



REGIONAL SOLICITATION EVALUATION

INVESTMENT SUMMARY

Introduction

As the initial step in the Regional Solicitation Evaluation, this report summarizes the process used to select projects, how regional policy has and continues to influence the criteria, and the rationale behind changes to the solicitation over the past decade. The chapter concludes with an analysis of the results of the Regional Solicitation over the last six solicitation cycles (2014, 2016, 2018, 2020, 2022, 2024).

The Regional Solicitation process has been in place since 1993. Its main objective is to help advance regional policies and priorities through the allocation of federal transportation funds to a variety of locally initiated projects that address transportation needs. A foundational value of the Regional Solicitation is that projects are selected in an objective, data-driven, transparent, and performance-based manner.

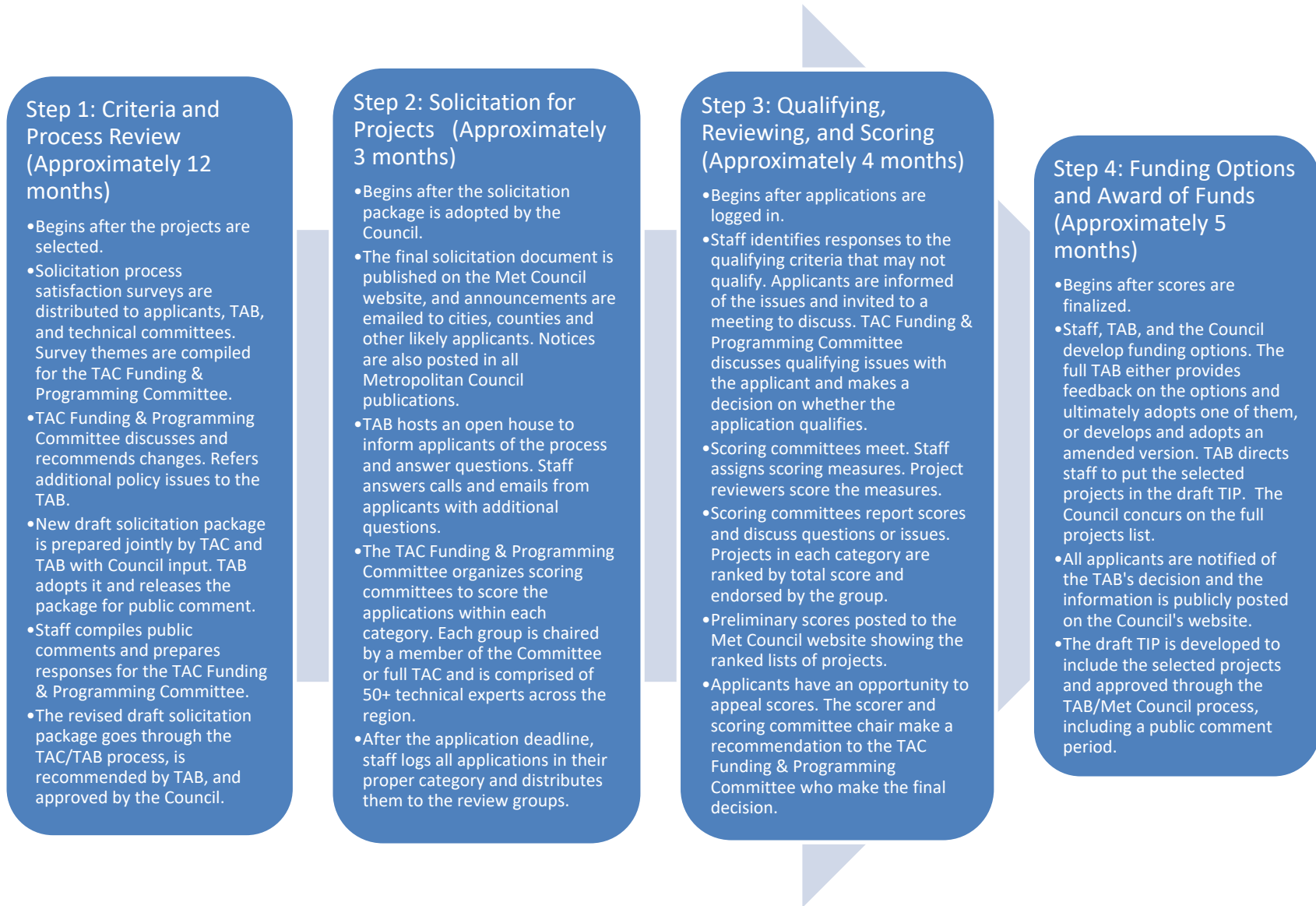
Process Used to Select Projects

The process to complete a full Regional Solicitation cycle takes approximately 24 months. As the solicitation comes out every two years, individuals involved with the process begin surveys and discuss potential changes to the next cycle shortly after awarding projects. The four-step process shown in Figure 1 and the detailed schedule shown in Appendix A uses dates corresponding to the 2022 funding cycle for illustrative purposes.



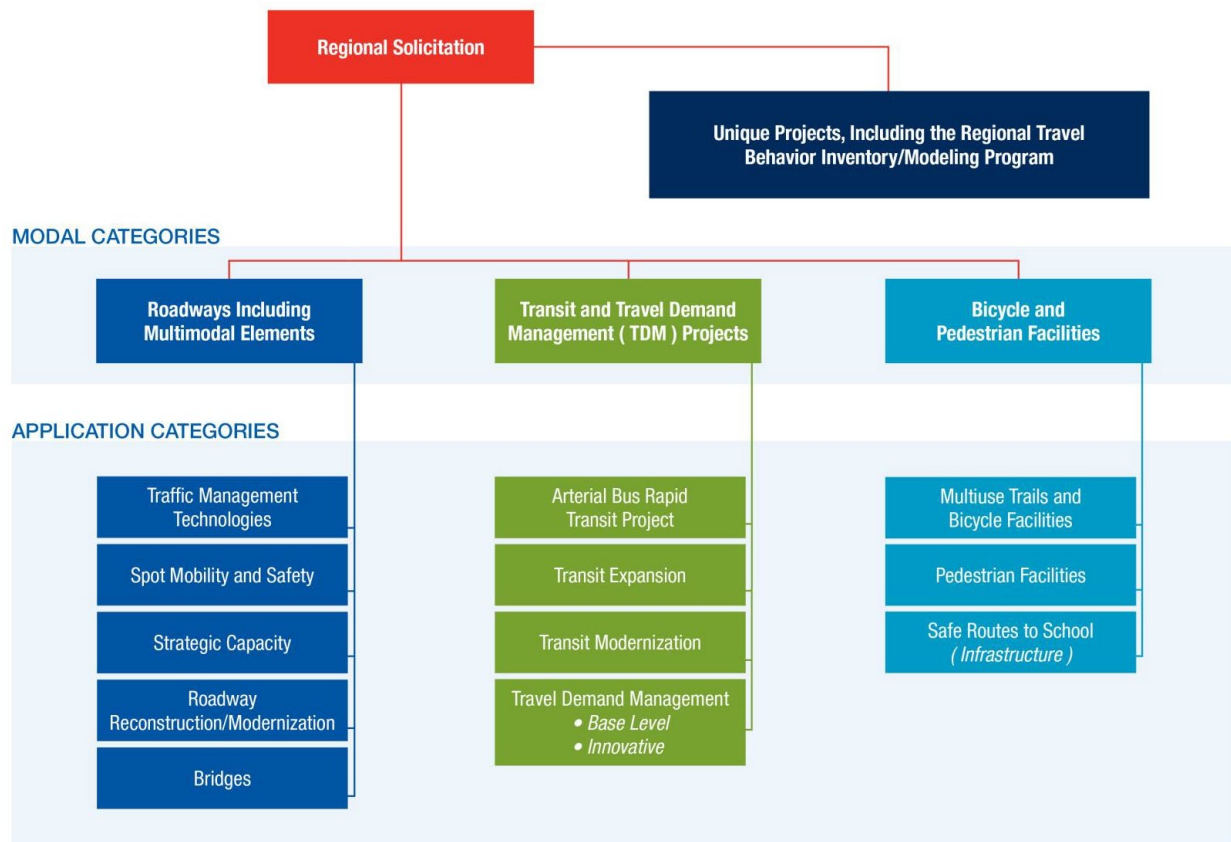
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Figure 1. Regional Solicitation Four-Step Process



