

Agenda

TAC Funding and Programming Committee



Meeting date: June 20, 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.

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.

Call to order

1. Roll call
2. Approval of the agenda
3. Approval of May 16, 2024 TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

1. 2024-31: Regional Solicitation Project Selection (Steve Peterson, MTS) – roll call
2. 2024-32: Highway Safety Improvement Program (HSIP) Project Selection (Bethany Brandt-Sargent, MTS) – roll call

Information

None.

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

Robbie King, Planner
Robbie.king@metc.state.mn.us
651-602-1380

Minutes

TAC Funding and Programming Committee



Meeting date: May 16, 2024

Time: 1:00 PM

Location: Virtual

Members present:

- | | | |
|---|--|--|
| <input type="checkbox"/> Bloomington – Karl Keel | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co. – Jerry Auge |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme (Vice Chair) | <input checked="" type="checkbox"/> MnDOT Metro District – Jody Carter | <input checked="" type="checkbox"/> Carver Co. – Darin Mielke |
| <input type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input 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 – Lauren Dickerson | <input type="checkbox"/> Scott Co. – Adam Jessen |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> DNR – Nancy Spooner-Walsh | <input checked="" type="checkbox"/> Wash Co. – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | <input checked="" type="checkbox"/> Suburban Transit Assoc. – Heidi Scholl | <input type="checkbox"/> = present, E = excused |
| <input checked="" type="checkbox"/> Met Council – Steve Peterson | | |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak | | |

Call to order

The regular meeting of the TAC Funding and Programming Committee was called to order by the chair on May 16th, starting at 1:00 PM.

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 April 17, 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 May 15, 2024 Transportation Advisory Board meeting

Business

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

Joe Barbeau of the Metropolitan Council's Metropolitan Transportation Services office presented the draft 2025-2028 Transportation Improvement Program for consideration.

J. Barbeau highlighted that the TIP aims to balance investment across various transportation modes, ensuring that both transit and highway projects receive significant funding. This balance is crucial for addressing the diverse transportation needs of the region.

J. Barbeau mentioned that all federally funded projects must be included in the TIP to receive federal funding. Once the council approves the TIP, it will be reflected in the State Transportation Improvement Program (STIP), ensuring compliance with federal requirements.

J. Barbeau explained that the TIP needs to be released for a 45-day public comment period starting the next day, with final approval expected in August by the council.

Chair Thompson called for a motion to recommend adoption of the TIP. Nathan Coster made the motion and seconded by Jason Pieper from Hennepin County. **The motion passed unanimously.**

Information

Regional Solicitation Funding Options (Steve Peterson, MTS)

Steve Peterson of the Metropolitan Council's Metropolitan Transportation Services office presented the most recently updated regional solicitation funding scenarios. The scenarios are as follows:

- **Midpoint:** This scenario distributes funds evenly across projects.
- **Safety:** This scenario allocates additional funds to projects with high crash reduction benefits.
- **Bike-Ped Heavy:** This scenario shifts more funds to bicycle and pedestrian projects

Steve Peterson explained that the scenarios also include active transportation pilot projects using \$15.8 million of sales tax funds. He highlighted the need for a balanced approach and invited feedback from the committee members.

Maddie Dahlheimer from Carver County expressed concern about shifting funds out of transit. She emphasized the importance of maintaining established modal funding ranges to ensure that transit remains a priority. She also mentioned that a separate solicitation for active transportation funds in 2025 might allow smaller communities to participate more effectively.

Cole Hiniker noted that the scenarios presented could result in Transit funding falling below the lower end of the modal range, which has not been done before. He suggested that this point should be clearly communicated to TAB. He also mentioned the importance of providing TAB with detailed information about the percentage of total score for each application and the total funding requested in each category. C. Hiniker emphasized that this information would help TAB make informed decisions and ensure a fair distribution of funds.

Jason Pieper from Hennepin County supported presenting this information to TAB but emphasized



that it was TAB's role to decide on the funding distribution. He suggested that technical staff should provide all necessary information but remain neutral on specific recommendations. J. Pieper stressed that the role of the technical staff is to facilitate the decision-making process by providing accurate and comprehensive data.

Jerry Auge from Anoka County raised concerns about potential double-dipping of funds for projects that could receive both federal and active transportation funds. He pointed out that some projects might end up receiving multiple sources of funding, which could be problematic.

Elaine Koutsoukos noted that this issue would need to be carefully managed to ensure fairness and compliance with funding rules.

J. Auge suggested that clear guidelines should be established to prevent such situations and ensure a fair allocation of resources.

Darin Mielke from Carver County highlighted a specific concern regarding a project initially submitted as a modernization project that had to be changed to an expansion project due to design constraints. He questioned how such changes would be handled and whether they could impact the project's eligibility or scoring.

S. Peterson acknowledged the concern and mentioned that the project would need to be re-evaluated to ensure it meets the criteria for the new category.

Scott Janowiak from Metro Transit emphasized the importance of not shifting too much funding away from transit, as transit should remain a priority for the region. He expressed concerns about the potential long-term impacts of reducing transit funding and the need to maintain a balanced approach.

S. Janowiak pointed out that reducing transit funding could affect the region's ability to meet its transportation and environmental goals.

Nathan Koster from the City of Minneapolis stressed the need for clear communication and timely decisions regarding the allocation of active transportation funds to ensure that projects can proceed as planned. He noted that delays in the decision-making process could jeopardize the success of the pilot projects. Koster suggested that a streamlined process be established to expedite the allocation of funds and avoid unnecessary delays.

Heidi Scholl from MVTA expressed support for including additional projects in the overprogramming to ensure that Transit funding remains within the established modal ranges. She also emphasized the importance of maintaining flexibility in the funding process to accommodate changing project needs. H. Scholl mentioned that having a buffer in the funding allocation could help address unexpected changes in project scope or cost.

Reports

Adjournment

Business completed; the meeting adjourned at 2:32 p.m.

Council contact:

Robbie King, Planner
robbie.king@metc.state.mn.us
651-602-1380



Action Transmittal

Transportation Advisory Board



Meeting Date: June 20, 2024

Date: June 14, 2024

Action Transmittal: 2024-31

2024 Regional Solicitation Project Selection

To: TAC Funding and Programming Committee

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

Requested Action

TAB requests that the technical committees provide a technical review and pros and cons for the three 2024 Regional Solicitation funding options, including the 17 Active Transportation projects, and, if desired, recommend a preferred funding option.

Recommended Motion

That the TAC Funding & Programming Committee recommends that TAC:

- Recommends overprogramming near \$30 million (12%);
- Provides pros and cons for the three 2024 Regional Solicitation funding options as described in this action transmittal;
- Recommends (funding option) as a result of the technical review (Optional);
- Recommends funding the 17 Active Transportation projects shown as part of each of the funding options.

Summary

TAB requests technical input on the level of overprogramming (e.g., near 12% or \$30M) that is appropriate given recent history and potential future needs. Three Regional Solicitation funding options, the "1. Closest to Midpoint" option, the "2. Safety" option, and the "3. Bike/Pedestrian" option are provided for TAB's consideration. Technical committees are producing a list of pros and cons about each option and providing other technical feedback. Active Transportation regional sales tax revenue will also be used to fund eligible Active Transportation projects as part of a grants management pilot project. The Met Council will be managing the grants and providing oversight whereas typically the awards are managed by MnDOT State-Aid.

Background and Purpose

Using TAB's modal funding ranges as guidance, staff has established three funding options. The modal funding ranges established by TAB include the following: Roadways (46% - 65%), Transit/TDM (25% - 35%), and Bicycle/Pedestrian (9% - 20%). These options are designed prior to any inclusion of Active Transportation funds (addressed below).

