

# Agenda

## TAC Funding and Programming Committee



**Meeting date:** May 16, 2024

**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 Committee 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 April 18, 2024, TAC Funding and Programming minutes – roll call

### Public comment on committee business

### TAB report

### Business

1. 2024-27: Adoption of the Draft 2025-2028 Transportation Improvement Program (TIP), pending public comment (Joe Barbeau) – roll call

### Information

1. 2024 Regional Solicitation Funding Scenarios (Steve Peterson)
  - Presentation
  - Additional materials

### Other business

### Adjournment

#### Key:

- \* Agenda item changed following initial publication

### Council contact:

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651-602-1380

# Minutes

## TAC Funding and Programming Committee



**Meeting date:** April 18, 2024

**Time:** 1:00 PM

**Location:** Virtual

### Members present:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Bloomington – Karl Keel (Vice Chair)           | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos            | <input checked="" type="checkbox"/> Anoka Co. – Nicholas Dabda     |
| <input type="checkbox"/> Lakeville – Paul Oehme                         | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag               | <input type="checkbox"/> Carver Co. – Darin Mielke                 |
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis         | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input 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"/> Minneapolis – Nathan Koster         | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh                           | <input type="checkbox"/> Ramsey Co.                                |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input type="checkbox"/> DNR – Nancy Spooner-Walsh                                 | <input checked="" type="checkbox"/> Scott Co. – Adam Jessen        |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber               | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Matt Fyten           | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker          |  | <input type="checkbox"/> = present, E = excused                    |
| <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 1:00 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 Elaine Koutsoukos seconded by Jason Pieper, to approve the minutes of the January 18, 2024, regular meeting of the TAC Funding and Programming Committee. **Motion carried** unanimously.

### Public comment on committee business

None

## TAB report

E. Koutsoukos reported on the April 17, 2024 Transportation Advisory Board meeting.

## Business

### 2024-19: 2024 Regional Solicitation Scoring Change

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the scoring change and background information to the committee.

J. Barbeau reported that at its March 21, 2024, meeting, the TAC Funding & Programming Committee finalized scores for the 2024 Regional Solicitation. On April 2, 2024, the City of Farmington informed Council staff that its application included an errant selection within the "Right-of-Way" portion of the risk assessment. "Right-of-way, permanent or temporary easements, and MnDOT agreement/limited use permit either not required or all have been acquired," worth 100%, or 32.5 points, was selected. "Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited use permit required – parcels identified," worth 25%, or 8.13 points, should have been selected.

Implementation of this change would lead to a 25-point reduction (following rounding) of the risk assessment along with a one-point reduction in the cost effectiveness score. This 26-point reduction would move the project from fifth place to eighth place in the Multiuse Trails and Bicycle Facilities category.

Chair Michael Thompson asked if the scoring change was reported by the applicant.

J. Barbeau confirmed that this was self-reported scoring change by the applicant.

It was moved by E. Koutsoukos, seconded by Jim Kosluchar, that "the TAC Funding & Programming Committee change the score Farmington's Farmington North Creek Greenway application (20247) from 883 points to 857 points and reflect that change in the Multiuse Trails and Bicycle Facilities category." **Motion carried** unanimously.

### 2024-20: Program Year Extension Request: Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 Intersection Improvement Project.

Robbie King of the Metropolitan Council's Metropolitan Transportation Services office presented the program year extension and background information to the committee.

R. King reported that Washington County was awarded \$10,000,000 in the 2020 Regional Solicitation in the Strategic Capacity category for its CSAH 17 (Lake Elmo Ave) and MN 36 interchange project for program year 2025. Beginning in 2021, several efforts to engage the community and work through potential alternatives were initiated. In their request, Washington County staff have outlined a series of landmarks that still need to be completed prior to bid letting. Given the landmarks yet to be reached, Washington County staff do not believe they can begin bid letting until January 2026, outside of the current program year. These factors combined result in their request to extend the program year from 2025 to 2026.

Kevin Peterson from Washington County reported that the project is well underway and that the tasks to be completed shortly would satisfy the additional points needed to satisfy the program year extension policy.

It was moved by Colleen Brown, seconded by Robert Ellis, that "the TAC Funding and Programming Committee recommend that TAB approve the program year extension request for Washington County's CSAH 17 (Lake Elmo Ave) and MN 36 intersection improvement project from

2025 to 2026.”

Prior to voting on the motion, Nathan Koster requested more information on why the program year extension is being brought now rather than later in the year when there will be more information to satisfy the program year extension request.

K. Peterson notes that the county consulted with MnDOT State Aid and received a recommendation to put the request in now.

J. Kosluchar notes that staff supports the motion.

Discussion concluded. **Motion carried** unanimously.

#### **2024-21: Regionally Significant TIP Amendment Request – US 10 Expansion Project**

Robbie King of the Metropolitan Council’s Metropolitan Transportation Services office presented the TIP amendment request and background information to the committee.

R. King reported that MnDOT requested an amendment to the 2024-2027 TIP to add its regionally significant US 10 Expansion Project (SP# 0215-87, SP# 0215-87COC). This project will expand US 10 from two to three lanes, add ultra-thin bonded course to existing mainline pavement, and construct noisewalls from CSAH 78 (Hanson Boulevard) to CSAH 9 (Round Lake Boulevard) in Coon Rapids. This project is funded through \$2.5 million from Federal Highway Administration and \$38 million in bond funding. SP# 0215-87COC separates the \$8,000,000 awarded through the Corridors of Commerce program.

It was moved by J. Kosluchar, seconded by Maddie Dahlheimer, that “the TAC Funding and Programming Committee recommend adoption of an amendment to the 2024-2027 TIP to add a regionally significant project expanding US 10 from two lanes to three lanes in Coon Rapids for the purpose of release for public comment.” **Motion carried** unanimously.

#### **2024-22: Scope Change Request – Metro Transit Regional Mobility Hubs**

Joe Barbeau of the Metropolitan Council’s Metropolitan Transportation Services office presented the scope change request and background information to the committee.

J. Barbeau reported that Metro Transit was awarded was awarded \$1,600,000 in the Unique Projects category to fund seven mobility hubs; four in Minneapolis and one each in Brooklyn Center, Saint Paul, and Maplewood. Improvements made at these were to include multimodal infrastructure improvements, technology improvements, resilient infrastructure investments, and placemaking amenities. The City of Minneapolis is a subrecipient for the four Minneapolis hubs.

On behalf of the city Metro Transit is requesting the relocation of two hubs along with shift of budget from technology amenities to multimodal amenities to better fit the identified project needs.

Meredith Klekotka of Metro Transit reported that this scope change request will satisfy the goal of this project to provide mobility hubs in communities that support them.

Chair Thompson asked about moving the mobility hub from Penn & Lowrey and if we are giving up on North Minneapolis for this project.

Meredith Klekotka referred to a colleague Russ Brooks for more information.

Russ Brooks noted that during a pilot of this mobility hub at Penn & Lowry a number of stakeholders had concerns about safety and security. Minneapolis Policy Department requested



that Metro Transit remove the pilot hub, Hennepin County terminated the contact with Metro Transit, and then the parcel was fenced off. This scope change is reflective of being responsive to the desires of the community and in response to the safety and security issues.

J. Kosluchar is curious about the internal evaluation for these sites.

M. Klekotka confirmed that these sites were ranked by the Metropolitan Council for selection.

R. Brooks elaborated by reporting that the sites were selected, in part, because of who controls the sites. So this is the process that was used to select replacement sites for Penn & Lowry and the 26<sup>th</sup> and Central mobility hub locations.

N. Koster noted that this was a Unique Project in the regional solicitation and that with innovative projects there can be a chance for changes that need to be made because of their unique nature.

Cole Hiniker noted that there is little precedent for these types of changes and seconded Koster's point.

It was moved by N. Koster, seconded by J. Pieper, that "the TAC Funding & Programming Committee recommend to TAC that TAB approve Metro Transit's scope change request to two hub locations and shift budget from technology amenities to multimodal amenities."

J. Pieper asked for clarification on the motion whether it includes retention of funding.

J. Barbeau noted that the recommended motion would include retention of funding.

N. Koster noted that his motion is inclusive of funding retention.

## Information

### 2024 Regional Solicitation Updates (Steve Peterson, MTS)

Steve Peterson presented on the 2024 Regional Solicitation funding scenarios.