There are three major modal categories, each with application categories, included in the Regional Solicitation: Roadways Including Multimodal Elements (Roadways), Transit and Travel Demand Management (Transit and TDM), and Bicycle and Pedestrian Facilities (Bike/Ped). There is an additional Unique Projects category (added in 2022) for non-traditional, innovative projects that don't fit into one of the application categories. Each Modal Category has three to five application categories (Figure 2) – each of which has its own type of application and questions for applicants to answer and criteria to be scored on. Since 1993 and approximately every two years thereafter, the Transportation Advisory Board (TAB), with the assistance of its Technical Advisory Committee (TAC) and TAC Funding and Programming Committee, solicits, evaluates, ranks, and recommends projects in those four categories for inclusion in the region's Transportation Improvement Program (TIP).

Figure 2. Regional Solicitation Modal and Application Categories





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Federal Funding Guidance

Since 2012, three major federal transportation bills have authorized federal funding through the Regional Solicitation process. Each is detailed below. In summary, the following must be adhered when allocating federal funding:

- Projects must be selected by the MPO Board
 - Must be a competitive process (Transportation Alternatives (TA) and Congestion Mitigation and Air Quality Improvement Program (CMAQ))
- The MPO Board cannot suballocate STBG funds to individual jurisdictions or modes by pre-determined percentages or formulas
- Selected projects must align with the Transportation Policy Plan (2050 TPP)
- Selected projects must be shown in the Transportation Improvement Program (TIP)
- The selection process must involve other stakeholders and the public (including traditionally underserved and underrepresented populations)

Table 1. Federal Legislation

Federal Legislation	Programs Included	Enacted Date
Moving Ahead for Progress in the 21st Century (MAP-21)	Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Transportation Alternatives Program (TAP)	July 6, 2012
Fixing America’s Surface Transportation (FAST) Act	Surface Transportation Block Grant Program (STBG) ¹ , Congestion Mitigation and Air Quality Improvement (CMAQ) Program	December 4, 2015
Infrastructure Investment and Jobs Act (IIJA)	Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ), Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, Carbon Reduction Program (CRP)	November 15, 2021

¹The Transportation Alternatives Program (TAP) was folded into STBGP in the FAST Act.

The most recent federal infrastructure investment bill – the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The law authorized \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward "new" investments and programs, with the net result being increased for local governments to access funding.

The IIJA continues to strengthen the National Highway System via the Highway Infrastructure Program (HIP). More than a dozen new highway programs were added, including both formula and discretionary programs. The IIJA also developed new programs or amended existing programs to place an increased emphasis on safety, bridge condition, climate change,



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resilience, and efficient project delivery. The MPO Board has approximately \$125M/year to allocate given IIJA funding levels.

The IIJA includes the following funding programs:

- The Surface Transportation Block Grant (STBG) Program, previously the Surface Transportation Program (STP), funds about \$68M/year regionally, and adds several new types of eligible projects, including EV charging infrastructure, protective features to enhance resilience, and wildlife crossing projects.
 - a. Transportation Alternatives (TA) is a \$14M/year set aside within the STBG dedicated to smaller-scale projects including, but not limited to, pedestrian and bicycle facilities, recreational trails, and Safe Routes to School.
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds approximately \$33.5M/year regionally. The BIL adds eligibilities for shared micromobility (e.g., bikeshare, shared e-scooters), purchase of diesel replacements, purchases of medium/heavy-duty zero emission vehicles and related charging equipment, and modernization/rehab of a lock and dam or a marine highway. Under the BIL, recipients are required, to the maximum extent practicable, to prioritize disadvantaged communities or low-income populations when obligating funds to reduce PM2.5 emissions.

Most recently, two additional federal programs have been added under IIJA:

- The Carbon Reduction Program (\$7M/year) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- The Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Program (\$3.5M/year) provides funding to improve surface transportation's resiliency to natural hazards through support of planning activities, resilience improvements, and community resilience. The PROTECT program is also intended to prioritize/consider safety in all investments and projects.



History and Evolution of the Regional Solicitation Process

Significant Changes to the Regional Solicitation Process

As detailed in the four-step process, considerable time and effort is put into evaluating and revising the Regional Solicitation packet between each funding cycle. These changes are based on feedback from applicants, committee members, the public, and scorers, as well as changes to regional transportation policy. Figure 3 displays a timeline of the major changes over the past 10 years. A table of the full list of changes and the rationales for them is included in Appendix A.

While many changes were made to application categories, rules, scoring measures and funding levels over the eight years, most sweeping changes to the structure of the Regional Solicitation process occurred in 2014 and 2020.

The previous regional solicitation evaluation study was completed in 2014, resulting in changes implemented in the following funding cycle. Most notably, application categories were switched from funding program-based to modal-based. Under this structure applicants select the appropriate evaluation sub-category for their proposed project based on the mode requiring the largest percentage of cost. In 2014, the application was also made web-based and shortened by a significant amount.

In 2020, an Arterial Bus Rapid Transit (ABRT) Project category was established within the Transit and TDM modal category. This category funds an ABRT line with up to a \$25M federal award. The ABRT line is selected based on the results of extensive Metro Transit system planning called NetworkNEXT. A New Market guarantee was also created to ensure that at least one Transit Expansion or Modernization project was funded that serves areas outside of Transit Market Area 1 and 2. Finally, the combined maximum funding amount for bus rapid transit projects funded in the ABRT Project, Transit Expansion, and Transit Modernization categories was limited to \$32,000,000.

The Unique Projects category, which was included in the application for the first time in 2022, encompasses projects that do not fit the other application categories. Unlike the other application categories, a scoring committee of TAB members scores these applications. Funding for the Travel Behavior Inventory/Regional Model also comes out of the Unique Project funding allotment.

Figure 3. Major Changes to the Regional Solicitation (2014-2024)

2014	2016	2018	2020	2022	2024
<ul style="list-style-type: none"> • New, modal-based approach • Application converted to web-based and shortened • Emphasis on multi-modal connections and freight movements • Consistency with Thrive MSP 2040 • Transparent scoring • Equity added as a criterion 	<ul style="list-style-type: none"> • New overall cost-effectiveness measure replaced criteria-specific cost-effectiveness measures • Scoring guidance was moved from a separate document and provided within the measures • Minor adjustments to other measures and criteria • Multimodal projects require funding from at least one project from each of the functional classifications 	<ul style="list-style-type: none"> • Equity measure modified to include public outreach and mitigation of negative impacts • Category titles changed to better reflect terminology in TPP • Applicants with over 50 employees required to be working toward completing an ADA transition plan • Up to 50 percent of points in the Cost Effectiveness measure may be removed if estimate isn't reasonable 	<ul style="list-style-type: none"> • New ABRT project category • Set aside funding for Unique Projects for 2022 solicitation • New Spot Mobility and Safety roadway category • Public engagement added to the risk assessment • Equity scoring measures focused on benefits and outreach • Multiuse and Bicycle Facility projects required to include a letter confirming year-round maintenance 	<ul style="list-style-type: none"> • Minnesota Council of Indian Affairs provided with a map of projects to assist with coordination of land protection • Increased points for safety measure • Pedestrian safety measure added to three roadway categories • Equity and affordable housing criteria updated • Official application developed for Unique Project category 	<ul style="list-style-type: none"> • Additional increase in points for safety measure • Expanded Bridge Rehab/Replacement projects to include a wider range of roadway functional classifications • Added language to clarify project's significance to the region for Unique Projects (see Unique Projects application in Appendix B)



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While there is constant fine tuning and improvement of the Regional Solicitation for each cycle, federal requirements continue to provide overarching guidance. TAB has further restricted the use of the federal funds beyond the federal requirements to focus the funding.

