reiterated that the application is not able to receive additional points for the layout because it has not been approved by MnDOT. Therefore, the scorer recommends **no change**.

**Routing**

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Approve	September 22, 2022





# City of Waconia

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August 5, 2022

TO: Joseph Barbeau and council staff

FROM: Craig Eldred  
Public Services Director  
City of Waconia

SUBJECT: City of Waconia TH 5 Phase 2 Reconstruction Application 17682 – Scoring Appeal

The City of Waconia respectfully appeals a score received for the TH 5 Phase 2 Reconstruction Application submitted to the 2022 Roadway Reconstruction-Modernization category. Specific appeal details are as follow:

- a. Criteria 3B:
  - i. It seems that the scorer may missed from the response to 3B that the project is providing all benefits to the City's adjacent equity populations listed in the applications example benefits list and shown below.
    - 1. pedestrian and bicycle safety improvements;
    - 2. public health benefits;
    - 3. direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;

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City Hall  
201 South Vine Street  
Waconia, MN 55387  
952-442-2184

Public Services  
310 10<sup>th</sup> Street East  
Waconia, MN 55387  
952-442-2615

Fire Station  
26 Maple Street South  
Waconia, MN 55387  
952-442-2316

Safari Island Community Center  
1600 Community Drive  
Waconia, MN 55387  
952-442-0695

Ice Arena  
1250 Oak Avenue  
Waconia, MN 55387  
952-442-RINK (7465)



4. travel time improvements;
5. gap closures;
6. new transportation services or modal options;
7. leveraging of other beneficial projects and investments;
8. and/or community connection and cohesion improvements.

The project is extending a multiuse trail connection where an alignment does not exist today along both sides of the roadway throughout majority of the project area. This addresses example benefits 1,2,3,5,6, and 8 directly while contributing to the other benefits. Safer and improved traffic operations with reduced speeds and reduced access (via access removal and new center median) addresses example benefits 3,4,7 and 8 directly while contributing to the other benefits.

In addition to providing all example benefits to the City's adjacent equity populations, described in response 3A and 3B, no negative impacts or new barriers are imposed on the same populations. A score of 24 out of 40 seems off for a project addressing all example benefits and collectively providing increased safety and mobility for all modes to the extent feasible.

b. Criteria 6B:

i. How the pedestrian safety score (11 out of 30) for 6B was reached is unclear. Especially getting less than half the points when 2 out of 3 of the Safety Risk Factors are present and 2 out of 4 of the Safety Exposure Factors are present while the project is providing dedicated trail facilities on both sides of the highway, where none exist today, and exposure at the crossing of S Olive Street is reduced to the extent possible with incorporating a center median at three legs of the intersection to match the west leg and pulling marked crosswalks back to shortest crossing distance locations.

c. Criteria 8

i. We would respectfully request reconsideration to the stage of the layout approval for the scoring of the application. We feel that the project meets criteria to result in a total score of 75 for this category with additional support for stage of layout attached and noted below.

8.1: The corridor has a long history of study and public involvement via public study, multiple projects, countless public engagement efforts over 15 years all building toward the public acceptance of the submitted layout.

20 points

8.2: Layout approvals via prior study meeting 75% scoring criteria of layout approved, w/ MnDOT approval pending.

18.75 points

8.3: Review of 106 was completed via prior environmental documentation with no known historical properties in the project area.

15 points

8.4: Right of Way is identified but not yet legally described. 25%.

6.25 points

8.5: Railroad Involvement is fully satisfied with no involvement needed.

15 points

75 points for risk is applicable to this project as outlined in scoring criteria.

The applicable category for layout status of this project is 75% of 25 points:

“For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.”

The status of this project layout has over of decade of approvals going back to 2008 and in recent projects to the east and to the west approved with this geometric corridor configuration. The pending MnDOT approval is a Level 1 process step and is appropriately considered “pending” status only and fully expected as submitted given the below.

The City and County do not maintain a full layout approval process such that a signed layout or document is applicable for an approved layout. Support letters previously submitted by County and City, and prior acceptance of the corridor study information attached from 2008 reflect the approval of the layout for this project from Carver County, the City of Waconia, and with consideration of MnDOT's joint vision for this segment of highway.

The only approval step remaining is the Level 1 geometric step is which we are not seeking the 100% scoring criteria as that remains pending.

Please consider that as this scoring is considerate of development and support of the geometric layout, we feel that the approved geometric layout from 2008 that has been implemented to the east and west of this project, and prior approved by City, County, & MnDOT in 2008 for this segment as well, reflects a geometric layout development that is the highest level of commitment and acceptance by all agencies. This design has been implemented in phases at both termini with this layout being a final phase of the overall approved layout and plan. The layout approval is of the highest level of acceptance and is programmed in the Carver County CIP as presented as well as the City CIP.

The City of Waconia is grateful for your time and consideration and the opportunity to apply for Regional Solicitation funds.

Craig Eldred, Public Services Director



**TH 5 CORRIDOR STUDY REPORT  
(FROM TH 41 TO TH 212)**

Study Completed for

**Carver County**

In Partnership with the Cities of:

**Victoria, Waconia, Chanhassen and  
Norwood Young America**

With Support from the

**Minnesota Department of Transportation**

**October 2008**

## **ACKNOWLEDGEMENTS**

### **Advisory Committee**

Kate Aaneson, Community Development Director, City of Chanhassen  
Chelsea Alger, Community Development Director, City of Norwood-Young America  
Susan Arntz, City Administrator, City of Waconia  
Lynn Clarkowski, P.E., South Area Manager, Mn/DOT  
Margaret Donahoe, Legislative Director, Transportation Alliance  
Tom Furlong, Mayor, City of Chanhassen  
Todd Gerhardt, City Manager, City of Chanhassen  
Mary Hershberger Thun, Mayor, City of Victoria  
John Hilgers, Planning Director, City of Waconia  
Holly Kreft, Community Development Director, City of Victoria  
LaVonne Kroells, Mayor, City of Norwood-Young America  
Bob Lindall, Member, SWCT Coalition  
Tim Lynch, County Commissioner, Carver County  
Randy Maluchnik, County Commissioner, Carver County  
Craig Peterson, Council Member, Metropolitan Council  
Mary Meyer, Interim Director, Minnesota Landscape Arboretum  
Mark Schiffman, Mayor, City of Waconia  
Tom Simmons, City Administrator, City of Norwood-Young America  
Don Uram, City Administrator, City of Victoria  
Jim Uttley, Planning Sector Representative, Metropolitan Council  
Tom Workman, County Commissioner, Carver County

### **Technical Committee**

Cara Geheren, P.E., City Engineer, City of Victoria  
Roger Gustafson, P.E., County Engineer, Carver County  
Paul Oehme, P.E., Public Works Director/City Engineer, City of Chanhassen  
Nicole Peterson, P.E., South Area Engineer, Mn/DOT  
Kreg Schmidt, P.E., City Engineer, City of Waconia/City of NYA

### **Carver County Public Works Department**

Roger Gustafson, P.E., County Engineer

### **SRF Consulting Group, Inc.**

Brain Shorten, Principal, Project Manager  
John Doan, P.E., Associate  
Jennifer Reed-Moses, Planner  
Dan Edgerton, Planner