J. Kosluchar asked if the safety scenario is a sub-scenario.

S. Peterson confirmed that it is a sub-scenario of the midpoint scenario.

S. Peterson proceeded to display the spreadsheet and outlined funding scenarios for each category.

Mike Samuelson asked about criteria for creating the scenarios the modal categories.

S. Peterson reported that the midpoint scenario is about funding up to a midpoint of demand for each modal category.

H. Scholl noted that from their policy group noted that a lot of transit funding is Hennepin County focused.

E. Koutsoukos noted that this was covered at the last TAB meeting and that there will be additional funding sources are factored into this cycle, the split might be different than it appears now. E. Koutsoukos noted that over-programming will occur later on in this cycle than it occurred in previous cycles.

Chair Thompson noted that the scoring committees are behold to the criteria and that TAB will address regional balance.



C. Hiniker asked for when the geographic balance summaries would be created.

S. Peterson noted that staff will create maps and summaries for the next TAB meeting for regional solicitation cycles since 2014.

N. Koster noted that non-center counties are receiving funding for some big projects.

J. Pieper asked about the development of the additional scenarios and requested that no projects be allowed to “leap frog” or skip projects solely to serve a better regional balance.

N. Koster complemented on the funding scenarios that these are clear. Further, he asked if there will be sub-regional balance summaries in addition to regional balance summaries.

S. Peterson clarified how regional balance will be addressed to TAB.

### **Scope Change Policy Updates (Joe Barbeau, MTS)**

Joe Barbeau presented on the scope change policy updates.

J. Kosluchar asked for clarification on the removal thresholds.

J. Barbeau noted that the removal thresholds are set for clarifying when a scope change needs to be a formal TIP amendment or an administrative modification.

### **Reports**

None

### **Adjournment**

Business completed; the meeting adjourned at 2:42 p.m.

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### **Council contact:**

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651-602-1380



# Action Transmittal

Transportation Advisory Board



**Meeting Date:** May 16, 2024

**Date:** May 10, 2024

## Action Transmittal: 2024-27

Adoption of the Draft 2025-2028 Transportation Improvement Program (TIP), pending public comment

**To:** TAC Funding & Programming Committee

**Prepared By:** Joe Barbeau, Planning Analyst, 651-602-1705

### Requested Action

The Metropolitan Council staff requests adoption of the draft 2025-2028 Transportation Improvement Program (TIP).

### Recommended Motion

That the TAC Funding & Programming Committee recommend that TAC recommend adoption of the draft 2025-2028 Transportation Improvement Program (TIP).

### Summary

The Transportation Improvement Program (TIP) is a four-year list of federally funded transportation projects required for all metropolitan planning organizations (MPOs). The TIP must include all projects funded with federal transportation funds along with all regionally significant projects. Federal regulations require that a TIP be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft 2025-2028 TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from May 17 to July 1.

The 2025-2028 TIP approval schedule is as follows:

- May 16, 2024 – TAB releases draft TIP for public review
- July 1, 2024 – Public review/comment period ends
- August 21, 2024 – TAB considers public comments, recommends potential changes in response to the comments and recommends approval of the final TIP to the Metropolitan Council
- August 26, 2024 – Transportation Committee recommends approval of the TIP to the Metropolitan Council
- September 11, 2024 – Metropolitan Council approves the TIP
- September/October 2024 – MnDOT inclusion of metro area TIP into State Transportation Improvement Program (STIP)
- November 2024 – USDOT approves Minnesota STIP

The 2025-2028 TIP includes projects valued at approximately \$6.2 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 17% of federal funding is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$6.2 Billion
  - Federal Highway – \$1.7 Billion
  - Federal Transit – \$1.6 Billion
  - Property Tax and State Taxes – \$2.1 Billion
  - Trunk Highway Funds – \$714 Million

### Relationship to Regional Policy

Federal law requires that all transportation projects that will be partially- or fully funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the Metropolitan Council’s responsibility to adopt and amend the TIP according to these four requirements.

### Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	5/16/2024
Technical Advisory Committee	Review & Recommend	6/5/2024
Transportation Advisory Board	Review & Recommend	8/21/2024
Transportation Committee	Review & Recommend	8/26/2024
Metropolitan Council	Review & Adopt	9/11/2024





# Information Item

Transportation Advisory Board



Meeting date: May 15, 2024

## Topic

2024 Regional Solicitation Funding Scenarios

**District(s), member(s):** All  
**Policy/legal reference:** TAB Action  
**Staff prepared/presented:** Steve Peterson, Senior Manager, 651-602-1819  
**Division/department:** Transportation / Metropolitan Transportation Services (MTS)

## Background

Attached are three initial funding scenarios for the 2024 Regional Solicitation. These three scenarios are provided by staff as starting points and members are encouraged to provide feedback on what should go into scenario development. Within each scenario, the federal amounts of funded projects are denoted by the below colors:

Yellow	Surface Transportation Block Grant (STBG) Program, Transportation Alternatives (TA), and Congestion Mitigation and Air Quality (CMAQ) Program federal funding. These are the traditional funding sources for the Regional Solicitation upon which the modal splits are based and amount to \$200 million. Yellow also represents the 10% overprogramming on the federal funds or \$25 million.
Green	Carbon Reduction Program federal funding, \$15 million
Orange	PROTECT federal funding, \$7.3 million
Blue	2026-2027 federal funding set aside in the 2022 Regional Solicitation for TDM and Unique Projects
Purple	Active Transportation funding for the grants management pilot project (\$15.8 million). These projects all requested \$2 million or less, meet all of the legislative requirements, and can start construction by the end of calendar year 2026.

Base Funding: Shows \$200 million federal funding available from STBG Program, TA, and CMAQ funds. It does not include any other funding sources or overprogramming. It is not a funding scenario.

The three funding scenarios below build off this base funding and add in 10% overprogramming along with the other funding sources (Carbon Reduction Program, PROTECT, and Active Transportation) for a total of \$263 million.

Three funding scenarios are shown:

- 1. Midpoint scenario: Federal funding is shown using the “midpoint” of the modal funding ranges (55.5% for roadways, 30% for transit/TDM, and 14.5% for bike/pedestrian). This scenario funds every transit and TDM project submitted.

- 2. Midpoint-Safety scenario: This scenario deviates from Scenario 1 by moving funding from transit (which has no safety scoring) and moving it to a roadway project, which has a high monetized crash reduction benefit. Compared to scenario 1, this scenario adds one extra roadway reconstruction project with high safety benefits and removes one transit expansion project, one transit modernization project, and two TDM projects.
- 3. Bike/Ped Heavy: This scenario moves approximately \$15 million in federal funds from transit and highway categories into the Multiuse Trails and Bicycle Facilities and Pedestrian Facilities categories to the maximum of the Bicycle/Pedestrian modal range. Compared to scenario 1, this scenario adds four multiuse trail projects and one pedestrian facilities project and removes one roadway spot mobility and safety project, one roadway reconstruction project, one transit expansion project, one transit modernization project, and two TDM projects.

Just over \$15 million of Active Transportation funding is added over and above the federal funding to the bicycle and pedestrian categories in each of the three funding scenarios. The 14 specific active transportation projects are the same in each of the scenarios.