Major federal requirements include:

1. Projects must be selected by the Metropolitan Planning Organization (MPO) Board.
2. Applications for TA and CMAQ funding must be a competitive process.
3. Projects must align with the Transportation Policy Plan (2050 TPP).
4. Selected projects must be shown in the Transportation Improvement Program (TIP).

The Influence of Regional Policy on the Regional Solicitation Process

The following sections review the influence of policies set by the Metropolitan Council, the federal government, and MnDOT on the Regional Solicitation.

Transportation Policy Plan (TPP)

The Metropolitan Council's Transportation Policy Plan (TPP) is the primary source of current regional transportation policy for the Twin Cities Metropolitan Area. The 2040 TPP is one of four system plans developed under the Thrive MSP 2040 long-range plan for the Twin Cities region and served as guiding policy for the 2014 – 2024 solicitation cycles. The Council is expected to adopt a new 2050 TPP in early 2025 in conjunction with their updated regional 2050 long-range plan called Imagine 2050. The 2050 TPP will be considered for adoption beginning in 2024 and will replace the 2040 TPP as the primary source of regional transportation policy that guides the regional solicitation process.

Applicants in each funding cycle are required to demonstrate a project's consistency with the current TPP's goals and objectives, with this qualifying criterion being updated regularly as the TPP is amended.

The following five working goals and objectives for each goal have been developed for the 2050 TPP through a collaborative process between Met Council members, regional partners, the 2050 TPP Advisory Work Group and Technical Working Group, and community engagement:

Our Region is Equitable and Inclusive

The 2050 TPP will support enhancement of connectivity for historically disadvantaged communities, ensuring they have improved access to vital resources such as jobs, education, and various opportunities. It will also reflect a commitment to rectifying and eradicating the disproportionate and unjust impacts and harms that have been inflicted upon BIPOC communities through measures that address systemic inequalities and promote fairness.

OBJECTIVES:

- Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
- We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
- We better meet the transportation needs of people who have disabilities or limited mobility.



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Our Communities are Healthy and Safe

Transportation is a key social determinant of health. These social determinants of health are the factors in the environment where people live that impact their health and quality of life. Safe and affordable access to housing, food, education, job opportunities, and community and cultural resources can contribute to and support a region where our residents live healthy and rewarding lives with a sense of dignity and wellbeing. Safe transportation that provides travel options for residents is key to reaching these resources and improving the quality of life.

The 2050 TPP will support ensuring the health and safety of the region's communities, by enabling the creation of environments where individuals can travel without fear of injury or harm, regardless of the mode of transportation. This involves implementing measures to prevent accidents and minimize risks associated with transportation.

OBJECTIVES:

- People do not die or face life-changing injuries when using any form of transportation.
- People feel safer, more comfortable, and more welcome when using any form of transportation.
- We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (e.g., air quality, noise, light).
- People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Our Region is Dynamic and Resilient

People, businesses, and institutions in our region depend on transportation to meet their daily needs. A transportation system that is resilient and reliable provides robust and affordable access to destinations by any mode of travel people may choose. The 2050 TPP will support a reliable transportation system with predictable travel times; transportation choices that provide access to jobs, services, and community destinations; a resilient transportation system that withstands natural and human-caused disruptions.

OBJECTIVES:

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- People can better meet their daily needs with timely, reliable, direct, and affordable options beyond driving alone.
- People experience more predictable travel times without experiencing excessive delays when traveling on highways.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.



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We Lead on Addressing Climate Change

At 25 percent of total greenhouse gas emissions, the transportation sector generates the largest share of emissions in Minnesota. Most emissions in the transportation sector come from gas- and diesel-powered vehicles. The region's goal to lead on addressing climate change envisions a region where we have mitigated greenhouse gas emissions and support the state's goal of a net-zero economy by 2050. Meeting this goal requires a comprehensive approach that includes supporting the transition to electric vehicles, reducing vehicle miles traveled, and other greenhouse gas mitigation efforts, such as increased transit use, travel demand management and active transportation (walking, biking, and rolling).

OBJECTIVES:

- The region's transportation system minimizes its contributions to climate change.
- People have more access to and trust in zero emissions vehicle infrastructure.
- By 2050, the region reduces vehicle miles traveled by 20 percent per capita below 2019 levels.

We Protect and Restore Natural Systems

Natural systems include land, air, and water and their ecosystems. Transportation uses interact with these natural systems in a variety of ways: fragmenting natural habitats; noise, water, and air pollution; impacts from paved surfaces; and more. Typically, environmental analysis processes that are required by the state and federal governments address the impacts to natural systems caused by transportation projects. The policies that support the region's goal to protect and restore natural systems will promote and encourage protection, mitigation, and restoration efforts.

The 2050 TPP will prioritize the protection and restoration of the region's natural resources. The region's transportation system and the people who use it limit their impact on natural systems (e.g., air, water, vegetation, and habitat quality).

Equity in the TPP

The Met Council acknowledges the transportation system created by government decisions has excluded, unjustly harmed, and displaced some communities, and that many of these harms continue today. People who have suffered from a legacy of racism or other structural or systemic barriers include Black communities, Indigenous communities, communities of color, and people who have disabilities. Transportation should connect people to each other and meet their daily needs. Yet for some communities, transportation, or in some cases the lack of it, has created disconnection from destinations and formed barriers within communities. This plan acknowledges these effects and pairs them with actions to address these injustices and create beneficial connections for these communities.

Additional Regional Policy Guidance

The themes, priorities, and goals developed for each mode in the 2040 TPP were developed using up-to-date regional data and the findings of numerous regional studies. As a result, these studies have had an influence on the regional solicitation process of the past decade. Many of the studies and guides used in the development of the TPP are also directly referenced in the Regional Solicitation Application as they help inform application criteria. These plans are listed in Table 2 along with brief descriptions.



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Table 2. Secondary Policy Guide Document Summary

Plan	Description
<u>2019 Regional Bicycle Barriers Study Plan</u>	<p>This study uses findings from the 2015 Regional Bicycle Network to prioritize barrier crossing improvement opportunities, and to explain and document the results of the prioritization process. The study analysis was informed by a methodology developed through the National Cooperative Highways Research Project 803 (NCHRP 803).</p>
<u>Minnesota State Highway Investment Plan</u>	<p>MnDOT’s Minnesota State Highway Investment Plan (MnSHIP) is the transportation investment plan for highway-related expenditures on the state system.</p> <p>MnSHIP assumes \$37 billion of statewide highway investment over the next 20 years. It also notes that \$52-57 billion is needed to implement the vision established in Minnesota GO. This leaves a \$15-20 billion gap between the anticipated level of funding and what is needed over the 20-year period.</p> <p>The Transportation Advisory Board also approves the federal Highway Safety Improvement Program funding. These projects promote safety by addressing design elements to reduce crashes, particularly those of a severe nature.</p>
<u>2017 Principal Arterial Intersection Conversion Study (PAICS)</u>	<p>The Council and MnDOT worked with regional highway partners to analyze intersections on the non-freeway principal arterial system to identify and prioritize intersections that may be good candidates for conversion to grade-separated facilities - these include designs such as overpasses, interchanges, and other improvements to enhance safety and performance.</p> <p>The findings of the study are intended to inform regional planning and investment including incorporation in the TPP, guiding the “right-sizing” of proposed projects, and to support local funding decisions, (including in the regional solicitation process).</p> <p>The Intersection Mobility and Safety Study (2024) is an update of the Principal Arterial Intersection Conversion Study and should be used moving forward in scoring.</p>