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

1. Closest to Midpoint Option: This option is similar to TAB's past selection history dating back to 2014. The option focuses on the midpoints of the TAB-approved funding ranges (55.5% for Roadways, 30% for Transit/TDM, and 14.5% for Bicycle/Pedestrian). Due to

a minimal receipt of applications, Transit/TDM falls below the midpoint even after funding all of the Transit and TDM applications. Roadways, at 3% over the midpoint, absorbs most of this difference (Bike/Ped is 0.2% over the midpoint). All three modes are funded within the prescribed ranges.

2. Safety Option: Given recent committee emphasis on safety, staff set out to create a midpoint-based option that favors projects that score high in safety-related measures. Because it is uncommon to find greatly different safety scores at the margins, the difference from the Closest to the Midpoint option is minimal. The option funds three fewer projects than the Closest to the Midpoint, due to the addition of a \$7M roadway reconstruction project. Transit does not include safety as a scoring measure and the reduction in projects leaves the Transit/TMO mode at 24.6%, 0.4% below the minimum of its range.
3. Bike/Ped Option: Based on recent public feedback regarding modal distribution, staff designed a Bike/Ped option that goes to the top of the bike/pedestrian modal funding range (i.e., 20% of the federal funds). Given the small range of funding in the bike/ped categories, this is a small change in comparison to the two midpoint options, though it does fund five extra bike/ped projects versus those two options. As with option 2, transit/TDM falls just below the minimum of the modal funding range.

Table 1: Pros and Cons of Each Option

Option	Pros	Cons
1. Closest to Midpoint		
2. Safety		
3. Bike/Ped		

Based on previous direction from the Active Transportation Working Group and TAB, the funding options shown at the June TAB meeting displayed programming roughly \$15.8M of Active Transportation funding for a grants management pilot program. The 14 Active Transportation projects shown at the time included two Multiuse Trails and Bicycle Facilities projects, seven Pedestrian Facilities projects, and seven Safe Routes to School projects. For this pilot project, Active Transportation funding will include a 20% match, as occurs with the federal funds, though this will be revisited for future solicitations. AT projects funded with regional sales tax revenues will be programmed in calendar-years 2025 and 2026. The AT projects are above and beyond any federal funding as called for in the legislation.

At the June TAB meeting, the committee asked staff to investigate investing some additional overprogramming funds on the order of another \$5M to \$8M, with a focus on bike/ped projects. In doing so, staff discussed with the Active Transportation Work Group Chair and Co-Chair adding three additional small projects (two Safe Routes to School and one trail project) to the pilot that were \$1M or less (total less than \$3M). In doing so, it would bring some new communities into the pilot, add new agency types (i.e., a parks agency, which is a type of agency currently not represented in the pilot), and most importantly, avoid adding federal funds/federalizing very small projects, which should be a practice avoided if possible. The funding of these three additional bike/ped projects follows TAB's direction and uses a more appropriate funding source given the small project size. The 17 total Active Transportation projects would result in \$18.7M of total AT investment of the regional sales tax.

Notes on Changes Within Funding Options

Several committee members have discussed assigning minimum scores or percentages of the top score below which projects could not be funded. Staff cautions against this for several reasons, including the following:

- Several categories, particularly Transit Expansion and Modernization, tend to have large outlier projects connected to transitways, which leads to large scoring gaps and lower scores in general. The large drops in scores are arbitrary and not a fair comparison to percentages in other categories.

- Multiuse Trails and Bicycle Facilities includes several measures that lend themselves to very high scores (Little spread in RBTN, many qualitative scores, few deductions in risk assessment). This leads to higher scores overall and more bunching of scores
- In transit, there are very few applicants, which leads to shorter lists of applications. This is not a reflection of need/demand and probably contributes to the larger scoring gaps.
- Some, but not all, measures are automatically awarded the top score. For example, in Bridges, no project was in a regional truck freight corridor and all should have earned zero points. But per scoring guidance, they were all awarded 100% of the points.

Relationship to Regional Policy

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

Committee Comments and Action

This meeting is the first scheduled action. While no action was taken at the Transportation Advisory Board (TAB) meeting on June 12, 2024, several members expressed a preference towards funding the two remaining Safe Routes to School projects along with a small increase (\$5M to \$8M) in overprogramming above the existing \$25M (10%). The latter is meant to fund additional bicycle and pedestrian projects without reducing the other modes.

There is a general sentiment among TAB members that they want to come together on one of the three options or a melding of the best parts of two or more of the options. There is a preference for building consensus as opposed to passing a motion for a funding option on a split vote.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	<i>June 20, 2024</i>
Technical Advisory Committee	Review & Recommend	<i>July 3, 2024</i>
Transportation Advisory Board	Review, Approve, and Forward for Concurrence	<i>July 17, 2024</i>
Transportation Committee	Review & Recommend	<i>July 22, 2024</i>
Metropolitan Council	Review & Concur	<i>August 14, 2024</i>

Traffic Management Technologies

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20334	Anoka Co *^#	CSAH 1 (East River Road) Traffic Management Technology Im	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	100%	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	82%	843

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

\$3,500,000 \$4,032,000 \$4,032,000 \$4,032,000

Spot Mobility and Safety

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	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	77%	766
3	20494	Washington Co *	Highway 61 and County Road 50 Intersection	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	66%	655
4	20374	Bloomington	CSAH 1 and Old Cedar Avenue Intersection Safety Improvements	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	65%	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	62%	616
6	20181	Dakota Co	Roundabout at CSAH 32 (Cliff Road) and I-35W East Frontage Road	Dakota	Burnsville		\$1,901,760	\$1,901,760	\$1,901,760	\$1,901,760	\$475,440	\$ 2,377,200	\$15,461,824	58%	579
7	20144	Carver Co	CSAH 11 and CSAH 44 Intersection Improvements (project funded in the HSIP solicitation)	Carver	Chaska & Dahlgren Township		\$0	\$0	\$0	\$1,988,000	\$497,000	\$ 2,485,000	\$17,449,824	57%	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	44%	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	37%	366
10	20333	Anoka Co	CSAH 49 (Hodgson Road) at CSAH 34 (Birch Street) Roundabout	Anoka	Lino Lakes					\$1,740,051	\$435,013	\$ 2,175,064	\$24,261,075	33%	323

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

\$13,560,064 \$20,533,024 \$20,533,024 \$18,148,864

STRATEGIC CAPACITY

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	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	65%	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	51%	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	40%	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	35%	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	30%	337

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

\$30,000,000 \$40,000,000 \$40,000,000 \$40,000,000

ROADWAY RECONSTRUCTION-MODERNIZATION

Rank	ID	Applicant	Project Name	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	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	96%	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	96%	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	88%	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	85%	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	80%	716
7	20236	Minneapolis #	University Avenue NE (TH 47) Complete Streets Project (Cent	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	79%	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	79%	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	75%	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	71%	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	70%	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	67%	601
13	20080	Richfield #	Richfield West 76th Street Modernization	Hennepin	Richfield, Edina					\$3,857,192	\$964,298	\$ 4,821,490	\$ 84,312,232	61%	544
14	20136	Crystal #	W. Broadway Avenue and Douglas Drive Roundabout Modern	Hennepin	Crystal					\$3,638,632	\$909,658	\$8,600,000	\$ 87,950,864	60%	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	58%	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	50%	443
17	20490	Washington Co	CSAH 17 Corridor Improvements in Lake Elmo: CSAH 14 to 43	Washington	Lake Elmo					\$7,000,000	\$2,222,800	\$ 9,222,800	\$ 106,820,864	46%	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. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	Total Score
1	20043	Ramsey Co #	Replacement of Bridge 62519, CR C (CSAH 23) over the Burli	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	100%	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	97%	903
3	20037	Hennepin Co #	CSAH 40 (Glenwood Ave) Bridge Replacement	Hennepin	Minneapolis					\$ 3,304,000	\$ 826,000	\$ 4,130,000	\$ 15,158,400	91%	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	85%	788
5	20039	Hennepin Co #	CSAH 146 (Brown Rd) Bridge Replacement	Hennepin	Orono					\$ 2,672,000	\$ 668,000	\$ 3,340,000	\$ 19,798,400	79%	736