**Traffic Management Technologies**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20334	Anoka Co **^#	CSAH 1 (East River Road) Traffic Management Technology Imp	Anoka	Anoka, Coon Rapids, Fridley	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$2,760,000	\$ 6,260,000	\$3,500,000	1031
2	20488	Washington Co	Washington County Traffic Signal Battery Backup Systems	Washington	Woodbury, Oakdale, Lake Elmo		\$532,000	\$532,000	\$532,000	\$532,000	\$133,000	\$ 665,000	\$4,032,000	843
						\$3,500,000	\$4,032,000	\$4,032,000	\$4,032,000					

\* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

**Spot Mobility and Safety**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20412	Savage #	TH 13 and Quentin Ave Innovative Intersection	Scott	Savage	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$26,329,000	\$ 29,829,000	\$3,500,000	993
2	20217	Little Canada ^	Little Canada Road and Country Drive Intersection	Ramsey	Little Canada	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$5,414,000	\$ 8,914,000	\$7,000,000	766
3	20494	Washington Co *	Highway 61 and County Road 50 Intersection in Forest Lake	Washington	Forest Lake	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$1,674,880	\$418,720	\$ 2,093,600	\$8,674,880	655
4	20374	Bloomington	CSAH 1 and Old Cedar Avenue Intersection Safety Improvement	Hennepin	Bloomington	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$2,747,824	\$686,956	\$ 3,434,780	\$11,422,704	646
5	20331	Anoka Co	CSAH 14 and CSAH 23 Intersection Project	Anoka	Lino Lakes	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$2,137,360	\$534,340	\$ 2,671,700	\$13,560,064	616
6	20181	Dakota Co	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage	Dakota	Burnsville		\$1,901,760	\$1,901,760	\$1,901,760	\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	579
7	20144	Carver Co	CSAH 11 and CSAH 44 Intersection Safety Improvements	Carver	Chaska & Dahlgren Township		\$1,988,000	\$1,988,000	\$1,988,000	\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	568
8	20081	Richfield	Richfield 76th Street and Knox Avenue Intersection Improvement	Hennepin	Richfield		\$2,687,040	\$2,687,040	\$2,687,040	\$2,687,040	\$671,760	\$ 3,358,800	\$20,136,864	442
9	20492	Washington Co	CSAH 16 and Settlers Ridge Parkway Intersection in the City of	Washington	Woodbury		\$2,384,160	\$2,384,160		\$2,384,160	\$596,040	\$ 2,980,200	\$22,521,024	366
10	20333	Anoka Co	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabo	Anoka	Lino Lakes					\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	323
						\$13,560,064	\$22,521,024	\$22,521,024	\$20,136,864					

\* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

**STRATEGIC CAPACITY**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20480	Burnsville *	Highway 13 Lynn to Washburn Safety & Mobility Project	Dakota, Scott	Burnsville, Savage	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$2,500,000	\$84,664,100	\$10,000,000	1126
2	20330	Anoka Co ^	TH 65/Bunker Lake Boulevard Interchange	Anoka	Ham Lake, Blaine	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$27,125,000	\$37,125,000	\$20,000,000	735
3	20139	Coon Rapids	TH 610 and East River Road Interchange Reconstruction	Anoka	Coon Rapids	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$25,687,000	\$35,687,000	\$30,000,000	573
4	20186	Dakota Co	CSAH 46 Expansion Safety and Mobility Project	Dakota	Coates, Rosemount, Empire		\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$31,600,000	\$41,600,000	\$40,000,000	448
5	20195	Carver Co	Highway 5 Victoria Mobility & Safety Project	Carver	Victoria					\$10,000,000	\$9,158,200	\$19,158,200	\$50,000,000	395
6	20050	Dakota Co	I-35/CR 5/50 Interchange Reconstruction	Dakota	Lakeville					\$10,000,000	\$22,670,000	\$32,670,000	\$60,000,000	337
						\$30,000,000	\$40,000,000	\$40,000,000	\$40,000,000					

\* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

Draft Funding Scenarios-Roadways

STBGP, TA, CMAQ Carbon Reduction

**ROADWAY RECONSTRUCTION-MODERNIZATION**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20240	Saint Paul ^#	Robert Street Reconstruction	Ramsey	Saint Paul	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$14,825,000	\$ 21,825,000	\$ 7,000,000	895
2	20253	Bloomington #	Bloomington W 98th Street at I-35W Modernization Project	Hennepin	Bloomington	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$3,455,040	\$863,760	\$ 4,318,800	\$ 10,455,040	860
3	20434	Hastings	Hastings Highway 61 Modernization	Dakota	Hastings	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$14,408,861	\$ 21,408,861	\$ 17,455,040	859
4	20242	Anoka (City) *	TH 47 at BNSF Railroad Crossing	Anoka	Anoka	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$12,848,000	\$ 19,848,000	\$ 24,455,040	788
5	20032	Hennepin Co	CSAH 5 (Minnetonka Blvd) Phase 2 Reconstruction Project	Hennepin	St. Louis Park	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$13,800,000	\$ 20,800,000	\$ 31,455,040	760
6	20486	Saint Francis #	TH 47/St. Francis Blvd Modernization	Anoka	St. Francis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$10,988,868	\$ 17,988,868	\$ 38,455,040	716
7	20236	Minneapolis #	University Avenue NE (TH 47) Complete Streets Project (Central)	Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$2,232,520	\$ 9,232,520	\$ 45,455,040	708
8	20245	Minneapolis #	7th St S Reconstruction and Modernization	Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$4,764,500	\$ 11,764,500	\$ 52,455,040	704
9	20035	Hennepin Co #	CSAH 152 (Cedar Ave) Phase 2 Reconstruction Project	Hennepin	Minneapolis		\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$8,140,000	\$ 15,140,000	\$ 59,455,040	672
10	20194	Carver Co	TH 5 and TH 41 Intersection Modernization	Carver	Chaska, Chanhassen		\$7,000,000	\$7,000,000		\$7,000,000	\$6,526,900	\$ 13,526,900	\$ 66,455,040	635
11	20033	Hennepin Co #	CSAH 23 (Marshall St NE) Phase 2 Reconstruction Project	Hennepin	Minneapolis			\$7,000,000		\$7,000,000	\$4,280,000	\$ 11,280,000	\$ 73,455,040	624
12	20036	Hennepin Co #	CSAH 153 (Lowry Ave NE/Kenzie Terr) Phase 3 Reconstruction	Hennepin	Minneapolis, St. Anthony					\$7,000,000	\$6,090,000	\$ 13,090,000	\$ 80,455,040	601
13	20080	Richfield #	Richfield West 76th Street Modernization	Hennepin	Richfield, Edina					\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	544
14	20136	Crystal #	W. Broadway Avenue and Douglas Drive Roundabout Modernization	Hennepin	Crystal					\$3,638,632	\$909,658	\$8,600,000	\$ 87,950,864	533
15	20034	Hennepin Co	CSAH 30 (93rd Ave) Reconstruction Project	Hennepin	Brooklyn Park, Maple Grove, Osseo					\$7,000,000	\$5,190,000	\$ 12,190,000	\$ 94,950,864	515
16	20041	Dakota Co	117th Street Reconstruction and Modernization	Dakota	Inver Grove Heights					\$4,870,000	\$17,467,095	\$ 22,337,095	\$ 99,820,864	443
17	20490	Washington Co	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 43rd	Washington	Lake Elmo					\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	411

\* = Safety High Score (Crashes); ^ = Safety High Score (Ped); # = Equity Bonus Project

\$52,455,040 \$66,455,040 \$73,455,040 \$59,455,040

**BRIDGES**

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20043	Ramsey Co #	Replacement of Bridge 62519, CR C (CSAH 23) over the Burlington	Ramsey	Roseville	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000	\$ 1,848,926	\$ 8,848,926	\$ 7,000,000	931
2	20297	Minneapolis #	Cedar Lake Road Bridge Replacement Over BNSF Railway	Hennepin	Minneapolis	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 4,854,400	\$ 1,213,600	\$ 6,068,000	\$ 11,854,400	903
3	20037	Hennepin Co #	CSAH 40 (Glenwood Ave) Bridge Replacement	Hennepin	Minneapolis					\$ 3,304,000	\$ 826,000	\$ 4,130,000	\$ 15,158,400	845
4	20038	Hennepin Co	CSAH 121 (Fernbrook Ln) Bridge Replacement	Hennepin	Maple Grove					\$ 1,968,000	\$ 492,000	\$ 2,460,000	\$ 17,126,400	788
5	20039	Hennepin Co #	CSAH 146 (Brown Rd) Bridge Replacement	Hennepin	Orono					\$ 2,672,000	\$ 668,000	\$ 3,340,000	\$ 19,798,400	736

# = Equity Bonus Project

\$11,854,400 \$11,854,400 \$11,854,400 \$11,854,400

Total Roadway Spending \$111,369,504 \$144,862,464 \$151,862,464 \$135,478,304

**TRANSIT EXPANSION**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20313	MVTA #	MOA to MN Zoo Service		X	Dakota, Hennepin	Bloomington, Apple Valley, Eagan	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$4,546,614	\$1,136,654	\$5,683,268	\$4,546,614	1011
2	20315	MVTA	4FUN Service Expansion		X	Dakota	Apple Valley, Rosemount	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$2,957,100	\$739,275	\$3,696,375	\$7,503,714	960
3	20306	Metro Transit	Metro Transit micro - Minnetonka Expansion		X	Hennepin	Minnetonka	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$4,253,600	\$1,063,400	\$5,317,000	\$11,757,314	666
4	20237	Metro Transit #	Metro transit micro - G Line Expansion		X	Dakota	Mendota Hts, Mendota, Lilydale, W St. Paul, Inver Grove Hts	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$3,986,533	\$996,633	\$4,983,166	\$15,743,847	610
5	20314	MVTA	Apple Valley Transit Station to Dakota County Technical College Service		X	Dakota, Hennepin, Scott	Prior Lake, Shakopee, Savage, Burnsville, Eagan, Bloomington		\$2,212,232			\$2,212,232	\$553,058	\$2,765,290	\$17,956,079	537
# = Equity Bonus Project								\$15,743,847	\$17,956,079	\$15,743,847	\$15,743,847					