## LIST OF FIGURES

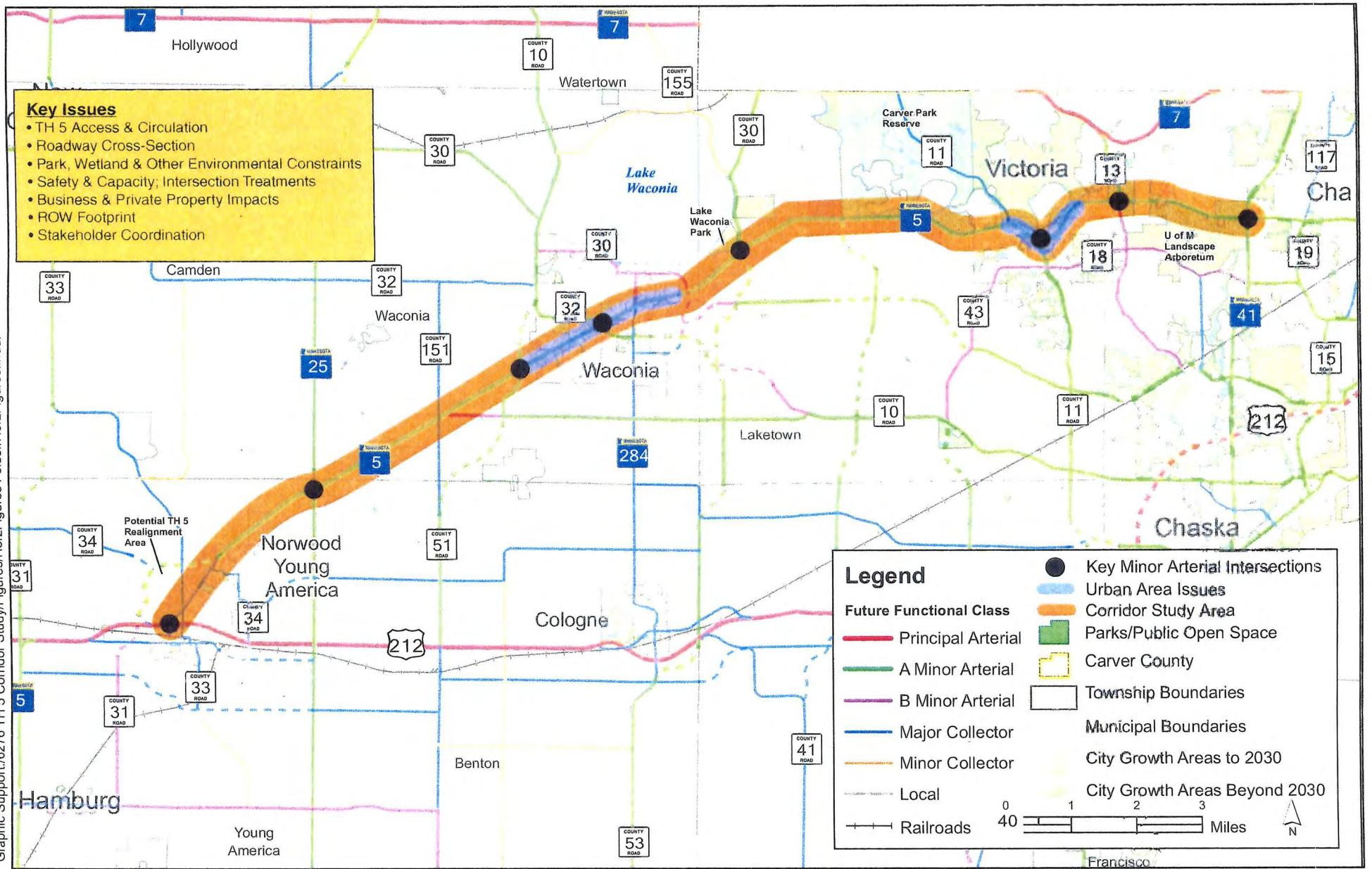
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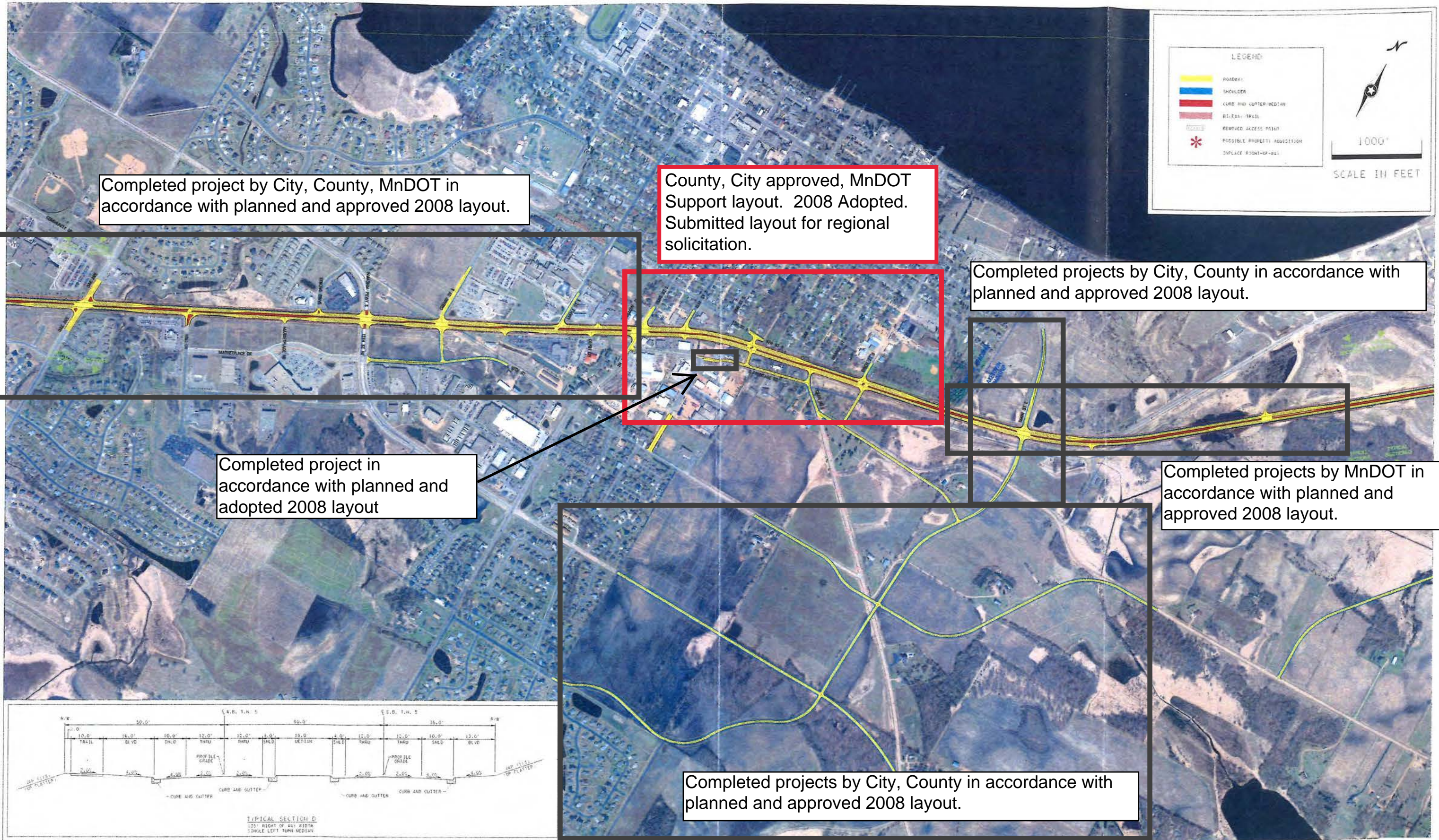
### Study Area

TH 5 Corridor Study - From TH 41 to TH 212  
Carver County

Figure 1

6276  
07/23/08





**Locally Supported Conceptual Layout - Waconia**  
T.H. 5 Corridor Study - From T.H. 41 to T.H. 212

**Figure 27**



**TH 5 Corridor Study – From TH 41 to TH 212  
Stakeholder Involvement – Meetings Overview**

<b>MEETING</b>	<b>DATE</b>	<b>LOCATION</b>
Technical Committee	12/18/08	Victoria City Hall
Minnesota Landscape Arboretum	1/16/08	SRF, Plymouth
Technical Committee	2/7/08	Victoria City Hall
Advisory Committee	2/7/08	Victoria City Hall
Waconia Open House	2/25/08	Waconia City Hall
Victoria Open House	2/26/08	Victoria City Hall
Federal Highway Administration (FHWA)	3/12/08	SRF, Plymouth
Victoria City Council	3/13/08	Victoria City Hall
Waconia City Council	3/24/08	Waconia City Hall
Technical Committee	3/31/08	Victoria City Hall
Technical Committee	4/10/08	SRF, Plymouth
Environmental Agencies	4/17/08	SRF, Plymouth
Victoria Stakeholders	4/21/08	Victoria City Hall
Technical Committee	5/13/08	Victoria City Hall
Waconia Stakeholders	5/14/08	Waconia City Hall
Advisory Committee	5/15/08	Victoria City Hall
Waconia Open House	5/20/08	Waconia City Hall
Victoria Open House	5/21/08	Victoria City Hall
Chanhassen City Council	7/14/08	Chanhassen City Hall
Norwood Young America City Council	7/28/08	NYA City Hall
Technical Committee	8/7/08	Victoria City Hall
Advisory Committee	8/20/08	Victoria Fire Hall