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Plan	Description
<u>2017 Regional Truck Freight Corridor Study & 2021 Updated Regional Truck Corridors</u>	<p>In 2021 the regional truck freight corridors were updated. As a result of this update process, 13 additional corridors were integrated, along with a new regional freight facility. These additions were integrated into the TPP on January 26, 2022. Ultimately, influencing their prioritization for regional funding opportunities.</p>
<u>Congestion Management Safety Plan (2018)</u>	<p>The Congestion Management Safety Plan is a funding program that seeks to implement low-cost, high-benefit improvements to address congestion and safety problems on state highways within MnDOT's Metro District. The CMSP provides MnDOT with an important resource for planning investments that would reduce congestion and crashes and improve travel time reliability.</p> <p>The findings of the CMSP are also valuable for determining the value and importance to projects in the Regional Solicitation scoring process and should continue to be incorporated in the scoring process.</p>
<u>Pedestrian Safety Action Plan (2022)</u>	<p>In this plan the Council used a systemic approach to help identify roadway characteristics and locations that have a higher risk for serious pedestrian injuries and deaths regardless of if a crash had occurred at those locations in recent years. The document provides an additional source to use in criteria in the Regional Solicitation safety scoring measures besides crash data.</p>
<u>Regional Bicycle Transportation Network (RBTN)</u>	<p>The RBTN, developed in 2014, is the region's official bikeway network that sets priorities for investments and trail development across the region. The RBTN is important in the Regional Solicitation scoring process because projects that are part of the network are therefore supportive of regional development goals.</p>

Summary of Projects Funded From 2014-2024

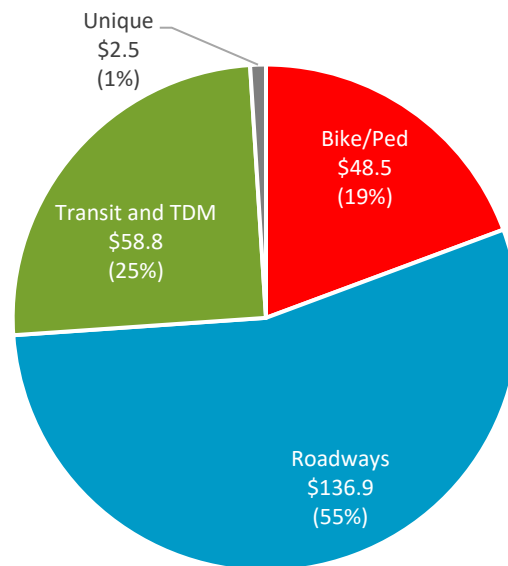
The following section summarizes how Regional Solicitation program funds were invested in roadways, transit, bikeways, pedestrian facilities, travel demand management, and related improvements in the five funding cycles from 2014-2024 and examines trends in selected applications from 2014-2024.

Over this period, \$1.5 billion in federal funds was distributed through the Regional Solicitation Process to 420 projects¹. The Regional Solicitation funding leveraged another \$1.6 billion from other sources, bringing the total regional investment to \$3.1 billion. The federal funding was distributed across the categories as follows:

- Roadways Including Multimodal Elements (55 percent, \$821.7 million)
- Transit and Travel Demand Management (25 percent, \$377.8 million)
- Bicycle and Pedestrian Facilities (19 percent, \$291.2 million)
- Unique Projects (1 percent, \$15.1 million)

The average amount distributed by solicitation for each mode is shown in the chart in Figure 4 below.

Figure 4. Average Regional Solicitation Cycle Federal Funding by Program, 2014 – 2024 (\$ millions)



¹ [Regional Solicitation Results including Selected Project Applications and Summary Tables](#)



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Some of the highlights of this federal funding process over the last six Regional Solicitation cycles (2014-2024) include:

Roadways Including Multimodal Elements (\$821.7 million)

Project highlights include:

- **Over \$357 million for roadway reconstruction and modernization projects**, including major, urban reconstruction projects such as Rice Street and Robert Street in Saint Paul, and Hennepin Avenue and Lake Street in Minneapolis. The roadway reconstruction and modernization application category were first introduced in 2014 to recognize the growing infrastructure, safety, and multimodal needs on corridors throughout the region.
- **Significant Investment in the State System by Cities and Counties**, including investment in major MnDOT corridors (see Table 7 for more details) that took place over several funding cycles. The Regional Solicitation funding was often one of the first competitive funding sources received for these projects and this funding then leveraged other competitive funding sources. Many of the corridors had major needs, but limited future MnDOT funding to address these needs beyond basic preservation of existing assets. These cooperative projects between local agencies and MnDOT improved safety and mobility on heavily traveled roadways, as well as built out missing trail and sidewalk systems. Some of the projects were interchange projects that were identified in the joint Met Council/MnDOT Principal Arterial Intersection Conversion Study and the 2040 TPP. Some of these corridors include:
 - Highways 10 and 65 in Anoka County
 - Highway 36 in Washington County
 - Highway 13 in Dakota and Scott Counties
 - Highway 169 in Scott and Hennepin Counties
 - Highway 252 in Hennepin County
 - Highways 5 and 212 in Carver County
- **\$7 million towards reconstruction of the Kellogg/3rd Street Bridge**, which helped leverage significant state funding to reconstruct the bridge. Once completed, the bridge will have improved bike/pedestrian accommodations that will be used by the Gold Line.
- **\$44 million toward dedicated safety improvements in the three previous funding cycles (2020, 2022 and 2024)**, including the Hi/Lake Safety Project, which will reconstruct the intersection of Lake Street and Hiawatha Avenue in Minneapolis.



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Safety is a key component of the Regional Solicitation and is one of the key determinants in project scoring and selection. This is reflected in the monetized safety benefit identified for the projects. These monetized benefits are shown by cycle year in Table 3 for selected roadway projects. This table also shows a large jump in total benefits in 2020. This was the same year that Spot Mobility and Safety Roadway category was added to the application.

Table 3. Monetized Safety Benefits as Reported by Applicants by Solicitation Year (Shown in \$ millions)

Cycle	Total Safety Benefit
2014	\$142.2
2016	\$160.1
2018	\$200.8
2020	\$395.0
2022	\$410.8
2024	\$293.0
Total	\$1,601.9

Transit and Travel Demand Management (\$377.8 million)

Project highlights include:

- **Over \$162 million toward transit expansion projects**, including projects along the Green Line LRT extension, Gold Line (I-494 Park & Ride Facility), and various corridor technology improvements to improve bus service.
- **Over \$20 million to improve and modernize existing transit service**, including transit stations along the Blue Line (Lake Street and Mall of America), Red Line and local bus service (Apple Valley Transit Station), and bus stop enhancements along other key corridors.
- **\$2.7 million towards MVTA connecting service** expansion supporting Orange Line. This supports the overall regional transit network goals.
- **\$75 million total toward ABRT projects (including F, G, and H Lines)** in the 2020, 2022, and 2024 solicitation cycles and similar levels of investments for the B, C, D, and E Lines within the Transit Expansion and Transit Modernization application categories from 2014 to 2020. Regional Solicitation has been a stable source of funding to leverage state and federal funding to complete these transit lines.
- **Funding for innovative TDM projects including carshare programs** (about \$160,000 for Car Free Life to offer closed Network Carshare in Minneapolis and Saint Paul) **and projects that explore alternative commute modes to cars** (\$275,000 for Move Minneapolis for developing tools for measuring multimodal commute levels)

Bicycle and Pedestrian Facilities (\$291.2 million)

Project highlights include:

- **Over \$218 million toward critical trail projects that enhance regional active transportation connections.** Example projects include the Bruce Vento Trail, Capital City Bikeway (multiple awards to build out this network over many funding cycles), Nine



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Mile Creek Regional Trail, Bryant Lake Regional Trail, Bassett Creek Regional Trail, Gateway State Trail, and many trail crossings and bridges.