**TRANSIT MODERNIZATION**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20075	Metro Transit #	Blue Line Franklin Ave Station Renovation			Hennepin	Minneapolis	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$5,750,000	\$12,750,000	\$7,000,000	937
2	20308	MVTA	Burnsville Transit Station Mobility Hub		X	Dakota	Burnsville	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$5,600,000	\$1,400,000	\$7,000,000	\$12,600,000	541
3	20310	MVTA #	Eagan Transit Station Modernization		X	Dakota	Eagan		\$1,709,062	\$1,709,062	\$1,709,062	\$1,709,062	\$427,265	\$2,136,327	\$14,309,062	475
4	20309	MVTA	Eagan Bus Garage Modernization		X	Dakota	Eagan		\$2,142,482			\$2,142,482	\$535,620	\$2,678,102	\$16,451,543	430
# = Equity Bonus Project								\$12,600,000	\$16,451,543	\$14,309,062	\$14,309,062					

**Arterial Bus Rapid Transit**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
		Metro Transit	H Line	X		Ramsey, Hennepin	St. Paul, Minneapolis	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$6,250,000	\$31,250,000	\$25,000,000	
								\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000					

**TMO/TDM**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
			TMO Setaside for 2028-2029	N/A	N/A			\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$1,250,000	\$6,250,000	\$5,000,000	
			TDM Setaside for 2028-2029	N/A	N/A			\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$300,000	\$1,500,000	\$6,200,000	
								\$6,200,000	\$6,200,000	\$6,200,000	\$6,200,000					

**Travel Demand Management**

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20462	HourCar #	Expanding Access to the Benefits of Electrified Transportation	N/A	N/A	Hennepin, Ramsey	Mpls, St. Paul, St. Louis Park, Hopkins, Richfield, Bloomington, Little Canada	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$125,000	\$625,000	\$500,000	1089
2	20311	MVTA	Travel Training Program	N/A	N/A	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan,	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$100,000	\$500,000	\$900,000	974
3	20489	Move Minnesota #	Embracing East Metro Transit Expansions Through Events	N/A	N/A	Ramsey, Washington	Saint Paul, Roseville, Woodbury, Maplewood, Oakdale	\$492,349	\$492,349	\$492,349	\$492,349	\$492,349	\$123,088	\$615,437	\$1,392,349	732
4	20312	MVTA	Event Service Coordination Program	N/A	N/A	Dakota	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan,		\$400,000			\$400,000	\$100,000	\$500,000	\$1,792,349	649
5	20439	Minneapolis Park and Rec	Cycling elderly to and within Minneapolis city parks	N/A	N/A	Hennepin	Minneapolis		\$285,450			\$285,450	\$71,363	\$356,813	\$2,077,799	579
# = Equity Bonus Project								\$1,392,349	\$2,077,799	\$1,392,349	\$1,392,349					

Total Transit/TDM Spending

\$59,736,196

\$66,485,421

\$61,445,257

\$61,445,257



Draft 2024 Funding Scenarios-Bicycle and Pedestrian

STBGP, TA, CMAQ Carbon Reduction Active Transportation

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	County	Cities	Eligible for Active Transp. Pilot	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20260	Hennepin Co #	CSAH 152 (Washington Ave) Bikeway Project	Hennepin	Minneapolis	No	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$4,070,000	\$9,570,000	\$5,500,000	1003
2	20235	Minneapolis #	Northside Greenway Phase 2	Hennepin	Minneapolis	No	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$2,865,490	\$716,373	\$3,581,863	\$8,365,490	955
3	20243	Minneapolis *	University Avenue and 4th Street Separated Bicycle Facilities	Hennepin	Minneapolis	No	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$2,860,130	\$8,360,130	\$13,865,490	950
4	20222	Minneapolis #	E/W 34th St Neighborhood Greenway	Hennepin	Minneapolis	No	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$3,024,000	\$756,000	\$3,780,000	\$16,889,490	912
5	20170	Three Rivers PD #	CP Rail Regional Trail: North Segment (New Construction)	Hennepin	New Hope, Crystal, Golden Valley	No	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$1,575,384	\$7,075,384	\$22,389,490	876
6	20196	Dakota Co	CSAH 42 Trail Gap Project	Dakota	Burnsville	Yes		\$1,444,000	\$1,444,000	\$1,444,000	\$1,444,000	\$361,000	\$1,805,000	\$23,833,490	863
7	20254	Hennepin Co	CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	Hennepin	Minneapolis	No		\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$3,560,000	\$9,060,000	\$29,333,490	861
8	20247	Farmington #	North Creek Greenway - Farmington	Dakota	Farmington	Yes		\$1,579,776	\$1,579,776	\$1,579,776	\$1,579,776	\$394,944	\$1,974,720	\$18,469,266	857
9	20173	Three Rivers PD #	North Cedar Lake Regional Trail - Reconstruction	Hennepin	St. Louis Park, Hopkins	No				\$4,104,674	\$4,104,674	\$1,026,168	\$5,130,842	\$33,438,164	845
10-T	20166	Three Rivers PD #	Shingle Creek Regional Trail - Reconstruction	Hennepin	Brooklyn Park	Yes				\$966,963	\$966,963	\$241,741	\$1,208,704	\$34,405,127	844
10-T	20174	Three Rivers PD #	CP Rail Regional Trail - South Segment (New Construction/Reconstruction)	Hennepin	Edina, Bloomington	No				\$5,500,000	\$5,500,000	\$1,723,698	\$7,223,698	\$39,905,127	844
12	20226	Dakota Co #	River to River Greenway Valley Park Trail & TH 149 Underpass	Dakota	Mendota Heights	Yes				\$2,080,000	\$2,080,000	\$520,000	\$2,600,000	\$41,985,127	823
13	20261	Three Rivers PD #	Medicine Lake Regional Trail: East Segment (Reconstruction)	Hennepin	Plymouth	No					\$3,137,078	\$784,269	\$3,921,347	\$45,122,205	821
14	20227	Dakota Co	North Creek Greenway CSAH 42 Trail and Crossing	Dakota	Apple Valley	Yes					\$2,100,000	\$525,000	\$2,625,000	\$47,222,205	819
15	20493	Shakopee	Stagecoach Rd Trail	Scott	Shakopee	Yes					\$600,000	\$150,000	\$750,000	\$47,822,205	817
16	20233	Dakota Co #	Butler Avenue Trail	Dakota	West Saint Paul						\$1,375,200	\$343,800	\$1,719,000	\$49,197,405	796
17	20482	Hopkins #	17th Avenue Multiuse Trail Green Line Connection	Hennepin	Hopkins						\$1,960,000	\$490,000	\$2,450,000	\$51,157,405	791
18	20078	Richfield #	Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections	Hennepin	Richfield						\$5,500,000	\$2,627,520	\$8,127,520	\$56,657,405	785
19	20172	Three Rivers PD #	Lake Independence Regional Trail (Reconstruction)	Hennepin	Orono						\$2,558,838	\$639,710	\$3,198,548	\$59,216,243	780
T-20	20475	St. Louis Park #	St. Louis Park - West End Trail Connection	Hennepin	St. Louis Park						\$4,000,000	\$1,000,000	\$5,000,000	\$63,216,243	779
T-20	20183	Three Rivers PD #	West Mississippi River Regional Trail: East Segment - New Construction	Hennepin	Champlin						\$3,863,348	\$965,838	\$4,829,186	\$67,079,591	779
T-22	20171	Three Rivers PD #	Dakota Rail - Luce Line Connector	Hennepin	Orono, Wayzata						\$3,410,993	\$852,748	\$4,263,741	\$70,490,584	770
T-22	20228	Dakota Co	Lake Marion Greenway Lakeville Trail	Dakota	Lakeville						\$2,800,000	\$700,000	\$3,500,000	\$73,290,584	770
24	20485	South Saint Paul #	Bryant Avenue Pedestrian Bridge	Dakota	South Saint Paul						\$4,960,000	\$1,240,000	\$6,200,000	\$78,250,584	768
25	20187	Saint Paul #	Flandrau St Bicycle Boulevard	Ramsey	Saint Paul						\$2,383,660	\$595,915	\$2,979,575	\$80,634,244	741
26	20062	Brooklyn Park	Brooklyn Park - Rush Creek Regional Trail Grade Separation at CSAH 103/Winnetka Ave N	Hennepin	Brooklyn Park						\$1,136,080	\$284,020	\$1,420,100	\$81,770,324	733
27	20513	Fridley	Mississippi Street/CSAH 6 Trail Construction	Anoka	Fridley						\$5,500,000	\$1,790,950	\$7,290,950	\$87,270,324	732
28	20044	Ramsey Co	Victoria Street Regional Trail	Ramsey	Roseville, Shoreview						\$2,391,812	\$597,953	\$2,989,765	\$89,662,136	730
29	20045	Ramsey Co	Lake Johanna Boulevard Regional Trail, City of Arden Hills, Ramsey County	Ramsey	Arden Hills						\$4,399,933	\$1,099,983	\$5,499,916	\$94,062,069	702
30	20479	Ramsey Co	County Road D Multiuse Trail	Ramsey	Vadnais Heights, Little Canada, Maplewood						\$3,005,349	\$751,337	\$3,756,686	\$97,067,418	699
T-31	20141	Ramsey Co	Vadnais Boulevard Regional Trail	Ramsey	Vadnais Heights, Little Canada						\$5,500,000	\$3,043,521	\$8,543,521	\$102,567,418	698
T-31	20502	Washington Co	Hardwood Creek Regional Trail Extension	Washington	Hugo						\$580,238	\$503,525	\$1,083,763	\$103,147,656	689
33	20389	Scott Co	Louisville Segment to the Merriam Junction Regional Trail	Scott	Shakopee, Louisville Township						\$5,500,000	\$2,264,752	\$7,764,752	\$108,647,656	687
34	20143	Carver Co	MN River Bluffs Regional Trail	Carver	Chanhausen, Eden Prairie						\$1,861,600	\$465,400	\$2,327,000	\$110,509,256	680
35	20231	Three Rivers PD #	Medicine Lake Regional Trail - West Segment (Reconstruction)	Hennepin	Maple Grove						\$3,522,812	\$880,703	\$4,403,515	\$114,032,068	670