# STAKEHOLDER INVOLVEMENT PROGRAM

	Who	Purpose	Roles	Number of Meetings
<b>City Councils and Carver County Board</b>	All Council Members and Commissioners from the following: <ul style="list-style-type: none"> <li>Carver County</li> <li>Chanhassen</li> <li>Victoria</li> <li>Waconia</li> <li>Norwood Young America</li> </ul>	<ul style="list-style-type: none"> <li>Provide policy direction</li> <li>Adopt study provisions</li> <li>Complete implementation activities</li> </ul>	At critical project milestones: <ul style="list-style-type: none"> <li>Consider TC/AC input and recommendations</li> <li>Provide comments</li> <li>Offer policy input</li> <li>Approve study products</li> <li>Implement recommendations with other governing bodies</li> </ul>	Total of 7 meetings: <ul style="list-style-type: none"> <li>Carver County - 1 meeting</li> <li>Chanhassen - 1 meeting</li> <li>Victoria - 2 meetings</li> <li>Waconia - 2 meetings</li> <li>Norwood Young America - 1 meeting</li> </ul>
<b>Advisory Committee (AC)</b>	Elected Officials and Senior Staff of Decision-Making Bodies: <ul style="list-style-type: none"> <li>Carver County - County Commissioners and County Engineer</li> <li>City of Chanhassen - Mayor, City Manager, Public Works Director, Planning Director</li> <li>City of Norwood Young America - Mayor, City Administrator, City Engineer, Planning Director</li> <li>City of Victoria - Mayor, City Administrator, Community Development Director, City Engineer</li> <li>City of Waconia - Mayor, City Administrator, City Engineer, Planning Director</li> <li>Metropolitan Council - Planning Sector Representative</li> <li>Mn/DOT - South Area Manager, Area Engineer/Project Manager</li> <li>Southwest Transportation Coalition - member</li> <li>Transportation Alliance - Legislative Director</li> </ul>	<ul style="list-style-type: none"> <li>Advise on technical and policy issues</li> <li>Report on input from community</li> <li>Confirm study recommendations to be made to City Councils and County Board</li> </ul>	<ul style="list-style-type: none"> <li>Review technical analyses</li> <li>Solicit and consider public input</li> <li>Review alignment development and evaluation</li> <li>Confirm recommendation of preferred alignment and network back to local partner groups</li> </ul>	3 meetings
<b>Technical Committee (TC)</b>	Senior Technical Staff of Decision-Making Bodies: <ul style="list-style-type: none"> <li>Mn/DOT (Nicole Rosen)</li> <li>Carver County Engineer (Roger Gustafson)</li> <li>Chanhassen (Paul Oehme)</li> <li>Victoria (Cara Geheren - TKDA)</li> <li>Waconia (Kreg Schmidt - Bolton-Menk)</li> <li>Norwood Young America (Kreg Schmidt - Bolton-Menk)</li> </ul>	<ul style="list-style-type: none"> <li>Guide overall study process</li> <li>Digest input, participate in technical analysis</li> <li>Make study recommendations to City Councils and County Board</li> </ul>	<ul style="list-style-type: none"> <li>Provide and review data</li> <li>Participate in technical analysis</li> <li>Solicit and consider public input</li> <li>Participate in alignment development and evaluation</li> <li>Recommend preferred alignment and network back to local partner groups</li> </ul>	5 meetings
<b>Special Community Meetings</b>	Important Public/Private Stakeholders from Study Area with Direct Interest in Corridor Planning Results: <ol style="list-style-type: none"> <li>Southwest Transportation Coalition</li> <li>Public Officials</li> <li>Schools</li> <li>First Responders</li> <li>Development Interests</li> <li>Key Property Owners</li> <li>Interest Groups</li> </ol>	<ul style="list-style-type: none"> <li>Provide direct stakeholder input on study issues and opportunities</li> <li>Provide feedback on alignment evaluation process</li> </ul>	<ul style="list-style-type: none"> <li>Provide input on needs, issues, constraints, opportunities early in study process, and again on alignment alternatives during the evaluation process</li> <li>Group meetings will offer a communication opportunity where specific concepts can be thoroughly discussed among stakeholders with diverse interests</li> <li>Feedback will be recorded and provided to Technical Committee for their consideration during study process</li> </ul>	Up to 7 meetings: <ul style="list-style-type: none"> <li>Victoria - up to 3 meetings</li> <li>Waconia - up to 3 meetings</li> <li>SW Transportation Coalition - 1 meeting</li> </ul>
<b>Open House Meetings</b>	<ul style="list-style-type: none"> <li>General Public</li> </ul>	<ul style="list-style-type: none"> <li>Encourage public participation</li> </ul>	<ul style="list-style-type: none"> <li>Provide an opportunity for the general public to participate in the corridor planning process</li> <li>Open house input at critical study milestones will be recorded and provided to the TC</li> </ul>	Total of 4 meetings: <ul style="list-style-type: none"> <li>Victoria - 2 meetings</li> <li>Waconia - 2 meetings</li> </ul>
<b>Agency and Major Stakeholder Contacts</b>	Coordinating Partners: <ol style="list-style-type: none"> <li>Mn/DOT</li> <li>Mn/DOT-Office of Environmental Services</li> <li>Mn/DOT-Cultural Resources Unit</li> <li>DNR</li> <li>US Fish and Wildlife Service (USFWS)</li> <li>Carver County - Soil and Water Board</li> <li>MPCA</li> <li>Minnehaha Creek Watershed District</li> <li>Minnesota Landscape Arboretum</li> <li>Three Rivers Park District</li> </ol>	<ul style="list-style-type: none"> <li>Establish project understanding and support among review agencies and major stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Solicit review agency and major local stakeholder comments for social, economic, and environmental (SEE) and transportation performance impacts during the corridor analysis and evaluation process (and if necessary, follow-up meetings will be held on specific issues)</li> <li>This input will be presented to the Technical Committee for use in their deliberations</li> </ul>	None

# 2026 / 2027 HSIP Projects (Proactive)

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	TOTAL POINTS (1,000)
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded			
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	724
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	710
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	675
P7	Carver County	County wide	County wide	Install enhanced pavement marking safety improvements	\$810,000	\$810,000				\$90,000	\$900,000	662
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	629
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	617
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	614
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	600
P8	Carver County	County wide 2	County wide	Rural intersection lighting	\$450,000		\$450,000			\$50,000	\$500,000	582
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	566
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	544
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	540
P10	Carver County*	TH 5	at CSAH 11 west junction	Roundabout	\$2,000,000			\$1,000,000		\$1,000,000	\$3,000,000	492
P5	Anoka County	CSAH 23 (Lake Drive)	at Elm Street	Roundabout	\$1,890,000				\$1,890,000	\$210,000	\$2,100,000	483
P12	Chisago County	CSAH 19	at CSAH 24	Roundabout	\$1,000,000	\$1,000,000				\$1,400,000	\$2,400,000	482
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	480
P11	Chisago County	CSAH 14	at Hemingway Ave	Roundabout	\$1,000,000			\$1,000,000		\$1,200,000	\$2,200,000	474
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	468
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	458
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	448
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	432
P2	Anoka County	CSAH 6 (Mississippi St)	at 7th Street	Mini-Roundabout	\$1,080,000		\$1,080,000			\$120,000	\$1,200,000	422
P1	Andover	Nightingale St	at Veterans Memorial Blvd	Roundabout	\$1,035,000			\$1,035,000		\$115,000	\$1,150,000	419

\*Partially funded with HSIP. Regional Solicitation funding remainder of request.

\$6,960,000    \$6,880,000    \$9,015,000    \$12,752,000

# 2026 / 2027 HSIP Projects (Proactive)

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP FUNDING				Local Match (10%)	TOTAL PROJECT COST	TOTAL POINTS (1,000)
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded			

The projects below are NOT funded:

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					\$2,000,000	\$3,000,000	392
P28	MnDOT	TH 95	at CSAH 18 (Bailey Rd / 40th St) in Afton / Woodbury	Roundabout	\$2,000,000					\$1,084,640	\$3,084,640	389
P27	MnDOT	TH 95	at CSAH 22 (70th St) in Cottage Grove / Denmark Twp	Roundabout	\$2,000,000					\$1,084,640	\$3,084,640	385
P26	MnDOT	TH 95	at TH 243 in Shafer / Franconia Twp	Roundabout	\$2,000,000					\$1,616,367	\$3,616,367	360
P9	Carver County	CSAH 11 (Jonathan Carver Pkwy)	at CSAH 44 (Big Woods Blvd)	Roundabout	\$2,000,000					\$2,473,750	\$4,473,750	345
					\$45,607,000					\$24,695,797	\$69,302,797	



# 2026 / 2027 HSIP Projects (Reactive)

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
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded		
R14	Dakota County	CSAH 86 (280th Street)	at TH 56	Roundabout	\$1,718,640			\$1,718,640		\$190,960	\$1,909,600
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
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
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
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
R31	MnDOT	TH 55	at 46th Street	Ped refuge, bumpouts, smart channels for bikes	\$900,000			\$900,000		\$100,000	\$1,000,000
R13	Dakota County	CSAH 86 (280th Street)	at TH 3	Roundabout	\$1,856,440			\$1,856,440		\$206,271	\$2,062,711
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
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
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
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
R27	MnDOT	TH 55	at CSAH 42 east jct	Roundabout	\$2,000,000				\$2,000,000	\$200,000	\$2,200,000
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			\$2,000,000		\$2,653,965	\$4,653,965
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
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
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
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
						\$882,000	\$2,000,000	\$12,815,080	\$11,780,000		

# 2026 / 2027 HSIP Projects (Reactive)

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
						2024 HSIP \$ Awarded	2025 HSIP \$ Awarded	2026 HSIP \$ Awarded	2027 HSIP \$ Awarded		

The projects below are NOT funded:

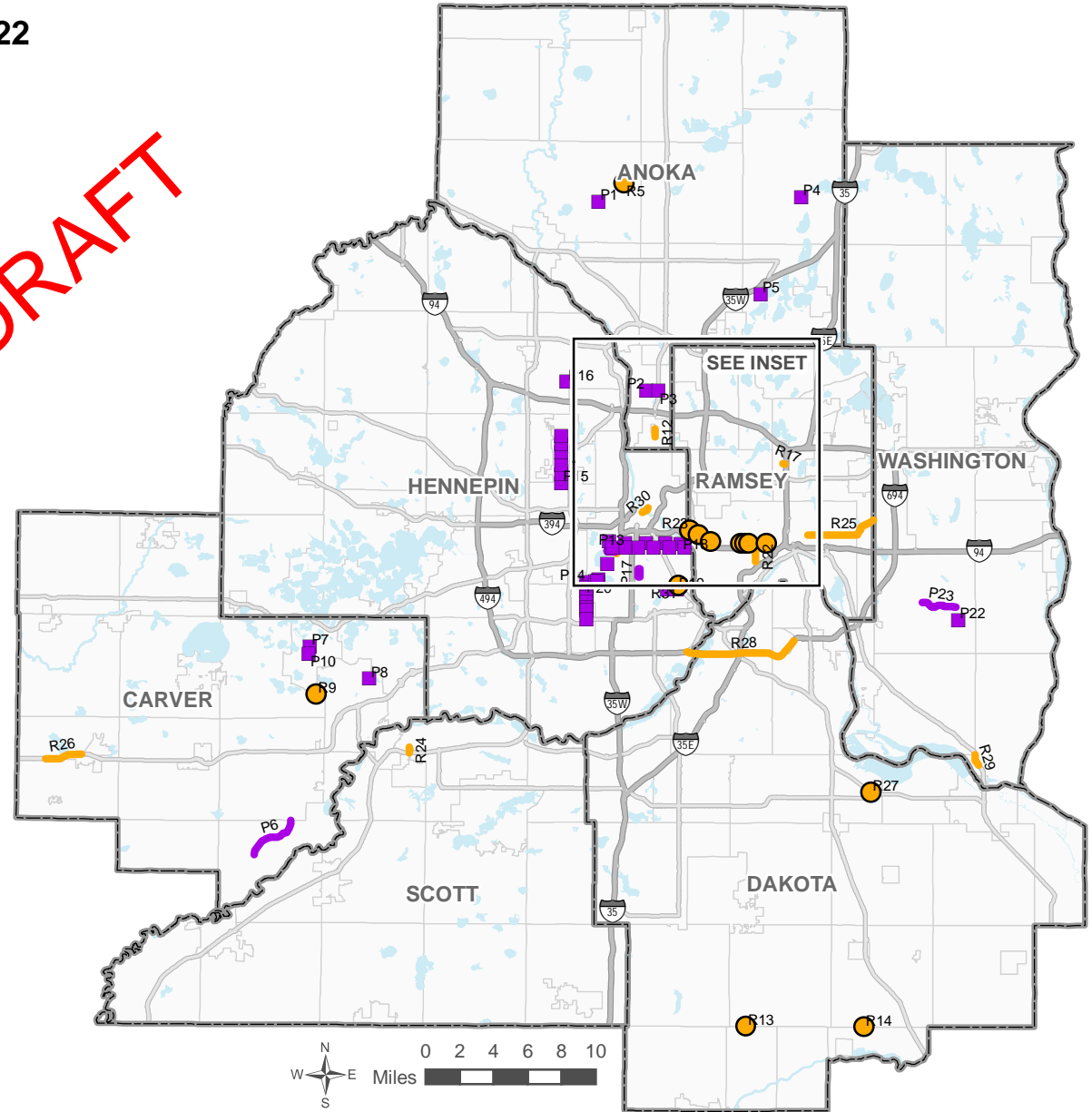
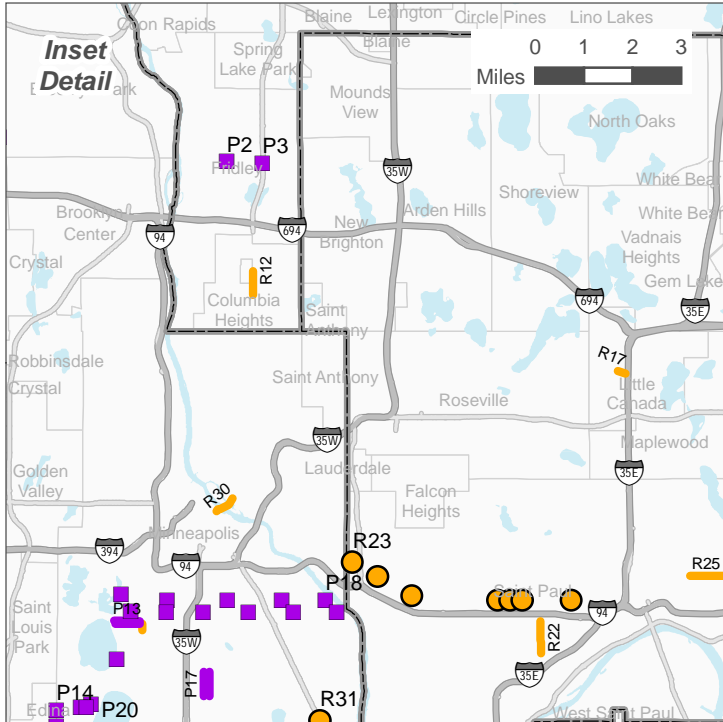
R21	Minneapolis	Portland Ave Park Ave	at 26th St & 28th St at 26th St & 28th St	Signal replacement, improved visibility, APS, ADA ramp upgrades, curb extensions or ped medians	\$1,620,000					\$180,000	\$1,800,000
R20	Minneapolis	42nd Street	at Portland Ave at Park Ave	Signal replacement, improved visibility, APS, ADA ramp upgrades, curb extensions or ped medians	\$900,000					\$100,000	\$1,000,000
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
R4	Anoka County	CSAH 14 (125th Av / Main St)	at CR 53 (Sunset Road)	Roundabout	\$1,440,000					\$160,000	\$1,600,000
R7	Anoka County	CSAH 51 (University Ave)	at Egret Blvd	Reconstruct / upgrade traffic signal	\$540,000					\$60,000	\$600,000
R11	Carver County	CSAH 40	at TH 25	Roundabout	\$2,000,000					\$751,400	\$2,751,400
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
R3	Anoka County	CSAH 1 (Coon Rapids Blvd)	at Pheasant Ridge Drive	Reconstruct / upgrade traffic signal	\$540,000					\$60,000	\$600,000
R6	Anoka County	CSAH 22 (Viking Blvd)	at CR 66 (Cleary Road) in Nowthen	Roundabout	\$1,440,000					\$160,000	\$1,600,000
R2	Anoka County	CSAH 1 (East River Rd)	at CR 132 (85th Ave)	Reconstruct / upgrade traffic signal	\$450,000					\$50,000	\$500,000
R8	Bloomington	East Shakopee Road	at Old Cedar Ave	Turn lanes and signal rebuild	\$2,000,000					\$606,270	\$2,606,270
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
R1	Andover	CSAH 18 (Crosstown Blvd)	at Crosstown Drive / 139th Ave	Roundabout	\$1,291,500					\$143,500	\$1,435,000
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

\$44,642,069 \$9,815,442 \$54,457,511



# Projects Recommended for 2022 Highway Safety Improvement Program (HSIP) Funding

DRAFT



- Proactive
- Reactive
- Interstate Highways
- Other Major Highways
- Counties
- Cities & Townships
- Lakes & Rivers

**■ Recommended Proactive Projects**

- P1. Nightingale St. Veterans Memorial Blvd
- P2. CSAH 6 & 7th St Mini Roundabout
- P3. CSAH 6 at CSAH 35 Mini Roundabout
- P4. CSAH 23 at CSAH 62 Roundabout
- P5. CSAH 23 at Elm St Roundabout
- P6. CSAH 40 Shoulder Widening
- P7. Carver County Pavement Marking
- P8. Carver County Rural Intersection Lighting
- P10. TH 5 at CSAH 11 Roundabout
- P11. CSAH 14 at Hemingway Ave Roundabout
- P12. CSAH 19 at CSAH 24 Roundabout

**■ Recommended Proactive Projects**

- P13. CSAH 3 and CSAH 43 Curb Extension
- P14. CSAH 17 Curb Extension
- P15. CSAH 102 Curb Extension
- P16. CSAH 152 at Welcome Ave Curb Extension
- P17. CSAH 33 and CSAH 35 Bikeway Enhancements
- P18. 26th and 28th Sts Curb Extensions
- P19. Bloomington Ave and Minnehaha Pkwy Traffic Signal
- P20. E Line BRT Traffic Signal Replacement
- P21. CSAH 23 Road Diet
- P22. CSAH 18 at Settlers Ridge Pkwy Roundabout

**● Recommended Reactive Projects**

- R5. CSAH 18 at CSAH 20 Roundabout
- R9. CSAH 11 at CSAH 14 Roundabout
- R12. TH 65 Continuous Street Lighting
- R13. CSAH 86 at TH 3 Roundabout
- R14. CSAH 86 at TH 56 Roundabout
- R15. CSAH 22 Curb Extensions
- R17. Little Canada Rd Road Diet and Roundabout

**● Recommended Reactive Projects**

- R23. CSAH 34 Install RRFBs at 7 locations
- R24. Marystown Rd Construct 3 Roundabouts
- R25. TH 5 4 to 3 Conversion
- R26. TH 212 Construct 4 RCIs
- R27. TH 55 at CSAH 42 Roundabout
- R28. I-494 Install Continuous Lighting
- R29. TH 61 Construct 2 RCIs
- R30. TH 65 Construct Bumpouts and Bikeway
- R31. TH 55 at 46th St Ped Refuge bumpouts





# 2022 Regional Solicitation

Funding Availability



September 22, 2022



# Funding Sources and Amounts

## Regional Solicitation

STP and CMAQ = \$299.5M  
(\$295M for Modal Funding Ranges  
and \$4.5M for Unique Projects).