- **Over \$46 million toward pedestrian improvements.** This includes sidewalk construction, pedestrian bridges, safety improvements and streetscaping for more than 30 projects around the region.
- **Over \$26 million for Safe Routes to School Projects around the region.** These include sidewalk construction, crossing improvements, trail construction, and other projects at 29 schools.
- **Bike/Pedestrian investments are tied to major transitways or roadway projects,** including the Gold Line, Highway 252, Highway 5, Blue Line Extension, and Green Line Extension.

Between the three project sub-categories in the Bicycle and Pedestrian Facilities modal category, millions of dollars have been leveraged to build over 100 critical miles of active transportation connections across the region. Table 4 and Table 5 break down the investment by solicitation cycle for trails and sidewalks built as part of pedestrian and bicycle projects and roadway projects respectively.

Table 4. Pedestrian and Bicycle Facility Projects Trail and Sidewalk Investments (2014 – 2024)

Cycle	Miles of Trails	Miles of Sidewalks	Total Miles	Investment in Trails and Sidewalks (millions)
2014	11.7	8.7	20.5	\$19.71
2016	13.8	11.1	24.9	\$19.86
2018	10.0	5.6	15.6	\$15.65
2020	15.8	9.9	25.6	\$24.39
2022	26.3	7.9	34.2	\$54.28
2024	23.9	17.3	41.3	\$46.92
Total	101.5	60.4	161.9	\$180.81

Table 5. Miles of Trails and Sidewalks Built as Part of Roadway Projects (2014 – 2024)

Cycle	Miles of Trails	Miles of Sidewalks	Total Miles	Investment in Trails and Sidewalks (millions)
2014	10.6	4.8	15.4	\$14.45
2016	9.6	5.8	15.4	\$8.07
2018	12.5	8.8	21.3	\$17.39
2020	8.2	8.7	16.9	\$25.02
2022	19.1	27.3	46.3	\$26.74
2024	16.4	13.6	30.0	\$28.54
Total	76.4	69.0	145.4	\$120.22



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Local Funding Share Match by Modal Category

The minimum requirement for a project’s local non-federal funding match is 20 percent. The actual amount funded by modal category varies across category and cycle. Table 6 shows the total percent of all project costs that was funded by local dollars broken down by modal category

The total local share varied slightly across funding cycles, but has generally remained consistent between 30 and 50 percent overall for all projects on average, with some variation within each mode year to year (from a low of 20 percent match for Unique projects in 2024 to a high of 66 percent for Transit and TDM projects in 2022).

Table 6. Local Match Share of Total Project Funding by Modal Category (2014 -2024 Cycles)

Modal Category	Total Local Match Share, 2014-2024
Bicycle and Pedestrian Facilities	33%
Roadways Including Multimodal Elements	56%
Transit and Travel Demand Management (TDM)	51%
Unique	51%

Regional Solicitation Federal Funding by Funding Program and Category

The funding amounts and the number of projects within each of the modal categories are broken down further by application category in Table 7.

Table 7. Regional Solicitation Federal Funding by Funding Program and Category, 2014-2024 (\$ millions)

Program Category	Number of Projects	Total Federal Amount	Avg. Federal Amount per Solicitation	Percent of Category Subtotal	Percent of Program Grand Total
Roadways Including Multimodal Elements Subtotal	161	\$821.67	\$136.95	1	55%
Traffic Management Technologies	23	\$34.72	\$5.79	4.23%	2%
Spot Mobility and Safety	18	\$44.79	\$7.46	5.45%	3%
Strategic Capacity	43	\$306.88	\$51.15	37.35%	20%
Roadway Reconstruction/ Modernization	62	\$357.20	\$59.53	43.47%	24%
Roadway Bridge	15	\$78.09	\$13.01	9.50%	5%
Transit and Travel Demand Management Subtotal	92	\$377.80	\$62.97	1	25%



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Program Category	Number of Projects	Total Federal Amount	Avg. Federal Amount per Solicitation	Percent of Category Subtotal	Percent of Program Grand Total
Arterial Bus Rapid Transit Project²	3	\$75.00	\$12.50	19.85%	5%
Transit Expansion	33	\$162.55	\$27.09	43.03%	11%
Transit Modernization	24	\$120.23	\$20.04	31.82%	8%
Travel Demand Management	32	\$20.02	\$3.34	5.30%	1%
Bicycle and Pedestrian Facilities Subtotal	157	\$291.20	\$48.53	1	19%
Pedestrian Facilities	42	\$46.72	\$7.79	16.04%	3%
Multiuse Trail and Bike Facilities	79	\$218.16	\$36.36	74.92%	14%
Safe Routes to School	36	\$26.33	\$4.39	9.04%	2%
Unique Projects Subtotal	10	\$15.12	\$2.52	100%	1%
Grand Total	420	\$1,505.79	\$250.96	4	100%

Funding for the State Roadway System

Across the first three categories in the 2014 – 2024 cycles, over \$400 million went toward projects that improved roads owned and maintained by the Minnesota Department of Transportation (MnDOT) directly or indirectly (e.g., the project improved another road or trail that shared an intersection with the state system). A list of these projects and the Federal funding leveraged for each is listed in Table 7 and a full list of projects is provided in Appendix C.

The total amount in federal funding for projects on or impacting the MnDOT system was about \$434.8 million, or 29 percent of the total federal funding awarded. Roadway projects made up about 92 percent of the federal funding that was used for projects that were on or impacted the MnDOT system. The other eight percent were bicycle and pedestrian and unique projects. Table 7 lists the amount and number of projects by application category. Highlights include:

² Four other ABRT projects were funded under expansion and modernization prior from 2014 to 2020, therefore the ABRT figures in this chart do not fully account for the funding allocated throughout this time period.



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- 49 percent (\$399.7 million) of all funding (821.7 million) distributed in the Roadway Including Multimodal Elements category went to projects on or significantly impacting the state system.
- 75 percent (\$228.8 million) of all funding (\$306.9 million) distributed in the Strategic Capacity category went to projects on or significantly impacting the state system.
- About 12 percent (\$33.9 million) of all funding (\$291.2 million) distributed in the Bicycle and Pedestrian Facilities category went to projects on or significantly impacting the state system.

Table 8. Projects that Include Improvements on the State Roadway System (2014 – 2024) (\$ millions)

Program Category	Number of Projects	Federal Funding	Project Cost
Roadways Including Multimodal Elements Subtotal	66	\$399.7	\$ 1,093.2
Traffic Management Technologies	6	\$10.4	\$15.6
Spot Mobility and Safety	7	\$16.4	\$49.8
Strategic Capacity	30	\$228.8	\$684.7
Roadway Reconstruction/ Modernization	21	\$13.2	\$270.5
Bridge	2	\$13.9	\$72.5
Bicycle and Pedestrian Facilities Subtotal	17	\$33.9	\$46.2
Multiuse Trails and Bicycle Facilities	12	\$25.7	\$35.7
Pedestrian Facilities	2	\$4.9	\$6.6
Safe Routes to School	2	\$2.2	\$2.7
Unique	1	\$1.2	\$1.2
Grand Total	83	\$434.8	\$ 1,140.6

Project Funding Geographic Breakdown

The geographic breakdown includes data from the previous 2014 evaluation (which evaluated years 2003 – 2013) and the current one (2014 – 2024). For the 2014 – 2024 cycles, regional projects and projects in multiple counties, (ABRT projects and regional traffic technology improvements, for example) were excluded from this analysis. Between the two funding cycles, the distribution of total funding and funding by modal category differed (see Figure 6 and Figure 8), but geographic distribution of funding on a per-capita basis was relatively consistent, with a few exceptions (see Figure 7 and Figure 9).