= Equity Bonus Project

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

Total Roadway Spending \$111,369,504 \$142,874,464 \$149,874,464 \$133,490,304

TRANSIT EXPANSION

Rank	ID	Applicant	Project Name	BRT	New Market	County	Cities	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	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	95%	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	66%	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	60%	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	53%	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. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	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	58%	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	51%	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	46%	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. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	N/A	
								\$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. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	N/A	
			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	N/A	
								\$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. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	1089
2	20311	MVTA	Travel Training Program	N/A	N/A	Dakota, Scott	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$100,000	\$500,000	\$900,000	89%	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	67%	732
4	20312	MVTA	Event Service Coordination Program	N/A	N/A	Dakota	Shakopee, Prior Lake, Savage, Burnsville, Apple Valley, Eagan, Rosemount		\$400,000			\$400,000	\$100,000	\$500,000	\$1,792,349	60%	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	53%	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 Options-Bicycle and Pedestrian

STBGP, TA, CMAQ Carbon Reduction Active Transportation (AT)

MULTIUSE TRAILS AND BICYCLE FACILITIES

Rank	ID	Applicant	Project Name	County	Cities	Eligible for Active Transp. Pilot	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	100%	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	95%	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	95%	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	91%	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	87%	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	86%	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	86%	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	85%	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	84%	845
10-T	20166	Three Rivers PD #	Shingle Creek Regional Trail - Reconstruction	Hennepin	Brooklyn Park	Yes	Potential New AT			\$966,963	\$966,963	\$241,741	\$1,208,704	\$34,405,127	84%	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	84%	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	82%	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	82%	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	82%	819
15	20493	Shakopee	Stagecoach Rd Trail	Scott	Shakopee	Yes					\$600,000	\$150,000	\$750,000	\$47,822,205	81%	817
16	20233	Dakota Co #	Butler Avenue Trail	Dakota	West Saint Paul						\$1,375,200	\$343,800	\$1,719,000	\$49,197,405	79%	796
17	20482	Hopkins #	17th Avenue Multiuse Trail Green Line Connection	Hennepin	Hopkins						\$1,960,000	\$490,000	\$2,450,000	\$51,157,405	79%	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	78%	785
19	20172	Three Rivers PD #	Lake Independence Regional Trail (Reconstruction)	Hennepin	Orono						\$2,558,838	\$639,710	\$3,198,548	\$59,216,243	78%	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	78%	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	78%	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	77%	770
T-22	20228	Dakota Co	Lake Marion Greenway Lakeville Trail	Dakota	Lakeville						\$2,800,000	\$700,000	\$3,500,000	\$73,290,584	77%	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	77%	768
25	20187	Saint Paul #	Flandrau St Bicycle Boulevard	Ramsey	Saint Paul						\$2,383,660	\$595,915	\$2,979,575	\$80,634,244	74%	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	73%	733
27	20513	Fridley	Mississippi Street/CSAH 6 Trail Construction	Anoka	Fridley						\$5,500,000	\$1,790,950	\$7,290,950	\$87,270,324	73%	732
28	20044	Ramsey Co	Victoria Street Regional Trail	Ramsey	Roseville, Shoreview						\$2,391,812	\$597,953	\$2,989,765	\$89,662,136	73%	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	70%	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	70%	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	70%	698
T-31	20502	Washington Co	Hardwood Creek Regional Trail Extension	Washington	Hugo						\$580,238	\$503,525	\$1,083,763	\$103,147,656	69%	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	69%	687
34	20143	Carver Co	MN River Bluffs Regional Trail	Carver	Chanhassen, Eden Prairie						\$1,861,600	\$465,400	\$2,327,000	\$110,509,256	68%	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	67%	670
36	20182	Three Rivers PD #	Crow River Regional Trail: New Construction	Hennepin	Greenfield, Rockford						\$1,466,551	\$366,638	\$1,833,189	\$115,498,619	64%	641
37	20427	Lakeville	Holyoke Avenue Pedestrian Underpass Improvements	Dakota	Lakeville						\$1,052,784	\$263,196	\$1,315,980	\$116,551,403	61%	608
38	20259	Hennepin Co	CR 116 (Fletcher Ln) Bikeway Project	Hennepin	Corcoran, Rogers						\$5,500,000	\$1,550,000	\$7,050,000	\$122,051,403	58%	587

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

\$22,389,490

\$30,913,266

\$30,913,266

\$43,564,903

Draft Funding Options-Bicycle and Pedestrian

STBGP, TA, CMAQ Carbon Reduction Active Transportation

PEDESTRIAN FACILITIES

Rank	ID	Applicant	Project Name	County	Cities	Eligible for Active Transp. Pilot	Base Funding	1. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	96%	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	86%	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	84%	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	84%	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	81%	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	77%	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	74%	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	73%	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	73%	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	71%	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	69%	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	68%	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	68%	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	67%	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	66%	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	63%	631
17	20202	Woodbury	Woodbury Pedestrian System Gaps Project	Washington	Woodbury	Yes					\$1,635,494	\$408,874	\$2,044,368	\$26,116,344	62%	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. Closest to Midpoint	2. Safety	3. Bike/Ped	Federal	Match	Total	Cumulative Requested	% of High Score	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	93%	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	92%	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	89%	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	78%	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	73%	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	72%	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	71%	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	69%	689
9	20258	Hennepin Co	CSAH 82 (Mill St) SRTS Project	Hennepin	Excelsior, Shorewood	Yes	Potential New AT				\$1,000,000	\$2,170,000	\$3,170,000	\$7,755,220	64%	640
10	20408	Arden Hills #	Old Highway 10 Trail SRTS Improvements	Ramsey	Arden Hills	Yes	Potential New AT				\$1,000,000	\$2,679,000	\$3,679,000	\$8,755,220	64%	639
							\$2,000,000	\$6,755,220	\$6,755,220	\$6,755,220						

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

Total Bike/Ped Spending

\$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 Options	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.