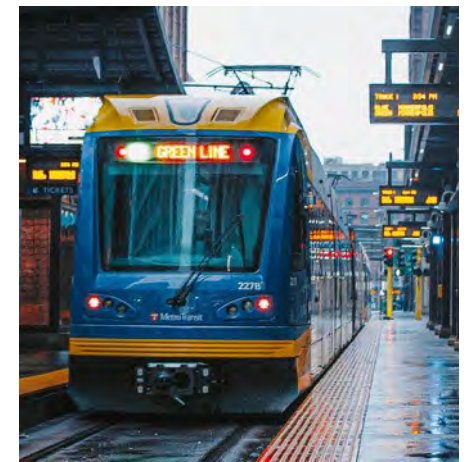
This includes 9%  
overprogramming, which is shown  
as allocated to projects.

Overall, this is about \$100M more  
than anticipated due to IIJA funding  
increases

## Other/New Programs

\$56M for New Programs Not in Modal  
Funding Ranges (On-System Bridges  
and Carbon Reduction Program)

**New programs: Not addressed in  
2022 Solicitation criteria, or in modal  
range decisions by Council and TAB.**



# On-System Bridge Program (New)

## \$4 – 5 Million Per Year

- The On-System Bridge Program is a new USDOT dedicated bridge funding source
- Not included in the modal funding ranges adopted by TAB
- Existing bridge category is responsive to new funds
- Time sensitivity/ bridge projects ready to advance
- **Recommendation:**
  - Include in bridge category in addition to modal allocation
  - *Funding is allocated to bridge projects in 2022 Solicitation scenarios*





# Carbon Reduction Program (New)

## \$41M Total (\$8M+ /year in the region from 2023-2027)

Purpose: Fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>), from on-road highway sources.

Eligible Projects Include: Wide array of transit, bike, pedestrian, carpooling projects, TDM, congestion pricing, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions. Eligibility across modal categories.

Upcoming planning work will inform approaches to Carbon Reduction Program funding:

- MnDOT, in consultation with the MPOs, must develop a carbon reduction strategy by late 2023; workgroups are starting to meet to discuss this program further.
- Met Council planning studies include Transportation and Climate Change Multimodal Measures Study, Travel Demand Management Study, and other related studies
- These studies, strategies, and resulting plans will guide the use of Carbon Reduction Program funding in the region, including potential evaluation criteria, modal allocation, project selection process





# Carbon Reduction Program (Continued)



## Implications for 2022 Regional Solicitation

### Policy Issues:

1. Solicitation process criteria and categories are not currently suited to assess project selection for Carbon Reduction Program funds
  - No present focus or metrics specifically related to carbon reduction
  - Funding source was not considered when setting funding ranges
2. Federal funds available in 2023-2024 requires near-term project identification

**Discussion:** Council staff will seek TAB input and Metropolitan Council direction for these funds' near-term allocation, including:

- Process and steps to identify program criteria and strategies
- Whether to apply funds to Regional Solicitation and for what program years
- *Funding is not allocated in 2022 Regional Solicitation scenarios*



# Development of Funding Scenarios



## Two Regional Solicitation Scenarios, (Each Total \$295M)

- Midpoint (blue): Uses the midpoints of the modal funding ranges (55.5% for roadways, 30% for transit, and 14.5% for bike/pedestrian)
- Bike/Pedestrian Heavy (orange): Responds to high application count and preferences expressed through solicitation public input
- Uses the top of the modal funding range for bike/ped (20%, +\$16M)
  - Reduces roadways to 52% (-\$11M)
  - Reduces transit to 28% (-\$6M)
  - Both still within the modal funding ranges established by TAB
- Are there other funding option scenarios to develop?

# Modal Funding Ranges

## Total \$295 Million Available

	Roadways	Transit and TDM	Bicycle/ Pedestrian	Total
Range & Midpoint	46%-65% \$136M-\$192M 55.5%	25%-35% \$74M-\$103M 30.0%	9%-20% \$27M-\$59M 14.5%	N/A
Midpoint Scenario	55.5% \$164M	30.0% \$89M	14.5% \$43M	100% \$295M
Bike & Pedestrian Heavy Scenario	52% \$153M	28% \$83M	20% \$59M	100% \$295M

Roadways funding also includes \$15M for the new On-Systems Bridge Program that is not shown in the table.





# Unique Projects



## \$4.5 Million Available in 2024/2025

\$733,000 Travel Behavior Inventory and Regional Model

\$3,808,100 for 3 Project Requests

\$4,541,100 Total Requests

2 Technical Committee Meetings (completed)

2 Scoring Committee Meetings (1<sup>st</sup> meeting 8/25, scoring ongoing)

Set-aside more funding for next cycle?

**Discussion:** The current assumption is the same funding level, \$4.5M, but TAB direction is needed.

# TAC F&P Schedule

Date	TAB/TAC Process
Sept. 22	More refined funding scenarios
October 20	F&P action item
November 16	TAB approves
December	Transportation Committee and Metropolitan Council concur



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**DRAFT FUNDING SCENARIO**

Total Funding \$277.5M-\$4.5M for Unique + \$22M	\$295		Million
Overprogramming			
Range	46%-65%	\$191.75	\$135.70
Midpoint	55.6%		\$164
On-System Bridge Funding			\$13

**ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS**

**Traffic Management Technologies**

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17633	CARVER COUNTY (Safety High Score and Resubmittal)	Carver	Chanhassen, Chaska, Waconia	Traffic Signal Technologies and ITS Corridor Enhancements	\$2,000,000	\$2,000,000	2025 2026 2027	\$2,000,000	\$500,000	\$2,500,000	\$2,000,000	921
2	17654	MINNEAPOLIS (Resubmittal)	Hennepin	Minneapolis	ITS Upgrades and Enhancements	\$2,400,000	\$2,400,000	2025 2026	\$2,400,000	\$600,000	\$3,000,000	\$6,722,400	886
3	17491	ST PAUL (Equity Bonus Project)	Ramsey	St Paul	Maryland Avenue Traffic Signal Enhancements	\$2,322,400	\$2,322,400	2027	\$2,322,400	\$580,600	\$2,903,000	\$4,322,400	867
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
						<b>\$6,722,400</b>	<b>\$6,722,400</b>	-	<b>\$9,122,400</b>	<b>\$2,280,600</b>	<b>\$11,403,000</b>	<b>\$9,122,400</b>	-

**Spot Mobility and Safety**

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17577	MINNEAPOLIS (Safety High Score)	Hennepin	Minneapolis	26th and Hiawatha Safety Improvements	\$1,329,600	\$1,329,600	2026	\$1,329,600	\$332,500	\$1,662,100	\$1,329,600	772
2	17672	BROOKLYN PARK	Hennepin	Brooklyn Park, Champlin	Hwy 169 at 109th Ave Improvements	\$2,494,800	\$2,494,800	2024 2025 2026 2027	\$2,494,800	\$623,700	\$3,118,500	\$3,824,400	661
3	17634	CARVER COUNTY (Resubmittal)	Carver	Laketown Township	Highway 11 Intersection Improvements	\$3,040,000	\$3,040,000	2025 2026 2027	\$3,040,000	\$760,000	\$3,800,000	\$6,864,400	594
4	17517	ANOKA COUNTY	Anoka, Ramsey	Lino Lakes, Shoreview	Hodgson Rd and Ash St Roundabout	\$3,239,106	\$3,239,106	2023 2024 2025 2026	\$3,239,106	\$809,777	\$4,048,883	\$10,103,506	518
5	17636	CARVER COUNTY*	Carver	Victoria	Highway 5/11 Safety Improvements	\$1,400,000	\$1,400,000	2025 2026 2027	\$2,400,000	\$600,000	\$3,000,000	\$12,503,506	486
6	17572	HENNEPIN COUNTY	Hennepin	Maple Grove	Hemlock Ln Project	\$1,856,000	\$1,856,000	2026	\$1,856,000	\$464,000	\$2,320,000	\$14,359,506	458
7	17571	HENNEPIN COUNTY	Hennepin	Plymouth	Rockford Rd Project			2026	\$1,624,000	\$406,000	\$2,030,000	\$15,983,506	436
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
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
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
*This draft \$1.4M Regional Solicitation award combined with the an award from HSP of \$1M and result in the full \$2.4M request being awarded.						<b>\$13,359,506</b>	<b>\$13,359,506</b>	-	<b>\$21,767,426</b>	<b>\$5,441,957</b>	<b>\$27,209,383</b>	<b>\$21,767,426</b>	-

**Strategic Capacity**

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17515	Anoka Co (Safety High Score)	Anoka	Blaine	TH 65 Intersections at 109th/105th Aves	\$10,000,000	\$10,000,000	2025 2026 2027	\$10,000,000	\$31,963,662	\$41,963,662	\$10,000,000	891
2	17578	Burnsville (Equity Bonus)	Dakota	Burnsville	TH 13 & Nicollet Ave Intersection Project	\$10,000,000	\$10,000,000	2025 2026 2027	\$10,000,000	\$22,185,000	\$32,185,000	\$20,000,000	756
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	2024 2025 2026	\$10,000,000	\$4,549,729	\$14,549,729	\$30,000,000	557
4	17597	Brooklyn Park	Hennepin	Brooklyn Park	CSAH 30 Expansion and Multimodal Project	\$2,521,600	\$2,521,600	2024 2025 2026 2027	\$2,521,600	\$630,400	\$3,152,000	\$32,521,600	548
5	17637	Carver Co	Carver	Chanhassen	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
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
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
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
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
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
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
						<b>\$52,521,600</b>	<b>\$32,521,600</b>	-	<b>\$96,817,600</b>	<b>\$139,517,791</b>	<b>\$236,335,391</b>	<b>\$96,817,600</b>	-