**Draft Funding Scenarios-Bicycle and Pedestrian  
PEDESTRIAN FACILITIES**

STBGP, TA, CMAQ Carbon Reduction Active Transportation

Rank	ID	Applicant	Project Name	County	Cities	Eligible for Active Transp. Pilot	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20210	Minneapolis	Nicollet Avenue pedestrian improvements	Hennepin	Minneapolis	No	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$1,983,200	\$495,800	\$2,479,000	\$1,983,200	964
2	20409	Minneapolis	Marcy-Holmes Dinkytown Pedestrian Improvements	Hennepin	Minneapolis	Yes	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$1,508,000	\$377,000	\$1,885,000	\$3,491,200	866
3	20402	Minneapolis	26th St, 27th St, and 28th St pedestrian improvements	Hennepin	Minneapolis	Yes	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$1,620,000	\$405,000	\$2,025,000	\$5,111,200	846
4	20147	Brooklyn Center *#	Brooklyn Center High School Pedestrian Improvements	Hennepin	Brooklyn Center	Yes		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$878,000	\$2,878,000	\$7,111,200	839
5	20063	Brooklyn Park	Blue Line Extension LRT Sidewalk Connections	Hennepin	Brooklyn Park	No		\$1,480,800	\$1,480,800	\$1,480,800	\$1,480,800	\$370,200	\$1,851,000	\$8,592,000	813
6	20303	Saint Paul	Saint Paul Gold Line Pedestrian Enhancement	Ramsey	Saint Paul	No		\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$592,825	\$2,592,825	\$10,592,000	767
7	20077	Richfield	Richfield 73rd Street Sidewalk	Hennepin	Richfield	Yes		\$1,046,040	\$1,046,040	\$1,046,040	\$1,046,040	\$261,510	\$1,307,550	\$11,638,040	746
T-8	20487	Burnsville	Greenwood Drive Sidewalk	Dakota	Burnsville	Yes		\$269,150	\$269,150	\$269,150	\$269,150	\$67,288	\$336,438	\$11,907,190	731
T-8	20201	Woodbury	Valley Creek Road Trail Gap	Washington	Woodbury	Yes		\$963,200	\$963,200	\$963,200	\$963,200	\$240,800	\$1,204,000	\$12,870,390	731
10	20079	Richfield	Richfield 64th Street Sidewalk	Hennepin	Richfield	Yes		\$853,660	\$853,660	\$853,660	\$853,660	\$213,415	\$1,067,075	\$13,724,050	709
11	20248	West Saint Paul	Lothenbach Avenue Sidewalk	Dakota	West St. Paul	No		\$756,800	\$756,800	\$756,800	\$756,800	\$189,200	\$946,000	\$14,480,850	693
12	20373	Bloomington	Normandale Boulevard Pedestrian Improvements	Hennepin	Bloomington	Yes				\$2,000,000	\$2,000,000	\$704,628	\$2,704,628	\$16,480,850	686
13	20255	Hennepin Co	CSAH 35 (Portland Ave) Pedestrian Project	Hennepin	Minneapolis	No					\$2,000,000	\$820,000	\$2,820,000	\$18,480,850	681
14	20256	Hennepin Co	CSAH 70 (Medicine Lake Rd) Pedestrian Project	Hennepin	Crystal, Golden Valley, New Hope	Yes					\$2,000,000	\$530,000	\$2,530,000	\$20,480,850	669
15	20193	Carver Co	Rolling Acres Road Pedestrian Grade Separated Crossing	Carver	Victoria	Yes					\$2,000,000	\$2,763,000	\$4,763,000	\$22,480,850	657
16	20476	Carver (City)	City of Carver Main Street Pedestrian Project	Carver	Carver	Yes					\$2,000,000	\$574,430	\$2,574,430	\$24,480,850	631
17	20202	Woodbury	Woodbury Pedestrian System Gaps Project	Washington	Woodbury	Yes					\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	621
							\$5,111,200	\$14,480,850	\$14,480,850	\$16,480,850					

\* = Deficiencies/Safety High Score; #Equity Bonus Project

**SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE**

Rank	ID	Applicant	Project Name	County	Cities	Eligible for Active Transp. Pilot	Base Funding	1. Midpoint	2. Midpoint-Safety	3. Bike/Ped Heavy	Federal	Match	Total	Cumulative Requested	Total Score
1	20410	Fridley *	Fridley SRTS Improvements Project	Anoka	Fridley	Yes	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$253,000	\$1,253,000	\$1,000,000	936
2	20414	South Saint Paul #	Marie Avenue SRTS	Dakota	South St. Paul	Yes	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,370,000	\$5,370,000	\$2,000,000	921
3	20263	Minneapolis #	Pleasant Ave Safe Routes to School Improvements	Hennepin	Minneapolis	No		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$269,100	\$1,269,100	\$3,000,000	890
4	20495	Dakota Co	Butler Avenue (CR 4) School Safety Improvements	Dakota	West St. Paul	No		\$320,000	\$320,000	\$320,000	\$320,000	\$80,000	\$400,000	\$3,320,000	782
5	20251	Saint Paul #	West Side SRTS Pedestrian Improvements	Ramsey	Saint Paul	Yes		\$777,400	\$777,400	\$777,400	\$777,400	\$194,350	\$971,750	\$4,097,400	728
6	20262	Minneapolis #	Hayes St & Ulysses St Safe Routes to School	Hennepin	Minneapolis	No		\$953,320	\$953,320	\$953,320	\$953,320	\$238,330	\$1,191,650	\$5,050,720	718
7	20128	Jordan	Sunset Drive Improvements	Scott	Jordan	Yes		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$679,000	\$1,679,000	\$6,050,720	709
8	20449	Lakeville	185th Street Trail Project (SRTS)	Dakota	Lakeville	Yes		\$704,500	\$704,500	\$704,500	\$704,500	\$176,240	\$880,740	\$6,755,220	689
9	20258	Hennepin Co	CSAH 82 (Mill St) SRTS Project	Hennepin	Excelsior, Shoreview	Yes					\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	640
10	20408	Arden Hills #	Old Highway 10 Trail SRTS Improvements	Ramsey	Arden Hills	Yes					\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	639
							\$2,000,000	\$6,755,220	\$6,755,220	\$6,755,220					