From 2003 to 2011 the total amount of funding distributed varied across counties. When looking at total distribution of funding (Figure 6), Hennepin County makes up 39 percent of the funding – more than double any other county’s share. However, on a per-capita basis, the distribution is more equal across the seven counties (Figure 7). Projects within Anoka, Dakota, Hennepin, Ramsey, and Washington counties generally received a similar amount of funding per-capita, while projects in Carver and Scott County received a greater share of the funding during the 10-year period. The percentage of total population and employment in the region by county is provided in Table 9 as well as the total share of Regional Solicitation funding by county.

Figure 5. Regional Solicitation Federal Funding by Project Category and County (2003 – 2013)

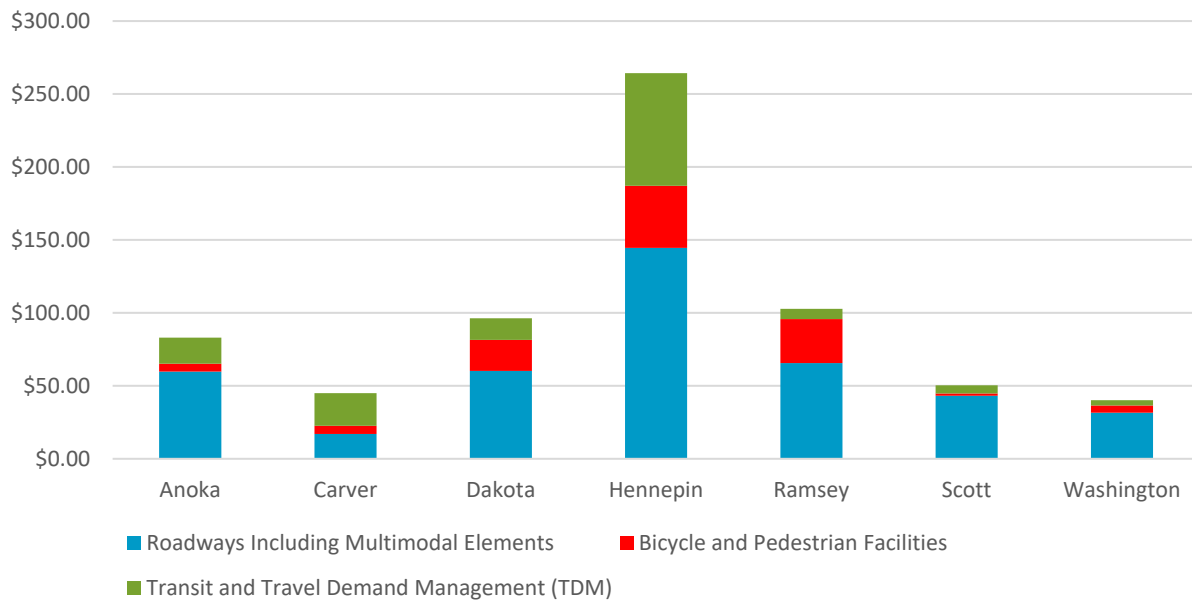


Figure 6. Regional Solicitation Federal Funding Per Capita³ by Project Category and County⁴ (2003 – 2013)

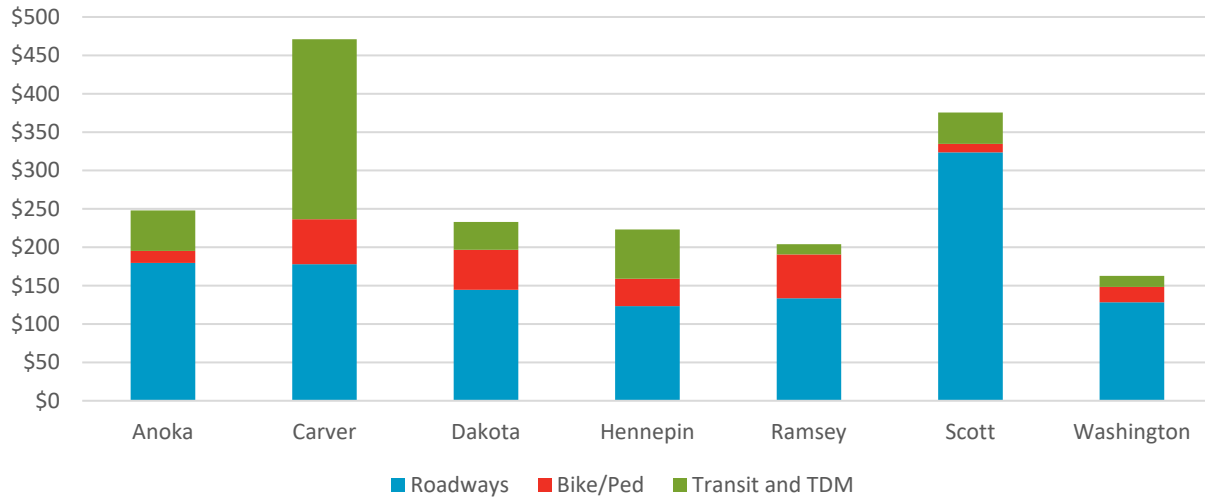


Table 9. 2003 – 2013 Average Population and Employment⁵ Percentage by County

	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington
Total Funding Share	12%	6%	14%	39%	16%	7%	6%
Population	12%	3%	14%	41%	18%	5%	8%
Employment	7%	2%	11%	53%	19%	3%	5%

The distribution of funding also differed across counties in the 2014 to 2024 cycles (see Figure 8 and Figure 9), Based on total distribution, half of the funding went to projects within Hennepin County, but on a per-capita basis, projects within Carver and Hennepin Counties received the most funding per-capita. The funding per-capita ranged from just under \$200 per capita (Washington County) to about \$525 per capita (Carver County). The percentage of total population and employment and percent share of overall funding by county is provided in Table 10. The employment distribution closely reflects each county’s population. A geographic representation of project distribution is shown on the map in Figure 10.

³ 2013 Population ACS 5-Year Estimates

⁴ Includes funding for all applicants within the respective counties.