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

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
	14345	Carver Co	Carver	Chaska	Highway 41 and CSAH 10 Mobility and Access Improvement			2024 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				\$10,000,000	\$14,000,000	\$24,000,000	\$7,000,000	
						<b>\$0</b>	<b>\$0</b>						

**Roadway Reconstruction/Modernization**

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17444	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Franklin Ave Reconstruction Project	\$3,088,000	\$3,088,000	2025 2026	\$3,088,000	\$772,000	\$3,860,000	\$3,088,000	718
2	17666	RAMSEY COUNTY (Equity Bonus and Safety High Score)	Ramsey	St. Paul	Rice Street Reconstruction	\$7,000,000	\$7,000,000	2025 2026 2027	\$7,000,000	\$29,700,000	\$36,700,000	\$10,088,000	709
3	17445	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Lyndale Ave Reconstruction Project	\$7,000,000	\$7,000,000	2026	\$7,000,000	\$6,550,000	\$13,550,000	\$17,088,000	695
4	17725	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	7th Street North Reconstruction	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$1,821,250	\$8,821,250	\$24,088,000	646
5	17446	HENNEPIN COUNTY (Equity Bonus)	Hennepin	Minneapolis	Cedar Ave Reconstruction Project	\$5,536,000	\$5,536,000	2026	\$5,536,000	\$1,384,000	\$6,920,000	\$29,624,000	593
6	17728	WASHINGTON COUNTY	Washington	White Bear Lake, Mahtomedi	Century Avenue Reconstruction	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$1,972,429	\$8,972,429	\$36,624,000	588
7	17492	DAKOTA COUNTY	Dakota	Eagan	Lone Oak Rd Reconstruction	\$4,740,000	\$4,740,000	2024 2025 2026	\$4,740,000	\$1,200,000	\$5,940,000	\$41,364,000	588
8	17580	ROGERS	Hennepin	Rogers	TH 101/I-94 Interchange Upgrade	\$6,780,000	\$6,780,000	2024 2025 2026 2027	\$6,780,000	\$1,695,000	\$8,475,000	\$48,144,000	574
9	17576	MAPLE GROVE (Resubmittal)	Hennepin	Maple Grove	TH 169/CR 130 Interchange Reconstruction	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$7,635,000	\$14,635,000	\$71,694,800	547
10	17480	EDINA	Hennepin	Edina	TH 100/Vernon Ave Interchange Recon.	\$4,213,200	\$4,213,200	2024 2025 2026 2027	\$4,213,200	\$1,053,300	\$5,266,500	\$52,357,200	542
11	17586	ST LOUIS PARK	Hennepin	St. Louis Park	Cedar Lake Rd Improvements	\$7,000,000	\$7,000,000	2025 2026 2027	\$7,000,000	\$4,985,000	\$11,985,000	\$59,357,200	541
12	17622	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Wabasha Street Reconstruction	\$5,337,600	\$5,337,600	2027	\$5,337,600	\$1,334,400	\$6,672,000	\$64,694,800	539
13	17665	CITY OF ANOKA (Resubmittal)	Anoka	Anoka	St Francis Blvd Corridor Improvements	\$4,951,600	\$4,951,600	- 2026 2027	\$4,951,600	\$1,305,400	\$6,257,000	\$76,646,400	517
14	17677	MINNEAPOLIS (Equity Bonus)	Hennepin	Minneapolis	E 35th and 36th Streets Reconstruction	\$7,000,000	\$7,000,000	2027	\$7,000,000	\$20,218,820	\$27,218,820	\$83,646,400	517
15	17623	ST PAUL (Equity Bonus)	Ramsey	St. Paul	Minnehaha Avenue Reconstruction	\$5,224,640	\$5,224,640	2027	\$5,224,640	\$1,306,160	\$6,530,800	\$88,871,040	513
16	17710	SHAKOPEE (Resubmittal)*	Scott	Shakopee	Marystown Road Corridor	\$1,723,172	\$1,723,172	2024 2025 2026 2027	\$3,723,172	\$930,793	\$4,653,965	\$92,594,212	510
17	17682	WACONIA	Carver	Waconia	TH 5 Phase 2 Reconstruction		\$7,000,000	2026	\$7,000,000	\$4,275,900	\$11,275,900	\$99,594,212	504
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
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
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
21	17618	ST PAUL	Ramsey	St. Paul	Cretin Avenue Reconstruction			2027	\$7,000,000	\$2,027,605	\$9,027,605	\$125,582,212	469
22	17590	RICHFIELD (Equity Bonus)	Hennepin	Richfield	W 76th St Modernization			2027	\$2,230,000	\$690,000	\$2,920,000	\$127,812,212	467
23	17706	CRYSTAL	Hennepin	Crystal	W. Broadway Ave Modernization			2025 2026 2027	\$3,250,536	\$812,634	\$4,063,170	\$131,062,748	455
24	17508	HENNEPIN COUNTY	Hennepin	Richfield	Penn Ave Reconstruction Project			2027	\$7,000,000	\$9,420,000	\$16,420,000	\$138,062,748	438
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
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
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
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
29	17624	ST PAUL	Ramsey	St. Paul	Fairview Avenue Reconstruction			2027	\$6,500,042	\$1,625,010	\$8,125,052	\$165,359,169	380
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
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
						<b>\$90,594,212</b>	<b>\$97,594,212</b>	-	<b>\$179,359,169</b>	<b>\$136,323,741</b>	<b>\$315,682,910</b>	<b>\$179,359,169</b>	-

\*This draft \$1.7M Regional Solicitation award combined with the City's HSIP request of \$2M would result in the full \$3.7M request being awarded.

**Bridges**

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17496	RAMSEY COUNTY	Ramsey	New Brighton	Old Highway 8 Bridge Replacement	\$1,937,365	\$1,937,365	2027	\$1,937,365	\$484,341	\$2,421,706	\$1,937,365	842
2	17451	HENNEPIN COUNTY	Hennepin	Brooklyn Center, Crystal	Bass Lake Rd Bridge Replacement	\$1,040,000	\$1,040,000	2025 2026	\$1,040,000	\$260,000	\$1,300,000	\$2,977,365	745
3	17650	MINNEAPOLIS	Hennepin	Minneapolis	Nicollet Ave Bridge Rehab	\$7,000,000	\$7,000,000	2023 2024 2025 2026 2027	\$7,000,000	\$14,500,000	\$21,500,000	\$9,977,365	616
4	17450	HENNEPIN COUNTY	Hennepin	Eden Prairie	Pioneer Trl Bridge Replacement	\$4,760,000	\$4,760,000	2026	\$4,760,000	\$1,190,000	\$5,950,000	\$14,737,365	596
5	17452	HENNEPIN COUNTY	Hennepin	Eden Prairie	Eden Prairie Rd Bridge Replacement			2027	\$5,552,000	\$1,388,000	\$6,940,000	\$20,289,365	457
<b>On-System Bridge Project Total</b>						<b>\$14,737,365</b>	<b>\$14,737,365</b>	-	<b>\$20,289,365</b>	<b>\$17,822,341</b>	<b>\$38,111,706</b>	<b>\$20,289,365</b>	-
<b>On-System Bridge Available</b>						<b>\$13,439,700</b>	<b>\$13,439,700</b>	-					-
Modal Splits Project Total						\$163,197,718	\$150,197,718						
Modal Splits Available						\$163,888,902	\$153,476,130						
Yet to Program						\$691,184	\$3,278,412						

**DRAFT FUNDING SCENARIO**

Total Funding	\$295		
Range	25%-35%	\$73.8	\$103.25
Midpoint	30.0%	\$89	\$57

**TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS**

**Transit Expansion**

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	All Scenarios	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17625	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul			Route 3 Service Improvement		\$6,720,011	\$6,720,011	2024 2025 2026	\$6,720,011	\$1,680,003	\$8,400,014	\$6,720,011	925
2	17692	Washington County	Washington	Woodbury	✓	✓	I-494 Park & Ride Structure		\$7,000,000	\$7,000,000	2023 2024 2025 2026	\$7,000,000	\$14,679,457	\$21,679,457	\$13,720,011	622
3	17605	MVTA	Hennepin, Scott	Shakopee, Prior Lake, Brooklyn Center		✓	Shakopee to Brooklyn Center Express		\$4,297,912	\$4,297,912	2024 2025 2026	\$4,297,912	\$1,074,478	\$5,372,391	\$18,017,923	550
4	17606	MVTA	Dakota, Ramsey	Bursville, Eagan, St. Paul		✓	Express to Rice/University		\$2,812,780	\$2,812,780	2025 2026	\$2,812,780	\$703,195	\$3,515,975	\$20,830,703	511
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	2027	\$7,000,000	\$125,971,399	\$132,971,399	\$27,830,703	442
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	2025 2026	\$5,600,000	\$1,400,000	\$7,000,000	\$33,430,703	385
7	17693	SouthWest Transit (Resubmittal)	Carver, Hennepin	Eden Prairie, Chaska, Chanhassen, Carver, Victoria		✓	Golden Triangle Mobility Hubs				2025 2026	\$4,800,000	\$1,200,000	\$6,000,000	\$38,230,703	260
<b>Total</b>									<b>\$33,430,703</b>	<b>\$33,430,703</b>	-	<b>\$38,230,703</b>	<b>\$146,708,532</b>	<b>\$184,939,236</b>	<b>\$38,230,703</b>	-