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

1. Closest to Midpoint Option

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	15.6%	\$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%	\$ 7,178,571	2.8%	\$65	\$ 76,232,731	5.2%	\$692	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	19.2%	\$113	\$ 157,838,696	10.8%	\$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	40.8%	\$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	15.0%	\$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	4.1%	\$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
Totals	3,186,349	100.0%	100.0%	\$ 206,027,781	100.0%	\$ 220,073,258	100.0%	\$ 193,270,542	100.0%	\$ 201,025,055	100.0%	\$ 386,105,520	100.0%	\$ 261,017,221	100%	Avg. \$82 per person	\$ 1,467,519,377		Avg. \$461 per person	

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

2. Safety Option

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%	\$ 7,178,571	2.7%	\$65	\$ 76,232,731	5.2%	\$692	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%	\$ 46,880,559	17.8%	\$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	42.8%	\$87	\$ 702,093,563	47.8%	\$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	14.9%	\$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%	\$ 9,878,571	3.8%	\$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
Totals	3,186,349	100.0%	100.0%	\$ 206,027,781	100.0%	\$ 220,073,258	100.0%	\$ 193,270,542	100.0%	\$ 201,025,055	100.0%	\$ 386,105,520	100.1%	\$ 262,977,057	100%	Avg. \$83 per person	\$ 1,469,479,213		Avg. \$461 per person	

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

3. Bike/Ped Heavy Option

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	12%	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	15.6%	\$111	\$ 148,667,122	10.1%	\$404	Anoka
Carver	110,136	3%	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%	\$ 7,178,571	0.1%	\$2	\$ 69,232,731	4.7%	\$629	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	18.7%	\$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	45.2%	\$91	\$ 707,665,200	48.2%	\$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	15.0%	\$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
Totals	3,186,349			\$ 206,027,781		\$ 220,073,258		\$ 193,270,542		\$ 201,025,055		\$ 386,105,520		\$ 261,244,534		Avg. \$82 per person	\$ 1,467,746,690		Avg. \$461 per person	

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

Draft 2024 Funding Options

Modal Funding Ranges

Roadways	Range of 46%-65%
Transit/TDM	Range of 25%-35%
Bike/Ped	Range of 9%-20%

Base Funding (STBG, TA, CMAQ)

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	
Additional Overprogramming		
TBD	7,000,000	
Federal Total	254,300,000	
Active Transportation	18,732,689	
Grand Total	273,032,689	

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

1. Closest to Midpoint

Roadways	\$	142,874,464	58.1%
Transit/TDM	\$	66,485,421	27.1%
Bike/Ped	\$	36,383,610	14.8%
Total	\$	245,743,495	100.0%

Active Transportation New Bike/Ped Total

\$ 15,765,726 \$ 52,149,336

2. Safety

Roadways	\$	149,874,464	60.5%
Transit/TDM	\$	61,445,257	24.8%
Bike/Ped	\$	36,383,610	14.7%
Total	\$	247,703,331	100.0%

\$ 15,765,726 \$ 52,149,336

3. Bike/Ped

Roadways	\$	133,490,304	54.3%
Transit/TDM	\$	61,445,257	25.0%
Bike/Ped	\$	51,035,247	20.7%
Total	\$	245,970,808	100.0%

\$ 15,765,726 \$ 66,800,973

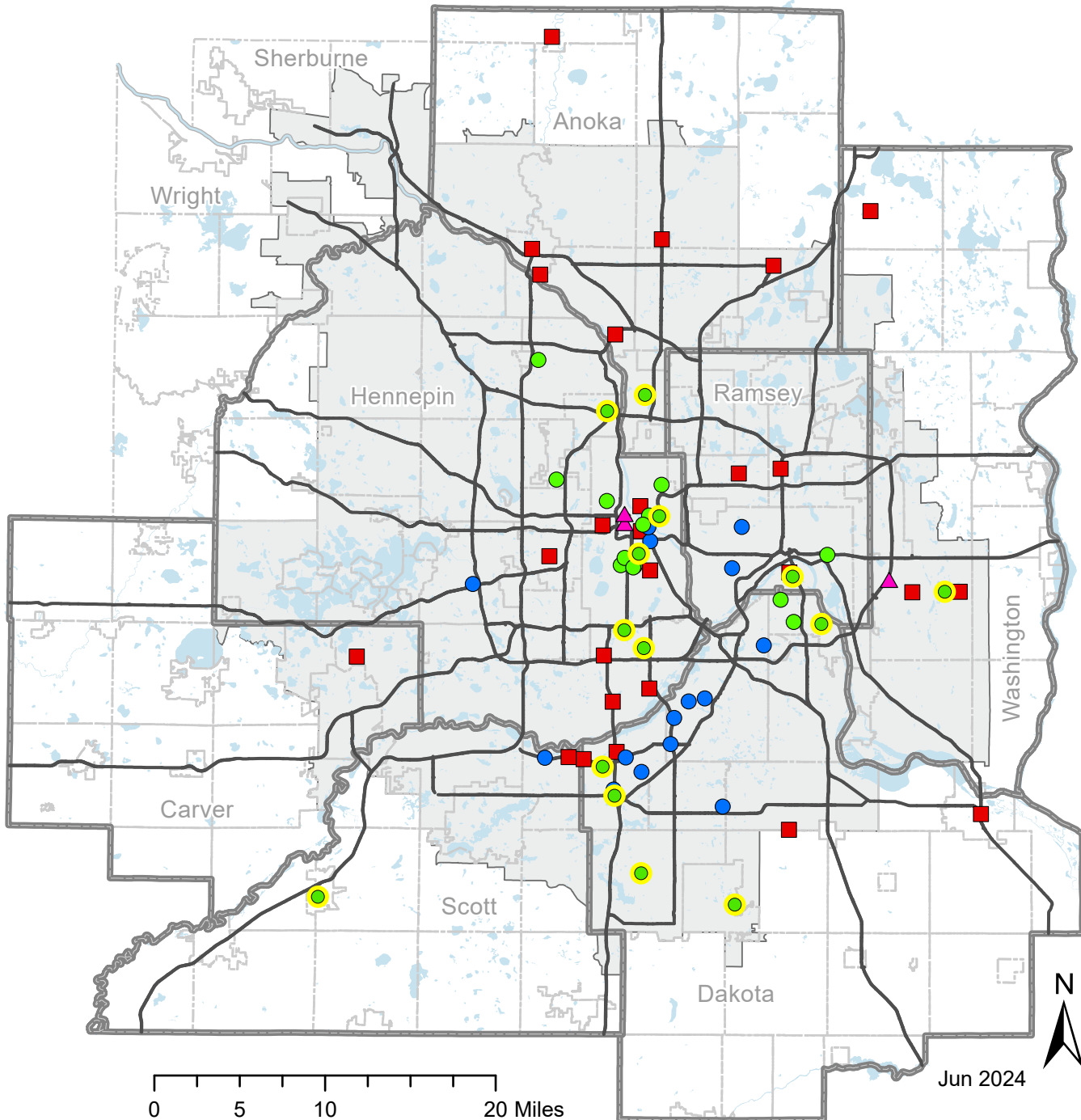
Key Differences Summary

Variables	1. Closest to Midpoint	2. Safety	3. Bike/Ped
Total Projects Funded	76	73	75
Total Roadways Applications	40	40	40
Projects Funded	27	28	25
% Funding of Mode (Excluded Active Transportation \$)	57.1%	59.4%	53.3%
% of Applications Funded	27/40 (68%)	28/40 (70%)	25/40 (63%)
Traffic Management Technologies	2	2	2
Spot Mobility and Safety	9	9	8
Strategic Capacity	4	4	4
Roadway Reconstruction-Modernization	10	11	9
Bridges	2	2	2
Total Transit/TDM Applications	17	17	17
Projects Funded	17	13	13
% Funding of Mode	26.2%	24.0%	24.2%
% of Applications Funded	17/17 (100%)	13/17 (76.5%)	13/17 (76.5%)
Transit Expansion	5	4	4
Transit Modernization	4	3	3
Arterial Bus Rapid Transit	1	1	1
TMO/TDM Setaside	2	2	2
Travel Demand Management	5	3	3
Total Bike/Ped Applications	65	65	65
Projects Funded	32	32	37
% Funding of Mode (Excluded Active Transportation \$)	16.7%	16.6%	22.5%
% Funding of Mode (Includes AT)	19.8%	22.3%	27.9%
% of Applications Funded	32/65 (49.2%)	32/65 (49.2%)	37/65 (56.9%)
Multiuse Trails and Bike Facilities	10	10	14
Pedestrian Facilities	12	12	13
Safe Routes to School	10	10	10
Federal Dollars Awarded	\$253.8M	\$255.8M	\$254.2M
Active Transportation Dollars Awarded	\$15.8M	\$15.8M	\$15.8M
Other Local Dollars Leveraged	\$270.4M	\$273.3M	\$266.2M
Total Investment	\$540M	\$544.9M	\$536.2M