⁵ U.S. Census Bureau LEHD employment estimates

Figure 7. Regional Solicitation Federal Funding by Funding Program and County (2014 – 2024)

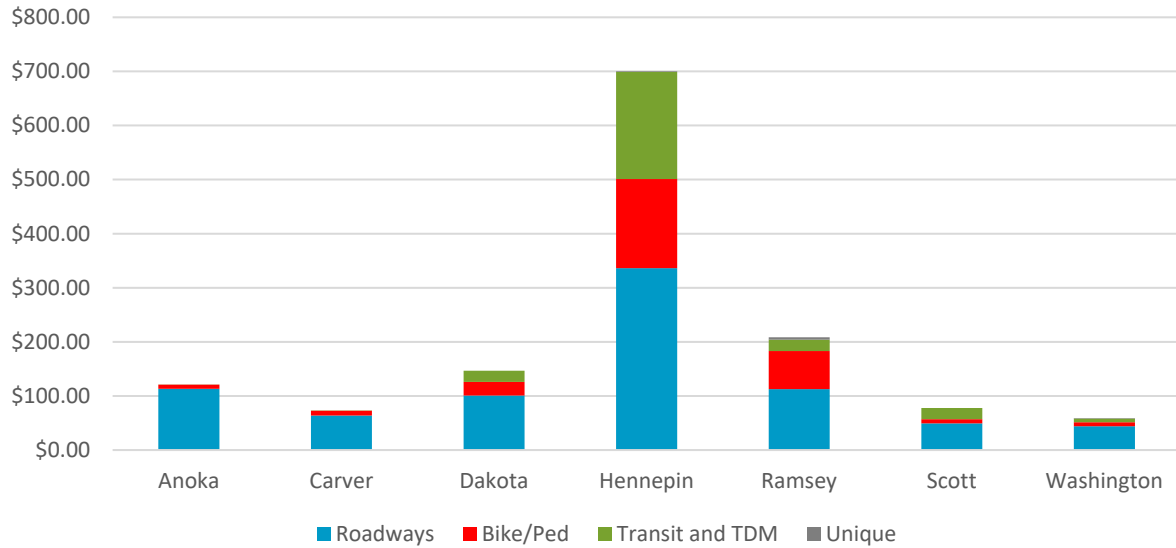
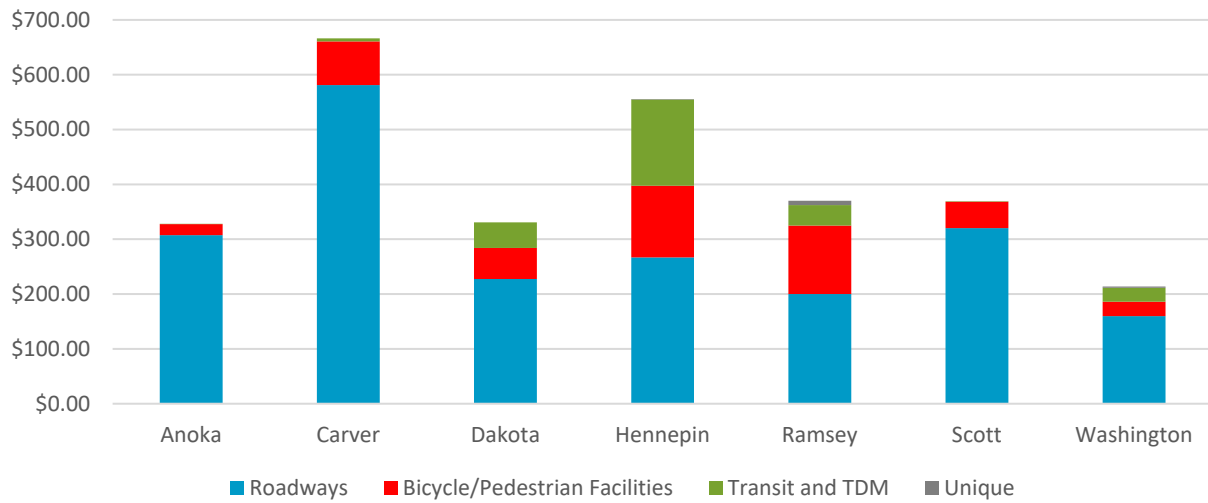


Figure 8. Regional Solicitation Federal Funding Per Capita⁶ by Funding Program and County⁷ (2014 – 2024)



⁶ 2022 Population ACS 5-Year Estimates

⁷ Includes funding for all applicants within the respective counties.



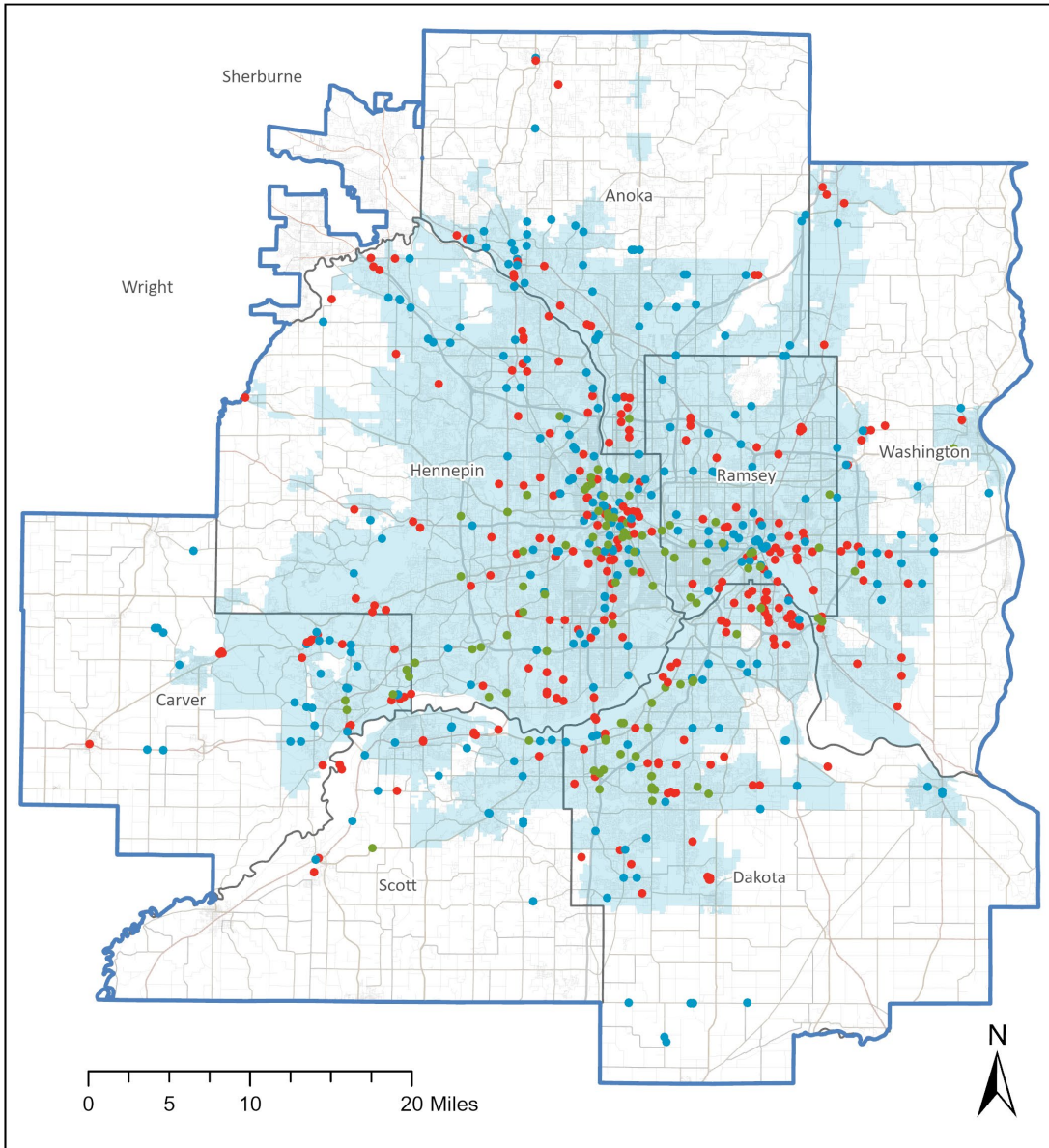
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Table 10. 2014 – 2024 Average Population and Employment⁸ Percentage by County

	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington
Total Funding Share	9%	5%	11%	51%	15%	4%	4%
Population	12%	3%	14%	41%	18%	5%	8%
Employment	7%	2%	11%	53%	19%	3%	5%