**Transit Modernization**

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

**Arterial Bus Rapid Transit Program**

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	All Scenarios	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
		Metro Transit	Ramsey, Dakota				Arterial Bus Rapid Transit Program		\$25,000,000	\$25,000,000		\$25,000,000		\$0	\$25,000,000	
<b>Total</b>									<b>\$25,000,000</b>	<b>\$25,000,000</b>	-	<b>\$25,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>-</b>	<b>-</b>

**TMO/TDM**

Rank	ID	Applicant	County	City	BRT	New Mkt	Project Name	All Scenarios	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores	
-	-	-					TMO Set-aside for 2026-2027		\$3,000,000	\$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	Both	\$1,200,000	\$300,000	\$1,500,000	\$7,000,000	-	
<b>Total</b>									<b>\$2,051,798</b>	<b>\$4,200,000</b>	<b>\$4,200,000</b>	<b>-</b>	<b>\$7,000,000</b>	<b>\$1,750,000</b>	<b>\$8,750,000</b>	<b>\$12,800,000</b>	<b>-</b>

**Travel Demand Management**

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

Modal Splits Project Total		\$86,407,513	\$82,407,513
Modal Splits Available		\$88,500,000	\$82,823,430
Yet to Program		\$2,092,487	\$415,917

DRAFT FUNDING SCENARIO

Total Funding	\$295			
Range	9%-20%		\$26.6	\$59.0
Midpoint	14.5%		\$42.78	

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

Rank	ID	Applicant	County	City	Project Name	Midpoint	Bike/Ped Heavy	Requested Program Year	Federal Requested	Local Match	Total Proj Cost	Federal Cumulative	Total Scores
1	17449	Hennepin Co (Equity Bonus Project)	Hennepin	Minneapolis	Park Ave & Portland Ave Bikeway	\$5,500,000	\$5,500,000	2027	\$5,500,000	\$2,660,000	\$8,160,000	\$5,500,000	878
2	17721	Minneapolis	Hennepin	Minneapolis	Downtown 9th and 10th St Bikeways	\$4,511,942	\$4,511,942	2027	\$4,511,942	\$1,127,985	\$5,639,927	\$10,011,942	868
3	17537	Three Rivers PD (Equity Bonus)	Hennepin	Minnetonka, Plymouth	Eagle Lake Regional Trail	\$3,060,333	\$3,060,333	2026 2027	\$3,060,333	\$765,083	\$3,825,416	\$13,072,275	832
4	17627	St Paul	Ramsey	St. Paul	Capital City Bikeway: Phase 3 Kellogg Blvd	\$5,500,000	\$5,500,000	2025 2027	\$5,500,000	\$3,935,913	\$9,435,913	\$18,572,275	819
5	17629	St Paul	Ramsey	St. Paul	Capital City Bikeway: Saint Peter St	\$5,500,000	\$5,500,000	2027	\$5,500,000	\$2,864,855	\$8,364,855	\$24,072,275	809
6	17651	Minneapolis (Equity Bonus)	Hennepin	Minneapolis	Northside Greenway Phase 1	\$4,188,954	\$4,188,954	2026	\$4,188,954	\$1,047,238	\$5,236,192	\$28,261,229	802
7	17614	Minneapolis	Hennepin	Minneapolis	2nd St North Bikeway	\$4,000,000	\$4,000,000	2024 2026	\$4,000,000	\$1,000,000	\$5,000,000	\$32,261,229	769
8	17595	Anoka Co (Resubmittal)	Anoka	Fridley	44th Ave Bridge Bike/Ped Trail Project	\$2,015,200	\$2,015,200	2023 2024 2025 2026	\$2,015,200	\$503,800	\$2,519,000	\$34,276,429	765
9	17579	Mpls Park & Rec (Equity Bonus)	Hennepin	Minneapolis	East Bank Trail Gap Improvements	\$2,560,000	\$2,560,000	2023 2024 2025 2026	\$2,560,000	\$640,000	\$3,200,000	\$36,836,429	750
10	17473	Three Rivers PD	Hennepin	Hopkins	Nine Mile Creek Regional Trail - 11th Ave	\$760,000	\$760,000	2025 2026 2027	\$760,000	\$190,000	\$950,000	\$37,596,429	745
11	17539	Three Rivers PD (Equity Bonus)	Hennepin	Brooklyn Center	Shingle Creek Regional Trail Realignment	\$2,462,240	\$2,462,240	2026 2027	\$2,462,240	\$615,560	\$3,077,800	\$40,058,669	737
12	17680	Inver Grove Heights (Resubmittal)	Dakota	Inver Grove Heights	Inver Grove Heights Babcock Trail	\$419,040	\$419,040	2023 2024 2025 2026 2027	\$419,040	\$104,760	\$523,800	\$40,477,709	730
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
T-14	17582	Ramsey Co (Resubmittal)	Ramsey	Gem Lake, Vadnais Heights, White Bear Lake, White Bear Township	Phase 1 Bruce Vento Reg. Trail Extension			2024 2025 2026	\$4,000,000	\$3,000,000	\$7,000,000	\$49,389,709	719
T-14	17573	St Paul (Equity Bonus and Resubmittal)*	Ramsey	Newport, St. Paul	Point Douglas Regional Trail Phase 1			2026	\$5,500,000	\$1,375,000	\$6,875,000	\$54,889,709	719
T-16	17556	Scott Co (Resubmittal)	Scott	Louisville Township	Merriam Junction Regional Trail			2023 2024 2025 2026 2027	\$5,500,000	\$7,650,000	\$13,150,000	\$60,389,709	703
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
33	17652	Lakeville	Dakota	Lakeville	Lake Marion Greenway - Lakeville			2025 2026	\$2,852,110	\$713,028	\$3,565,138	\$111,033,979	649
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
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
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
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
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
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
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
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
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
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
T-44	17732	Washington Co	Washington	Hugo	Hardwood Creek Regional Trail Extension			2026 2027	\$526,400	\$131,600	\$658,000	\$133,071,025	600
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
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
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
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
49	17646	Dakdale	Washington	Dakdale	Multiuse Trail Bridge over I-694			2025 2026	\$924,000	\$231,000	\$1,155,000	\$144,909,865	430
<b>Total</b>						<b>\$37,596,429</b>	<b>\$45,389,709</b>		<b>\$144,909,865</b>	<b>\$54,797,896</b>	<b>\$199,707,761</b>		

**Pedestrian Facilities**

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

**Safe Routes to School**

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

<b>Modal Splits Project Total</b>	\$42,960,046	\$55,153,326
Modal Splits Available	\$ 42,775,000	\$ 59,000,000
Yet to Program	\$ (185,046)	\$ 3,846,674

**DRAFT FUNDING SCENARIO**

Total Funding-\$4.5M for Unique

\$263,000,000

**UNIQUE PROJECTS**

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

**Regional Solicitation Funding by County (2003-2022)**

2021 Census Estimate														Total		
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022	2014 - 2022	Percent
Anoka	366,888	12%	7.5%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ -	\$ 78,649,838	9.6%
Carver	108,891	3%	2.3%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ -	\$ 43,728,640	5.3%
Dakota	443,692	14%	10.9%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ -	\$ 71,533,735	8.7%
Hennepin	1,289,645	40%	52.1%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ -	\$ 413,815,722	50.4%
Ramsey	553,229	17%	18.6%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ -	\$ 131,995,268	16.1%
Scott	153,199	5%	3.3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ -	\$ 43,439,729	5.3%
Washington	270,805	8%	5.3%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ -	\$ 37,233,704	4.5%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ -	\$ 820,396,636	

Data for population and employment based on Metropolitan Council 2021 estimates

**Regional Solicitation Funding by County (2014-2020 and Draft 2022 Midpoint Scenario)**

2021 Census Estimate														Total			
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022	2014 - 2022	Percent	
Anoka	366,888	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ 39,201,353	10.7%	\$ 117,851,191	9.9%
Carver	108,891	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ 27,500,000	7.5%	\$ 71,228,640	6.0%
Dakota	443,692	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ 39,931,870	10.9%	\$ 111,465,605	9.4%
Hennepin	1,289,645	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ 158,194,245	43.2%	\$ 572,009,967	48.2%
Ramsey	553,229	17%	19%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ 75,174,924	20.5%	\$ 207,170,192	17.5%
Scott	153,199	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ 6,236,128	1.7%	\$ 49,675,857	4.2%
Washington	270,805	8%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ 20,000,000	5.5%	\$ 57,233,704	4.8%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 366,238,520		\$ 1,186,635,156	

Data for population and employment based on Metropolitan Council 2021 estimates. 2022 funding levels include HSIP