\* = Deficiencies/Safety High Score; #Equity Bonus Project

\$29,500,690 \$52,149,336 \$52,149,336 \$66,800,973

**2024 Regional Solicitation Application Scoring**  
**Unique Projects**

2026-27 Setaside

2026-27 funds set aside in 2022 Regional Solicitation

Rank	ID	Application	County	Cities	All Scenarios	Federal Request	Cumulative Request	Final Score
0	N/A	Travel Behavior Inventory	All	All	\$1,250,000	\$1,250,000	\$1,250,000	N/A
1	20426	St Paul EV Carshare Vehicles for Evie and EV Spot Network	Hennepin, Ramsey	Saint Paul, Minneapolis	\$1,400,000	\$1,400,000	\$2,650,000	656
2	20478	WashCo EV Carshare Gold Line BRT	Washington	Oakdale, Woodbury	\$639,936	\$639,936	\$3,289,936	614
3	20257	Minneapolis Ramp A Mobility Hub*	Hennepin	Minneapolis	\$1,218,064	\$1,218,064	\$4,508,000	501
4	20230	Global Wellness Hyperloop	Dakota, Hennepin	Multiple		\$2,000,000	\$6,508,000	302
5	20415	Global Wellness Intl. Commerce Mobility	Region-Wide	Region-Wide		\$480,000	\$6,988,000	266
6	20491	OurStreetsMpls Building Awareness of Transp Impact on Environmental Health	Region-Wide	Region-Wide		\$2,640,000	\$9,628,000	-

**\$4,508,000**

\*Full funding award given to all projects above the funding line.

Note: \$4.5M is also set aside in the 2024 funding cycle for distribution in the 2026 funding cycle.

This set-aside may be allocated to unique projects or it could be utilized for another purpose pending the Regional Solicitation Evaluation.



## Draft 2024 Funding Scenarios

### Base Scenario

Roadways	\$	111,369,504	55.5%
Transit/TDM	\$	59,736,196	29.8%
Bike/Ped	\$	29,500,690	14.7%
Total	\$	200,606,390	100.0%

### Revenues

STBG	105,000,000	
TA	28,000,000	200,000,000 (Total STBG, TA, CMAQ)
CMAQ	67,000,000	
Carbon Reduction	15,000,000	
PROTECT	7,300,000	
Overprogramming	25,000,000	
<b>Federal Total</b>	<b>247,300,000</b>	
Active Transportation	15,800,000	
<b>Grand Total</b>	<b>263,100,000</b>	

For the 3 Funding Options Below: Includes the Base Plus Carbon, PROTECT, and Overprogramming, but Excludes Active Transportation

#### 1. Midpoint

Roadways	\$	144,862,464	58.5%
Transit/TDM	\$	66,485,421	26.8%
Bike/Ped	\$	36,383,610	14.7%
Total	\$	247,731,495	100.0%

#### 2. Midpoint-Safety

Roadways	\$	151,862,464	60.8%
Transit/TDM	\$	61,445,257	24.6%
Bike/Ped	\$	36,383,610	14.6%
Total	\$	249,691,331	100.0%

#### 3. Bike/Ped Heavy

Roadways	\$	135,478,304	54.6%
Transit/TDM	\$	61,445,257	24.8%
Bike/Ped	\$	51,035,247	20.6%
Total	\$	247,958,808	100.0%

For the 3 Funding Options Below: Includes the Base Plus Carbon, PROTECT, Overprogramming and Active Transportation

#### 1. Midpoint

Roadways	\$	144,862,464	55.0%
Transit/TDM	\$	66,485,421	25.2%
Bike/Ped	\$	52,149,336	19.8%
Total	\$	263,497,221	100.0%

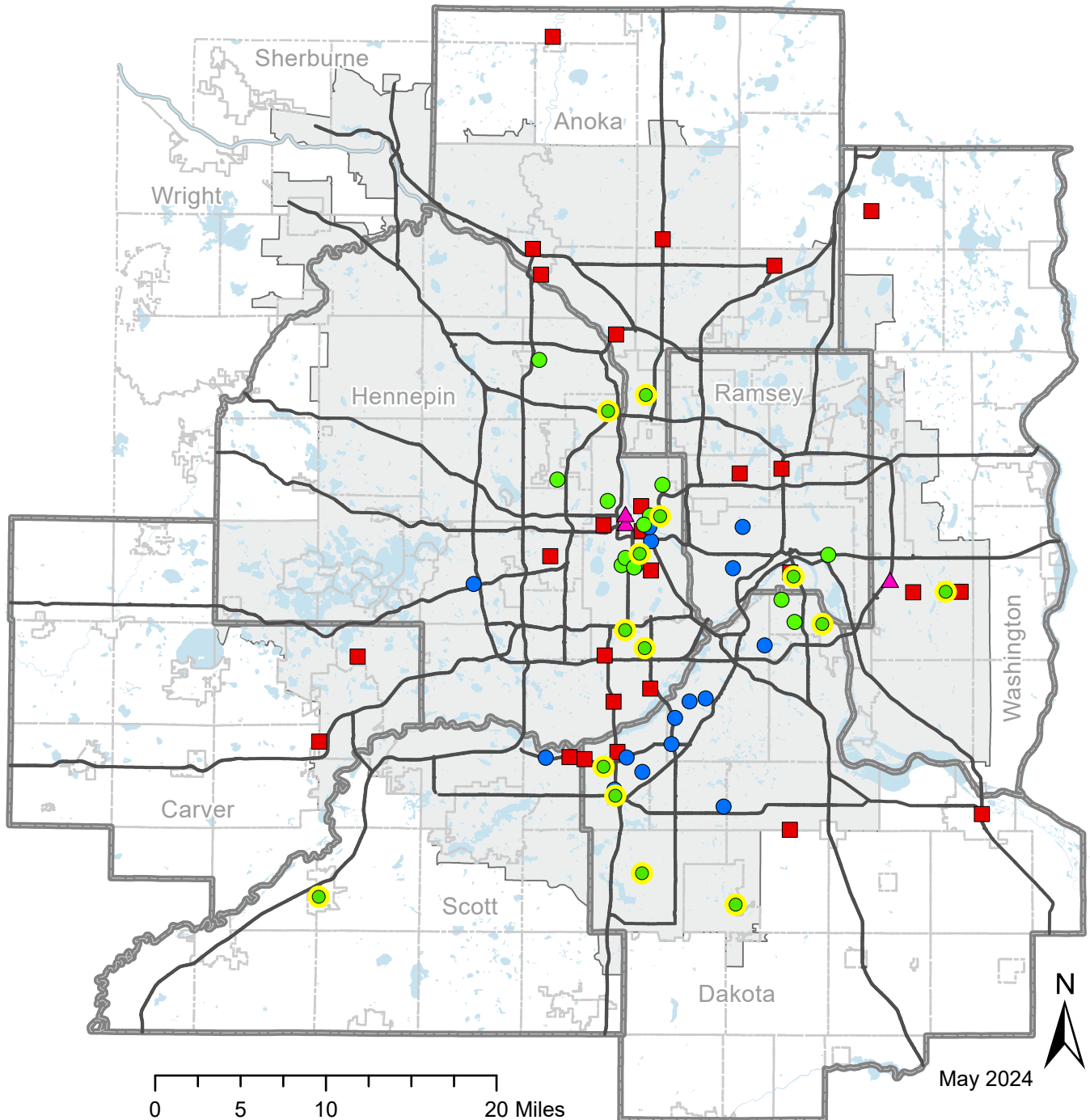
#### 2. Midpoint-Safety

Roadways	\$	151,862,464	57.2%
Transit/TDM	\$	61,445,257	23.1%
Bike/Ped	\$	52,149,336	19.6%
Total	\$	265,457,057	100.0%

#### 3. Bike/Ped Heavy

Roadways	\$	135,478,304	51.4%
Transit/TDM	\$	61,445,257	23.3%
Bike/Ped	\$	66,800,973	25.3%
Total	\$	263,724,534	100.0%