Key Outcomes

Equity Bonus Project	29 out of 49	30 out of 49	32 out of 49
Roadways Safety High Score (Crashes)	4 out of 4	4 out of 4	4 out of 4
Roadways Safety High Score (Ped)	4 out of 4	4 out of 4	4 out of 4
Bike/Ped Deficiencies/Safety High Score	3 out of 3	3 out of 3	3 out of 3
Monetized Safety Benefit (Roadway Projects Only, Excluding Bridges)	\$287.5M	\$293.1M	\$285.4M
Intersections with ADA Improvements	465	473	509
Counties with Investment within Border (Project Location)	7	7	7
Cities/Townships with Investment within Border (Project Location)	51	48	53
Different Applicants Funded	34	33	33

Closest to Midpoint



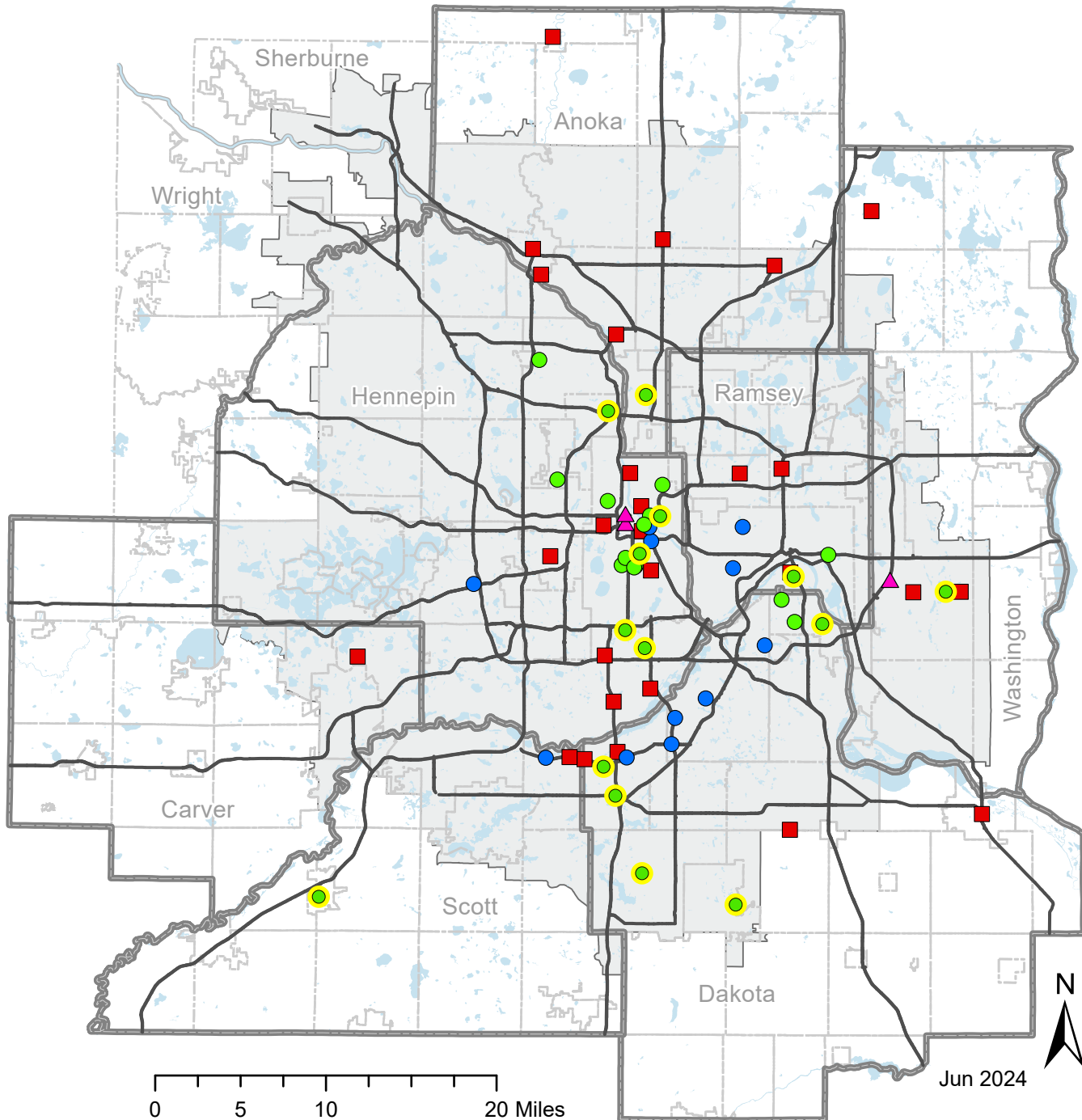
Funding Category

- 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

Safety



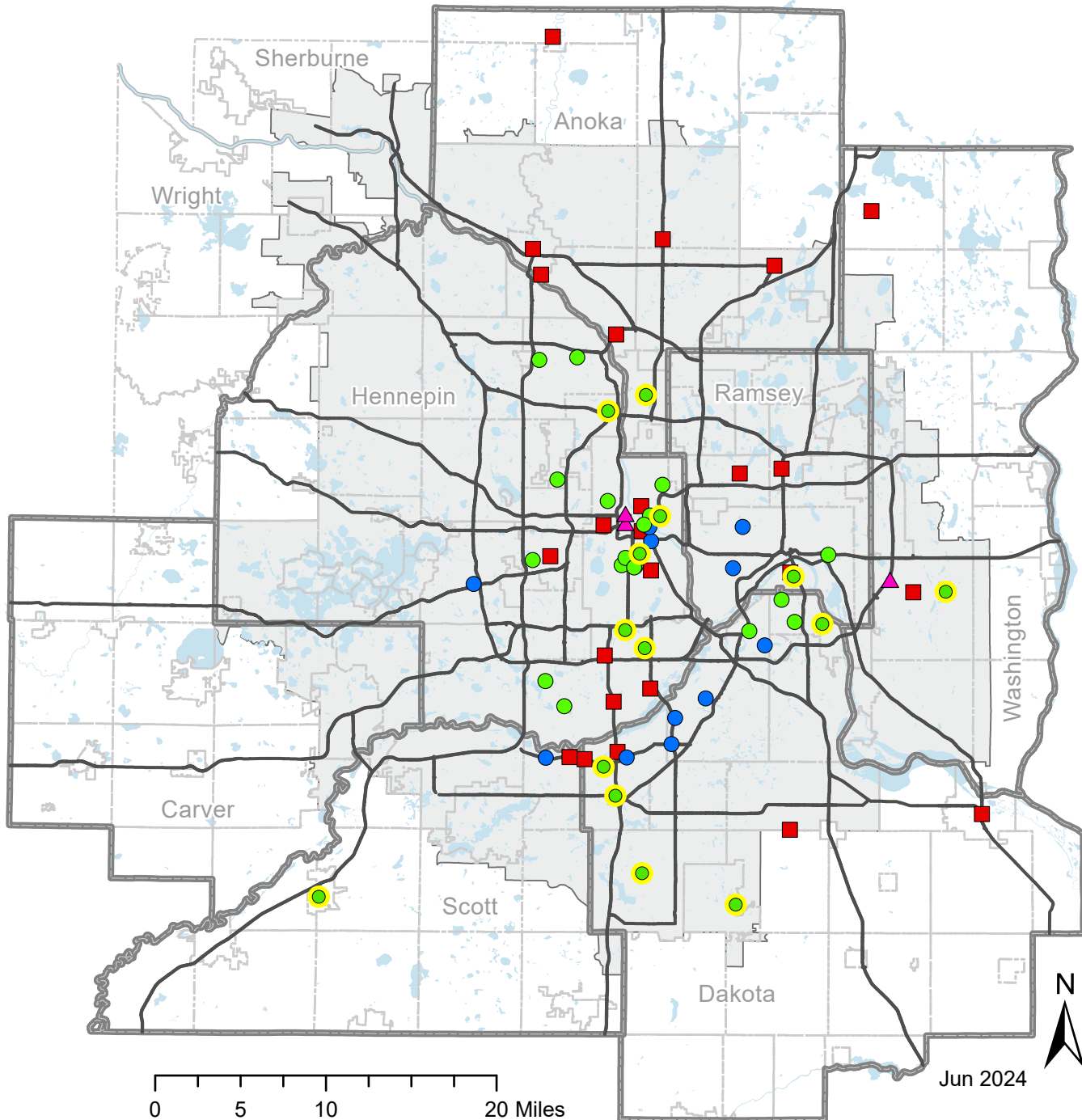
Funding Category

- 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

Bike/Ped



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

Action Transmittal

Transportation Advisory Board



Meeting Date: June 20, 2024

Date: June 13, 2024

Action Transmittal: 2024-32

2024 Highway Safety Improvement Program Project Selection

To: TAC Funding & Programming Committee

Prepared By: Bethany Brandt-Sargent, Senior Planner, phone 651-602-1705

Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process, phone 651-602-1819

Requested Action

MnDOT requests approval of the attached 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation.

Recommended Motion

That the TAC Funding & Programming Committee recommends that TAC recommends approval of the attached 20 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation and inclusion in the 2026-2029 Transportation Improvement Program (TIP).

Summary

MnDOT conducts a Highway Safety Improvement Program (HSIP) solicitation every other year that coincides with the Council's Regional Solicitation.

Background and Purpose

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

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

With guidance and recommendation from its technical committees, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. MnDOT conducted a solicitation for both "proactive" and "reactive" projects to be funded in 2028 and 2029.

There were 31 projects submitted in the "proactive" category and 24 projects submitted to the "reactive" category, for a total of 55 projects. Of these projects, 22 were selected for funding including 11 "proactive" projects and 11 "reactive" projects. For 2024, total funding requested through the HSIP program was \$92.9 million. The overall funding available is about \$30.9

million, resulting in funding only 33% of the total funds requested. The funding available is roughly half that of the 2022 HSIP solicitation, which received a one-time increase through the Infrastructure Investment and Jobs Act passed in 2021. The attached projects (not including two projects located in Chisago County), if approved, will be included in the 2026-2029 TIP.

Scores and rankings are shown in the attachment.

Relationship to Regional Policy

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

Staff Analysis

Staff recommends approval of the attached 20 projects for funding through the HSIP solicitation and inclusion of all Urbanized Area projects in the draft 2025-2028 TIP. HSIP funds are evaluated by MnDOT Metro District. MnDOT’s Metro District includes Chisago County, along with the seven-county metro area. Two projects selected through this process, R12 and R13, are in Chisago County, bringing the total HSIP projects awarded funding to 22. Due to the location of these projects, they do not need MPO approval as part of this action item and will not be included in the region’s TIP.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	June 20, 2024
Technical Advisory Committee	Review & Recommend	July 3, 2024
Transportation Advisory Board	Review & Adopt	July 17, 2024



2028 / 2029 HSIP Projects (Proactive)

6/11/2024

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description	Original HSIP Amount Requested	HSIP Funding		Local Match (10%)	TOTAL PROJECT COST	POINTS						TOTAL POINTS (1,000)	Project #
						2028 HSIP \$ Awarded	2029 HSIP \$ Awarded			Connection to SHSP (100)	Cost per exposure (300)	Correctable F and A Crashes (100)	Crash Modification Factor (200)	Part of a Plan (200)	Ped and Bike Safety (100)		
P6	Bloomington	City wide	City wide	Pedestrian Crossing Safety Improvements	\$550,710	\$550,710		\$61,190	\$611,900	100	282	0	160	200	100	842	P6
P24	MnDOT	TH 62	from TH 13 to TH 3	Install cable median barrier	\$1,350,000		\$1,350,000	\$150,000	\$1,500,000	80	300	63	200	100	20	763	P24