**Regional Solicitation Funding by County (2014-2020 and Draft 2022 Bike/Ped Heavy Scenario)**

2021 Census Estimate														Total			
County	Population	Pop %	Jobs %	2014		2016		2018		2020		2014-2020		2022	2014 - 2022	Percent	
Anoka	366,888	12%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 78,649,838	9.6%	\$ 29,201,353	8.0%	\$ 107,851,191	9.1%
Carver	108,891	3%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 43,728,640	5.3%	\$ 24,500,000	6.7%	\$ 68,228,640	5.8%
Dakota	443,692	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 71,533,735	8.7%	\$ 36,350,910	9.9%	\$ 107,884,645	9.1%
Hennepin	1,289,645	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 413,815,722	50.4%	\$ 169,568,485	46.3%	\$ 583,384,207	49.4%
Ramsey	553,229	17%	19%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 131,995,268	16.1%	\$ 75,174,924	20.5%	\$ 207,170,192	17.5%
Scott	153,199	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 43,439,729	5.3%	\$ 6,236,128	1.7%	\$ 49,675,857	4.2%
Washington	270,805	8%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 37,233,704	4.5%	\$ 20,400,000	5.6%	\$ 57,633,704	4.9%
	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 820,396,636		\$ 361,431,800		\$ 1,181,828,436	

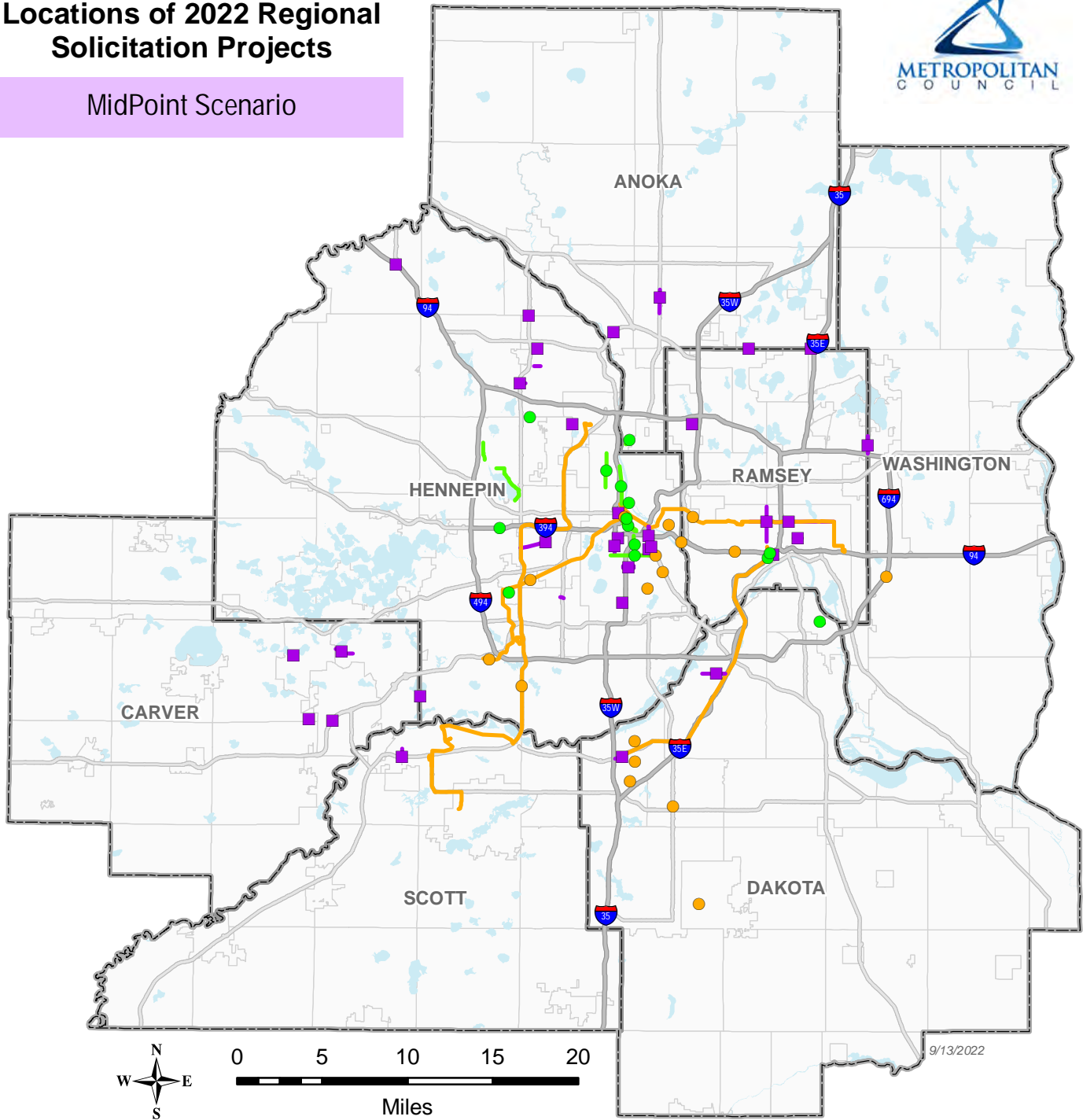
Data for population and employment based on Metropolitan Council 2021 estimates. 2022 funding levels include HSIP



# Locations of 2022 Regional Solicitation Projects



MidPoint Scenario

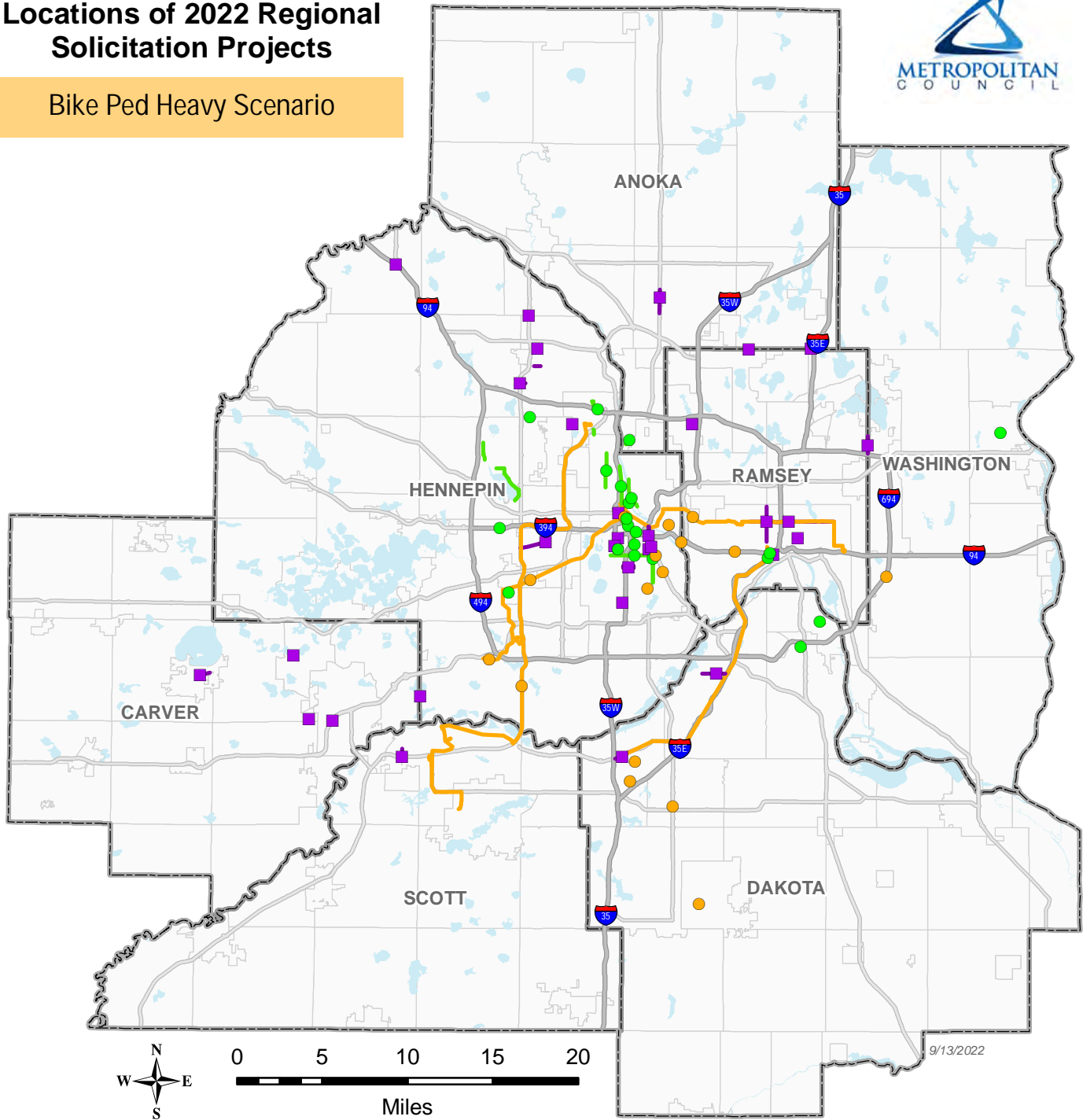


- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

# Locations of 2022 Regional Solicitation Projects



Bike Ped Heavy Scenario



- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

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