# 1. Midpoint



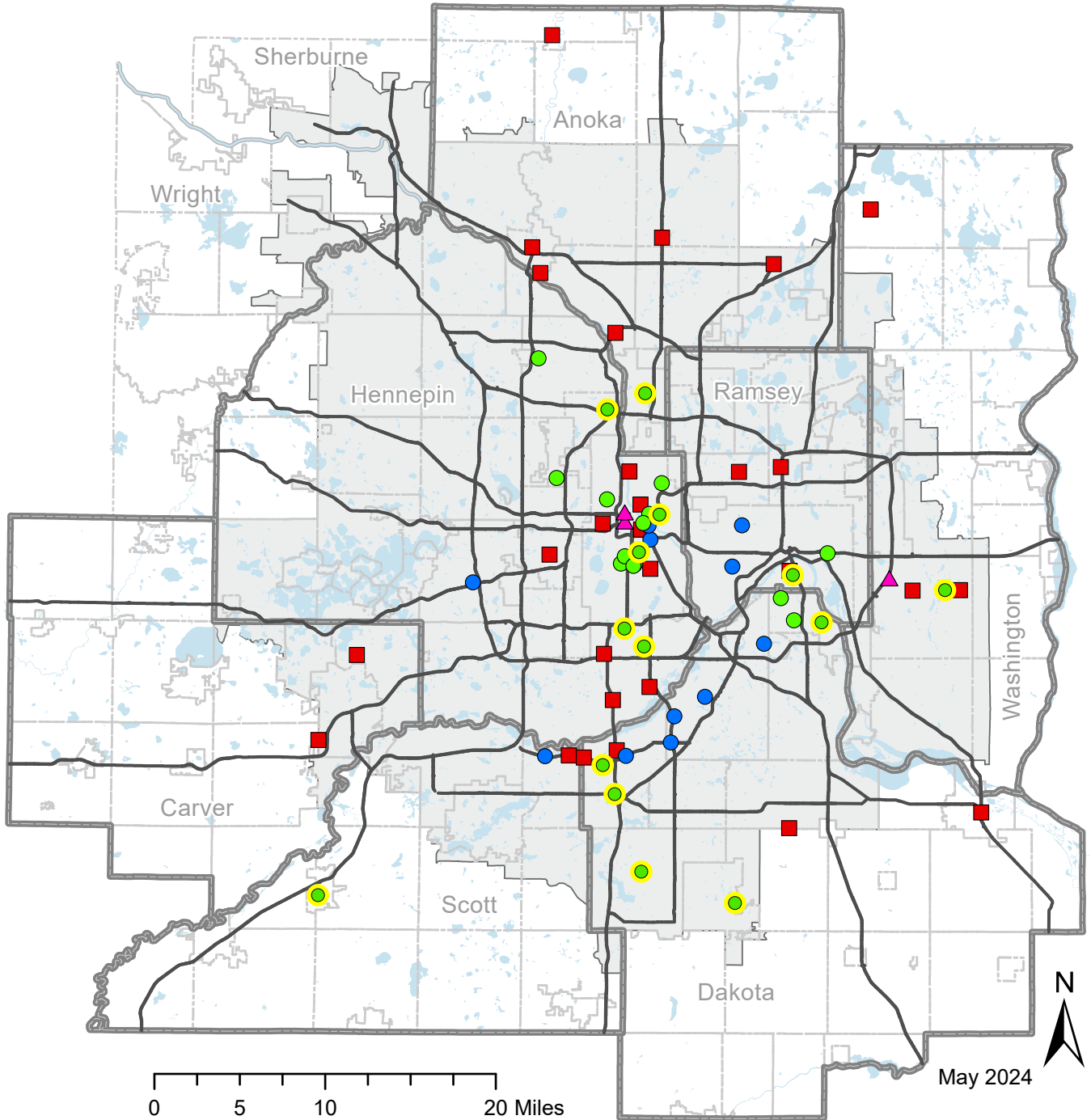
## Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

## Reference Layers

- ~ Principal Arterials
- ☁ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

## 2. Midpoint-Safety



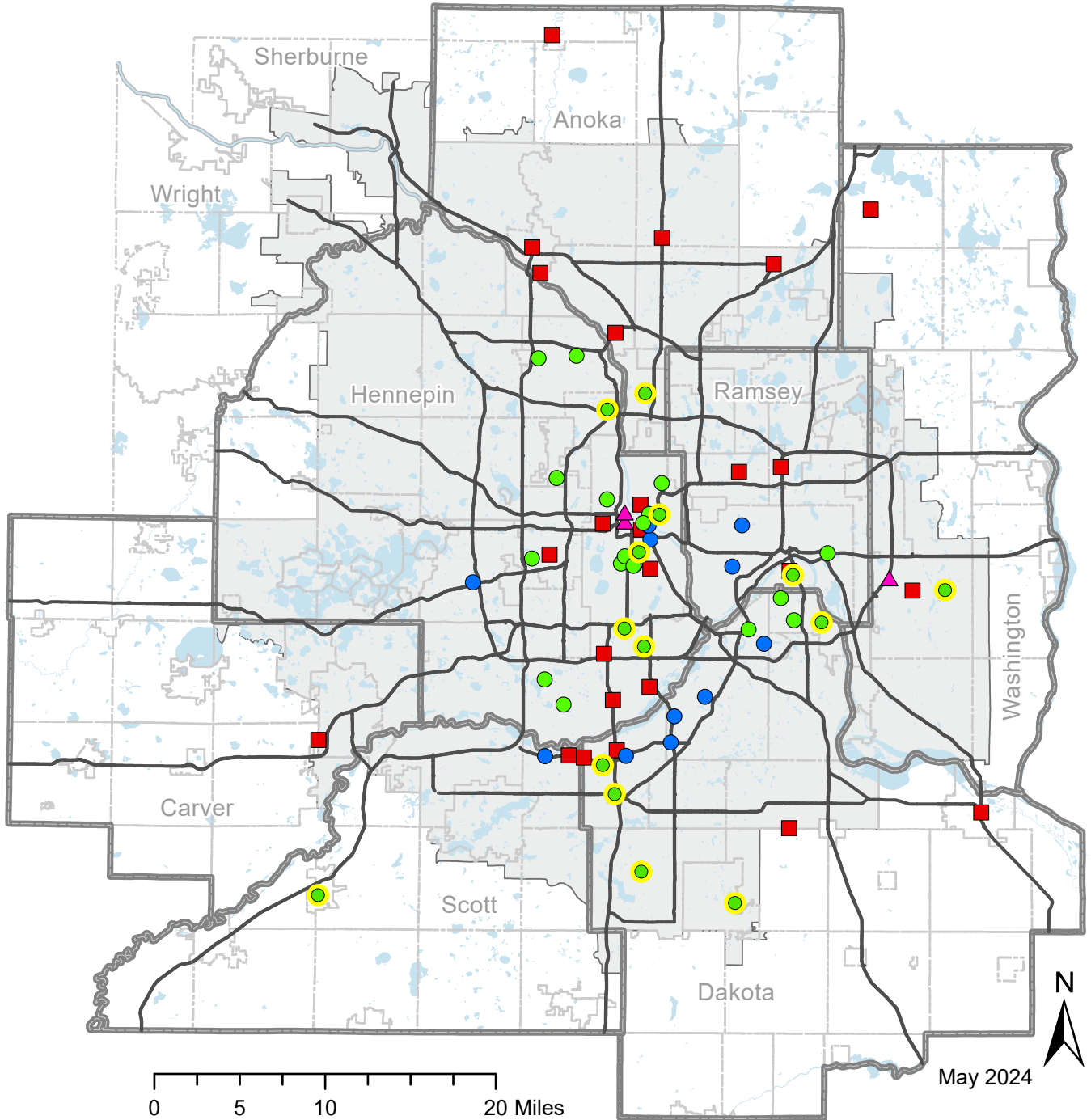
### Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

### Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

### 3. Bike/Ped Heavy



#### Funding Category

- Roadways
- Transit
- Bike/Ped
- ▲ Unique
- Bike/Ped funded with Active Transportation Revenue

#### Reference Layers

- ~ Principal Arterials
- ~ Rivers and Major Lakes
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Urbanized Area

Regional Solicitation Funding by Scenario by County (2014-2022 and Draft 2024)