P19	MnDOT	TH 100	at Excelsior Blvd	Channelized right turn modification	\$675,000	\$675,000		\$75,000	\$750,000	40	300	0	92	200	100	732	P19
P18	Minneapolis	Portland Ave and Park Ave	at 26th St AND 28th St	Signals and pedestrian improvements	\$2,000,000	\$2,000,000		\$225,000	\$2,225,000	65	273	25	127	100	100	690	P18
P14	Hennepin County	CSAH 66 (Broadway St NE)	from Jackson St NE to Fillmore St NE	Traffic signal, ADA, medians, and restriping	\$1,665,000	\$1,665,000		\$185,000	\$1,850,000	60	31	100	163	200	100	653	P14
P15	Minneapolis	26th St and 28th St	various intersections on 26th St and 28th St	Traffic signal replacement including improved traffic visibility and APS and Pedestrian safety improvements including ADA ramp upgrades, curb extensions and pedestrian medians	\$2,000,000	\$2,000,000		\$1,000,000	\$3,000,000	65	159	75	127	100	100	626	P15
P21	MnDOT	TH 5	from Century Blvd to Market Blvd	Install cable median barrier	\$1,350,000		\$1,350,000	\$150,000	\$1,500,000	90	197	13	200	100	20	619	P21
P29	MnDOT	TH 13	from Nicollet Ave to Diffley Rd	Install cable median barrier	\$1,350,000		\$1,350,000	\$150,000	\$1,500,000	80	193	25	200	100	20	618	P29
P7	Carver County	CSAH 53	between Bevens Creek and 182nd St	Shoulder Widening	\$2,000,000		\$2,000,000	\$5,800,000	\$7,800,000	75	53	25	181	200	80	614	P7
P13	Hennepin County	CSAH 33 (Park Ave)	at CSAH 35 (Portland Ave)	Bikeway enhancements, curb, traffic calming, stormsewer, roadway, signals, ADA	\$2,000,000	\$2,000,000		\$1,810,000	\$3,810,000	65	29	63	156	200	100	613	P13
P20	MnDOT	TH 5	from Goodhue St to Kellogg Blvd	4 to 3 Lane Conversion	\$900,000		\$900,000	\$100,000	\$1,000,000	80	111	50	52	200	100	593	P20
					TOTAL	\$8,890,710	\$6,950,000										
P8	Chisago County	CSAH 9	east of Harder Ave	Realignment and reconstruction of about 4000' of CSAH 9	\$1,500,000			\$600,000	\$2,100,000	70	3	38	163	200	100	573	P8
P26	MnDOT	TH 5	from TH 101 to Heritage Rd	Install cable median barrier	\$1,350,000			\$150,000	\$1,500,000	80	117	50	200	100	20	567	P26
P11	Hennepin County	CSAH 19	at CR 117 (109th Ave N)	Intersection reconstruction, raised medians, ADA, lighting, multimodal facilities	\$2,000,000			\$910,000	\$2,910,000	50	28	25	148	200	100	551	P11
P1	Andover	CSAH 18 (Crosstown Blvd NW)	at Crosstown Dr NW/139th Ave NW	Roundabout	\$1,420,200			\$157,800	\$1,578,000	40	57	0	150	200	100	547	P1
P9	Chisago County	CSAH 14	at CSAH 19	Roundabout	\$1,500,000			\$500,000	\$2,000,000	65	18	13	150	200	100	546	P9
P10	Chisago County	TH 95	at CSAH 9	Roundabout	\$2,000,000			\$1,650,000	\$3,650,000	50	6	38	148	200	100	542	P10
P30	Scott County	CSAH 8	at CSAH 23	Roundabout	\$2,000,000			\$1,500,000	\$3,500,000	65	12	13	148	200	100	537	P30
P17	Minneapolis	Johnson St NE	at 27th Ave Ne, 29th Ave NE, St Anthony Pkwy, and 33rd Ave NE	Signals and pedestrian improvements	\$2,000,000			\$1,000,000	\$3,000,000	65	128	13	127	100	100	532	P17
P5	Anoka County	CSAH 34 (Birch St)	at CSAH 49 (Hodgson Rd)	Convert Signal to Roundabout, improve pedestrian accommodations and improve access to nearby businesses	\$2,000,000			\$600,000	\$2,600,000	40	41	0	150	200	100	531	P5
P16	Minneapolis	42nd St	at Park Ave	Signal and pedestrian improvements	\$1,260,000			\$140,000	\$1,400,000	70	146	25	127	100	60	528	P16
P12	Hennepin County	CSAH 121 (French Lake Rd)	at Brookside Trl	Roundabout	\$2,000,000			\$920,000	\$2,920,000	40	23	13	150	200	90	516	P12
P25	MnDOT	TH 97	at Manning Trail	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	25	0	148	200	100	513	P25
P2	Columbia Heights	CSAH 2 (40th Ave NE)	at Jefferson St NE	Mini-Roundabout, sidewalk and ADA ramp improvements	\$1,665,000			\$185,000	\$1,850,000	35	27	0	150	200	100	512	P2
P3	Fridley	CSAH 6 (Mississippi St)	at Monroe St NE	Mini-Roundabout, sidewalk and ADA ramp improvements	\$1,620,000			\$180,000	\$1,800,000	35	21	0	150	200	100	506	P3
P4	Anoka County	CSAH 23 (Lake Dr)	at Elm St	Roundabout	\$2,000,000			\$315,250	\$2,315,250	40	34	0	150	200	80	504	P4
P23	MnDOT	TH 52	at TH 50/TH 56	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	19	50	148	200	40	497	P23
P22	MnDOT	TH 7	at CSAH 33	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	15	27	25	150	200	40	457	P22
P28	MnDOT	TH 13	at Wachtler Ave	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	25	0	150	200	40	455	P28
P31	South St. Paul	Marie Ave	between 9th Ave and 21st Ave	Road Diet including bike lanes and sidewalks on both sides	\$2,000,000			\$3,370,000	\$5,370,000	55	1	0	75	200	100	431	P31
P27	MnDOT	TH 12	at County Line Rd	Roundabout	\$2,000,000			\$1,000,000	\$3,000,000	40	43	13	94	100	100	389	P27
					\$52,155,910			\$26,884,240	\$79,040,150								

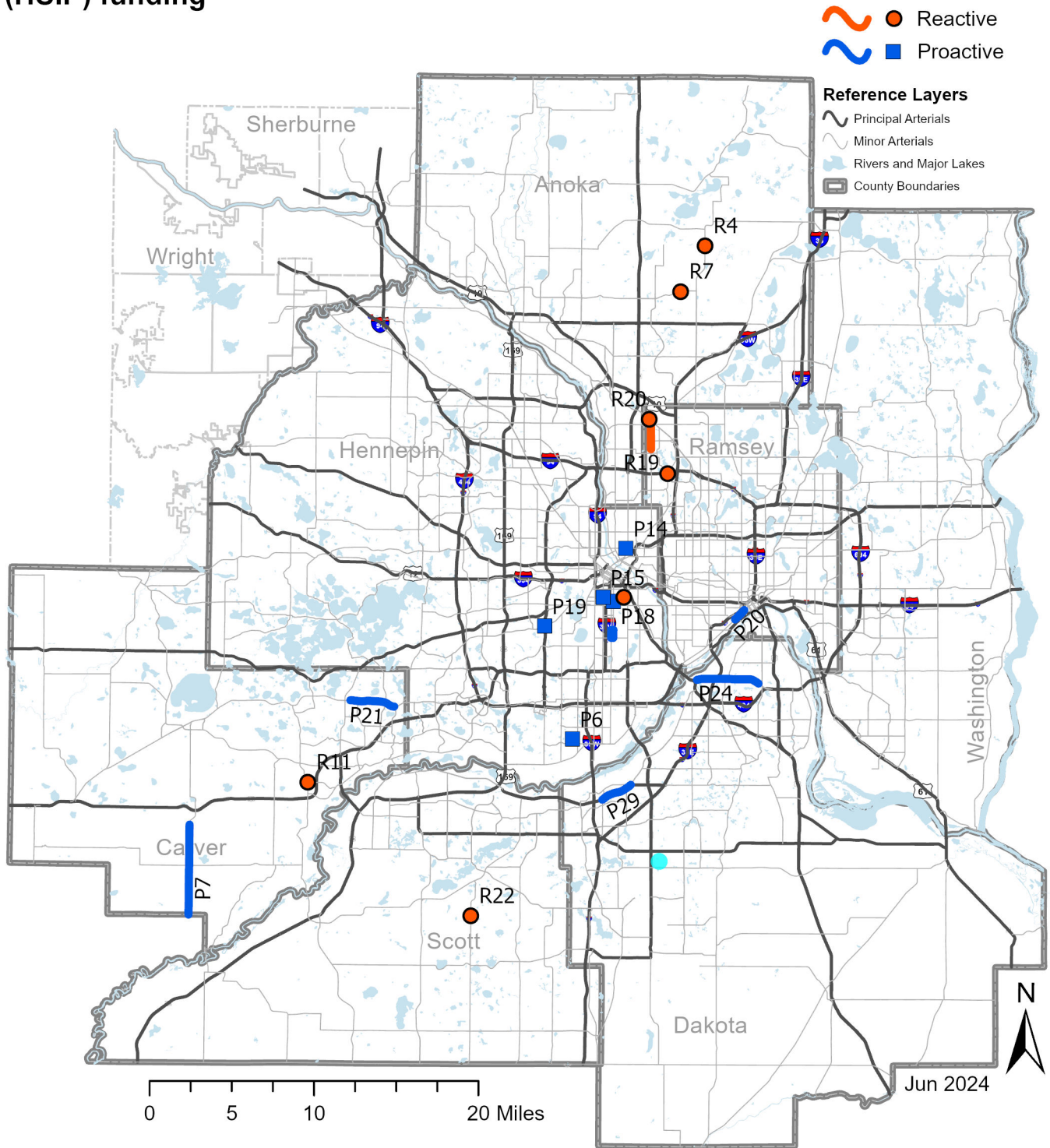
2028 / 2029 HSIP Projects (Reactive)

6/17/2024

The projects down to red line are FUNDED:

Project #	Submitting Agency	Roadway	Location	Project Description <small>(Blue font signifies bike/ped safety improvements in project)</small>	Original HSIP Amount Requested	HSIP Funding		Local Match (10%)	TOTAL PROJECT COST	POINTS				TOTAL POINTS (1,000)	Project #
						2028 HSIP \$ Awarded	2029 HSIP \$ Awarded			B / C Points (600)	Meets Intent of HSIP Program Points (200)	Correctable F and A crashes Points (100)	Ped and Bike Safety Points (100)		
R12	Chisago County	County wide	Various locations	Ground-in, wet-reflective striping and various signing/intersection improvements	\$800,000	\$800,000		\$200,000	\$1,000,000	600	180	100	40	920	R12
R16	Minneapolis	Bloomington Ave	at 26th St and 28th St	Signals, curb extensions, and pedestrian medians	\$1,260,000		\$1,260,000	\$140,000	\$1,400,000	475	151	25	60	711	R16
R20	Ramsey County	CSAH 10 (Mounds View Blvd)	at Groveland Rd and Spring Lake Rd	Directional medians	\$1,620,000		\$1,620,000	\$180,000	\$1,800,000	193	185	50	60	488	R20
R21	Ramsey County	CSAH 44 (Silver Lake Rd)	between Mississippi St and Mounds View Blvd	4 to 3 Lane Conversion	\$1,620,000		\$1,620,000	\$180,000	\$1,800,000	210	160	25	80	475	R21
R18	MnDOT	Metrowide	11 intersections	Intersection Lighting	\$225,000		\$225,000	\$25,000	\$250,000	188	161	0	60	409	R18
R13	Chisago County	TH 8	CSAH 21	Roundabout	\$2,000,000		\$2,000,000	\$1,400,000	\$3,400,000	93	170	50	80	393	R13
R22	Scott County	CSAH 23	at CSAH 68	Roundabout	\$1,440,000	\$1,440,000		\$160,000	\$1,600,000	155	135	13	80	383	R22
R7	Anoka County	CSAH 116 (Bunker Lake Blvd)	at Naples St NE	Roundabout, improve sight distance, and pedestrian accommodations	\$1,620,000	\$1,620,000		\$180,000	\$1,800,000	152	118	25	80	374	R7
R19	Ramsey County	CSAH 45 (Long Lake Rd) & CSAH 12(10th St)	between I-694 and Old Highway 8	4 to 3 Lane Conversion	\$810,000		\$810,000	\$90,000	\$900,000	109	143	13	100	365	R19
R11	Carver County	CSAH 11 (Jonathan Carver Pkwy)	at CSAH 44 (Big Woods Blvd)	Roundabout	\$2,000,000	\$2,000,000		\$485,000	\$2,485,000	66	144	25	100	335	R11
R4	Anoka County	CSAH 17 (Lexington Ave)	at CR 60 (Constance Blvd)	Roundabout and pedestrian accommodations	\$1,710,000		\$1,710,000	\$190,000	\$1,900,000	94	143	13	80	330	R4
					TOTAL	\$5,860,000	\$9,245,000								
R10	Apple Valley	Galaxie Ave	from Founders Ln to 159th St W	Roundabout at 157th St W, road diet, sight line improvements, and ped/bike improvements	\$2,000,000			\$1,500,000	\$3,500,000	61	168	0	100	329	R10
R6	Anoka County	CSAH 78 (Hanson Blvd)	at CR 58 (181st Ave)	Roundabout and pedestrian accommodations	\$2,000,000			\$600,000	\$2,600,000	85	111	13	80	288	R6
R8	Anoka County	TH 47	at CSAH 22 (Viking Blvd)	Roundabout and pedestrian accommodations	\$2,000,000			\$900,000	\$2,900,000	83	111	13	80	286	R8
R3	Anoka County	CSAH 5 (Nowthen Blvd)	at Sunwood Dr	Roundabout and pedestrian accommodations	\$2,000,000			\$600,000	\$2,600,000	62	116	0	100	278	R3
R17	Minneapolis	Portland Ave and Park Ave	at 26TH ST AND 28TH St	Signals and pedestrian improvements	\$2,000,000			\$225,000	\$2,225,000	25	135	25	80	265	R17
R2	Anoka County	CSAH 5 (Nowthen Blvd)	at CSAH 56 (Ramsey Blvd NW)	Roundabout, improve the horizontal curvature, sight distance, and pedestrian accomodations	\$1,890,000			\$210,000	\$2,100,000	59	106	0	100	265	R2
R1	Anoka County	CSAH 5 (Nowthen Blvd)	at 167th Ave NW	Roundabout and pedestrian accommodations	\$2,000,000			\$700,000	\$2,700,000	45	106	13	100	263	R1
R14	Dakota County	TH 61	CSAH 62 (190th St E)	Roundabout	\$1,980,000			\$220,000	\$2,200,000	65	111	0	80	256	R14
R5	Anoka County	CSAH 22 (Viking Blvd)	at CSAH 78 (Flamingo St)	Roundabout	\$2,000,000			\$500,000	\$2,500,000	61	130	13	40	243	R5
R9	Anoka County	TH 47	at CSAH 28 (Ambassador Blvd)	Roundabout and pedestrian accommodations	\$2,000,000	Withdrawn, Received Regional Solicitation Funding		\$600,000	\$2,600,000	87	148	38	100	372	R9
R24	St. Francis	TH 47	233rd Ave	Signal	\$2,000,000	Withdrawn, Received Regional Solicitation Funding		\$421,420	\$2,421,420	60	70	0	100	230	R24
R23	St. Francis	TH 47	at CSAH 24 (227th Ave)	Roundabout	\$1,786,590	Withdrawn, Received Regional Solicitation Funding		\$198,510	\$1,985,100	190	151	25	80	446	R23
R15	Little Canada	CSAH 21 (Little Canada Rd)	at Country Dr	Roundabout	\$2,000,000	Withdrawn, Received Regional Solicitation Funding		\$2,478,000	\$4,478,000	66	153	13	100	331	R15
					\$40,761,590			\$12,382,930	\$53,144,520						

Projects Recommended for 2024 Highway Safety Improvement Program (HSIP) funding



Recommended Proactive Projects

- P6. Bloomington Citywide Pedestrian Crossing Improvements
- P7. CSAH 53 Shoulder Widening
- P13. CSAH 33 (Park Av) Bikeway, ADA, Curbs, Traffic Calming
- P14. CSAH 66 (Broadway St NE) Signals, ADA, Medians, Restriping
- P15. 26th and 28th St Signals and Ped Improvements
- P18. Portland and Park Av Signals and Ped Improvements
- P19. TH 100 Channelized Right Turn Modification
- P20. TH 5 4 to 3 Lane Conversion
- P21. TH 5 Install Cable Median Barrier
- P24. TH 62 Install Cable Median Barrier
- P29. TH 13 Install Cable Median Barrier

Recommended Reactive Projects

- R4. CSAH 17 (Lexington Ave) Roundabout and pedestrian accommodations
- R7. CSAH 116 (Bunker Lake Blvd) Roundabout and pedestrian accommodations
- R11. CSAH 11 (Jonathan Carver Pkwy) at CSAH 44 (Big Woods Blvd) Roundabout
- R12. County wide Various locations Ground-in, wet-reflective striping and various signing/intersection improvements
- R13. TH 8 Roundabout
- R16. Bloomington Ave at 26th St and 28th St Signals, curb extensions, and pedestrian medians
- R18. Metrowide 11 intersections Intersection Lighting
- R19. CSAH 45 (Long Lake Rd) & CSAH 12(10th St) 4 to 3 Lane Conversion
- R20. CSAH 10 (Mounds View Blvd) Directional medians
- R21. CSAH 44 (Silver Lake Rd) 4 to 3 Lane Conversion
- R22. CSAH 23 at CSAH 68 Roundabout

*Two projects are located outside of the MPO boundary in Chisago County. They are not included on the map, but are included in the list above.