**1. Midpoint Scenario Scenario**

County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	10.1%	\$ 40,815,931	15.5%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	7.7%	\$ 9,166,571	3.5%	\$83	\$ 78,220,731	5.3%	\$710	Carver
Dakota	444,985	13.9%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 50,160,451	19.1%	\$113	\$ 157,838,696	10.7%	\$355	Dakota
Hennepin	1,293,651	40.5%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	44.3%	\$ 106,475,217	40.5%	\$82	\$ 696,116,424	47.4%	\$538	Hennepin
Ramsey	551,195	17.2%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	21.3%	\$ 39,152,146	14.9%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	4.8%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	2.1%	\$ 10,615,982	4.0%	\$69	\$ 67,791,839	4.6%	\$439	Scott
Washington	274,589	8.6%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.2%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 206,027,781</b>	<b>100.0%</b>	<b>\$ 220,073,258</b>	<b>100.0%</b>	<b>\$ 193,270,542</b>	<b>100.0%</b>	<b>\$ 201,025,055</b>	<b>100.0%</b>	<b>\$ 386,105,520</b>	<b>100.0%</b>	<b>\$ 263,005,221</b>	<b>100%</b>	<b>Avg. \$83 per person</b>	<b>\$ 1,469,507,377</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

**2. Midpoint-Safety Scenario**

County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	10.1%	\$ 40,815,931	15.4%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	7.7%	\$ 9,166,571	3.5%	\$83	\$ 78,220,731	5.3%	\$710	Carver
Dakota	444,985	13.9%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 48,860,559	17.7%	\$105	\$ 154,558,804	10.5%	\$347	Dakota
Hennepin	1,293,651	40.5%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	46.0%	\$ 112,452,356	42.4%	\$87	\$ 702,093,563	47.7%	\$543	Hennepin
Ramsey	551,195	17.2%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	19.6%	\$ 39,152,146	14.8%	\$71	\$ 256,619,938	17.4%	\$466	Ramsey
Scott	154,395	4.8%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	2.1%	\$ 9,878,571	3.7%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	8.6%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 6,618,922	2.5%	\$24	\$ 64,252,626	4.4%	\$234	Washington
<b>Totals</b>	<b>3,186,349</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 206,027,781</b>	<b>100.0%</b>	<b>\$ 220,073,258</b>	<b>100.0%</b>	<b>\$ 193,270,542</b>	<b>100.0%</b>	<b>\$ 201,025,055</b>	<b>100.0%</b>	<b>\$ 386,105,520</b>	<b>100.1%</b>	<b>\$ 264,965,057</b>	<b>100%</b>	<b>Avg. \$83 per person</b>	<b>\$ 1,471,467,213</b>		<b>Avg. \$462 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.

**3. Bike/Ped Heavy Scenario**

County	Population	Pop %	Jobs %	2014	2016	2018	2020	2022	2024	2024 Funding \$ per capita	2014 - 2024	2014-2024 Funding \$ per capita	County							
Anoka	368,280	11.5%	8%	\$ 9,123,322	4.4%	\$ 16,321,700	7.4%	\$ 17,820,416	9.2%	\$ 35,384,400	17.6%	\$ 29,201,353	7.5%	\$ 40,815,931	15.5%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3.4%	2%	\$ 9,544,368	4.6%	\$ 1,225,360	0.6%	\$ 8,836,400	4.6%	\$ 24,122,512	12.0%	\$ 25,325,520	6.5%	\$ 2,166,571	0.8%	\$20	\$ 71,220,731	4.8%	\$647	Carver
Dakota	444,985	14%	11%	\$ 23,901,340	11.6%	\$ 12,319,360	5.6%	\$ 28,049,195	14.5%	\$ 7,263,840	3.6%	\$ 36,144,510	9.3%	\$ 48,960,559	18.6%	\$110	\$ 156,638,804	10.7%	\$352	Dakota
Hennepin	1,293,651	40%	52%	\$ 111,861,801	54.3%	\$ 118,245,332	53.7%	\$ 105,331,169	54.5%	\$ 78,377,420	39.0%	\$ 175,825,485	45.4%	\$ 118,023,993	44.8%	\$91	\$ 707,665,200	48.1%	\$547	Hennepin
Ramsey	551,195	17%	18%	\$ 24,374,998	11.8%	\$ 48,889,153	22.2%	\$ 21,672,482	11.2%	\$ 37,058,635	18.4%	\$ 85,472,524	22.1%	\$ 39,152,146	14.9%	\$71	\$ 256,619,938	17.5%	\$466	Ramsey
Scott	154,395	5%	3%	\$ 14,322,176	7.0%	\$ 15,417,473	7.0%	\$ 6,700,080	3.5%	\$ 7,000,000	3.5%	\$ 13,736,128	3.5%	\$ 9,878,571	3.8%	\$64	\$ 67,054,429	4.6%	\$434	Scott
Washington	274,589	9%	5%	\$ 12,899,776	6.3%	\$ 7,654,880	3.5%	\$ 4,860,800	2.5%	\$ 11,818,248	5.9%	\$ 20,400,000	5.3%	\$ 4,234,762	1.6%	\$15	\$ 61,868,466	4.2%	\$225	Washington
<b>Totals</b>	<b>3,186,349</b>			<b>\$ 206,027,781</b>		<b>\$ 220,073,258</b>		<b>\$ 193,270,542</b>		<b>\$ 201,025,055</b>		<b>\$ 386,105,520</b>		<b>\$ 263,232,534</b>		<b>Avg. \$83 per person</b>	<b>\$ 1,469,734,690</b>		<b>Avg. \$461 per person</b>	

Data for population and employment based on Metropolitan Council 2022 estimates.





# 2024 Regional Solicitation Updates

TAC F&P



May 16, 2024



# 2024 Regional Solicitation Funding Options



- 1. Midpoint: Distribute based on the midpoint of the TAB established modal funding ranges (55.5% for roadways, 30% for transit/TDM, 14.5% for bike/ped)
- 2. Midpoint-Safety: Distribute funding based on the modal midpoint and then add the next high scoring reconstruction project, which has high monetized crash reduction benefits.
- 3. Bike/Ped-Heavy: Shift about \$15M of additional funding to the bicycle and pedestrian modal area consistent with public survey results.

Then, add in \$15M of Active Transportation funding on top of each of the three funding options shown above.

Total funding from all sources: \$263M

# 2024 Regional Solicitation Notes

1. There is more of funding in the transit modal area than transit project requests. The #1 midpoint scenario funds all transit and TDM projects then allocates the remaining \$7.7M to other modes. The other two options forgo funding the lowest scoring transit projects and then allocate \$12.7 to other modes.
2. Current options show 10% overprogramming or \$25M. Recent cycles have overprogrammed by 8% to 12% (approximately \$20M-\$30M given current funding levels). Base-level funding (\$200M), plus overprogramming (\$25M) is shown in yellow.
3. \$15M of Carbon Reduction (green) is allocated to eligible projects in all three modes.
4. \$7.3M of PROTECT (orange) is allocated to the project with the highest number of eligible elements within a larger project.
5. \$15.8M of Active Transportation funding (purple) is included in the scenarios for projects requesting \$2M or less, meet all of the legislative requirements, and can begin construction by the end of calendar year 2026. Preference is given for higher ranking projects. AT funding is not included in the modal funding ranges as it is extra funding. This funding is shown going to 14 projects (13 to cities, one to a county), representing a wide geographic spread of community types (projects within 6 of the 7 counties).
6. There are some projects that applied for both the Regional Solicitation and HSIP. If a project is funded in more than one program, applicants will be asked which of the two funding programs they want to accept. This may result in changes to the funding lists.



# TAC Meeting on 5/1



## Discussion Related to Active Transportation Funds

- Several members expressed support for a simple, grants management process for the 14 draft active transportation projects as the advantage of these funds is keeping them streamlined and out of the federal process.
- One comment was received about funding further down the bike/ped lists, which could be accomplished through additional overprogramming or putting in a small amount more of Active Transportation funding.
  - \$15M of active transportation funding allocated so far
  - \$24M of active transportation revenue generated per year
- One comment was received that the bike/ped heavy scenario should add more pedestrian projects and fewer trail projects.
- Members strongly expressed support for a simple application for future active transportation funding solicitations. This will remove a potential barrier for agencies to apply and likely help with geographic balance.





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