⁸ U.S. Census Bureau LEHD employment estimates

Figure 9. Map of Applications by Modal Category and Geographic Location (2014 – 2024)



Modal Category

- Bicycle and Pedestrian Facilities
- Roadways Including Multimodal Elements
- Transit and Travel Demand Management
- County Boundaries
- Urban Planning Area
- Metropolitan Planning Organization Area

Application Success Rate

Table 11 shows the number of project applications submitted and awarded by project applicants over the 2014-2024 period. Appendix D breaks the data set down further by showing success



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rate by applicant and project modal category. The data set in Appendix D, however, does not include projects with multiple applicants. Therefore, the total numbers are summarized differently. An analysis of funding awarded by project type reveals several results, including:

- In total, the success rate for project applications was approximately 50 percent (420 out of 835 projects), but varies considerably by funding category:
 - 48 percent for Roadways Including Multimodal Elements (161 out of 333)
 - 64 percent for Transit and Travel Demand Management (TDM) (92 out of 142)
 - 56 percent for Transit (60 out of 106)
 - 88 percent for TDM (32 out of 36)
 - 45 percent for Bicycle and Pedestrian Facilities (157 out of 346) – Figure 10 breaks these projects down by funding category.
 - 71 percent for Unique Projects (10 out of 14)
- Hennepin County and Anoka County as applicants submitted the highest number of applications for Roadway projects at 48 and 38 applications submitted, respectively.
- Metro Transit and the Cities of Minneapolis and Saint Paul have each submitted a high number of applications (61, 62 and 58, respectively) and have success rates above or at 66 percent.
- Within the average success rate of 50 percent, success rates by applicant type vary, including an overall success rate 41 percent for counties, 63 percent for transit agencies, 53 percent for cities, 65 percent for other agencies, and 65 percent for non-profit organizations.
 - In the previous evaluation, success rates by agency type were 42 percent for counties, 63 percent for transit agencies, 36 percent for cities, and 47 percent for other agencies (including non-profit organizations).
- Counties had success rates varying between 27 percent (Carver County) and 58 percent (Hennepin County). (Appendix D).
- All seven counties had success rates of at or above 35 percent for all projects submitted within their borders, regardless of applicant (Table 11).

Table 11. Applications and Success Rate by Location

County ¹	2014	2016	2018	2020	2022	2024	Total
Anoka	33% (3)	25% (4)	31% (5)	29% (4)	50% (6)	78% (7)	38% (29)
Carver	33% (4)	18% (2)	14% (1)	58% (7)	50% (6)	17% (1)	35% (21)
Dakota	38% (10)	35% (8)	32% (8)	29% (6)	35% (9)	67% (16)	39% (57)
Hennepin	56% (23)	57% (32)	51% (19)	61% (23)	67% (49)	60% (32)	60% (14)
Ramsey	67% (8)	52% (13)	38% (6)	42% (8)	89% (16)	55% (6)	56% (22)
Scott	27% (3)	57% (4)	29% (2)	20% (1)	100% (2)	50% (2)	39% (14)
Washington	50% (5)	29% (2)	33% (2)	33% (5)	43% (3)	63% (5)	42% (22)
Multiple	50% (6)	60% (6)	93% (13)	30% (3)	78% (7)	64% (7)	64% (42)

Key: Success rate percentage (total applications selected).

¹County where the project was located.

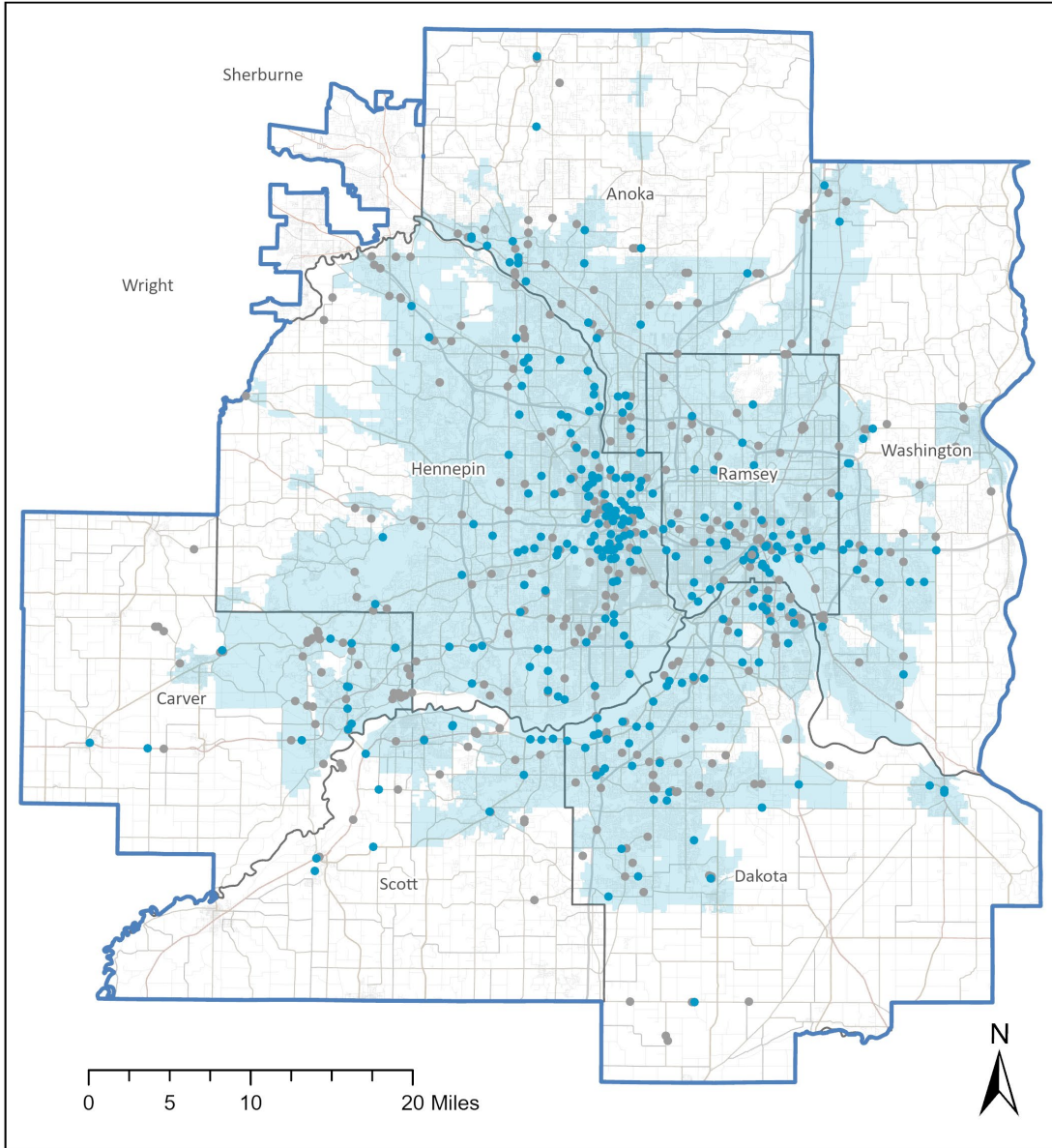
Selected Projects by Cycle

Applications submitted during the 2014 to 2024 cycles are presented below by whether they were selected for funding and project modal category in Figure 11. Apart from projects in the Unique category, Transit and Travel Demand Management (TDM) projects had the highest percent chance of being selected within their category (58 percent) though fewer projects in that category were selected overall. Figure 12 shows where selected and non-selected projects were located throughout the region.

Figure 10. Total Applications Submitted and Awarded by Mode (2014 – 2024)






Figure 11. Map of Applications Submitted (2014 - 2024)



Selected?

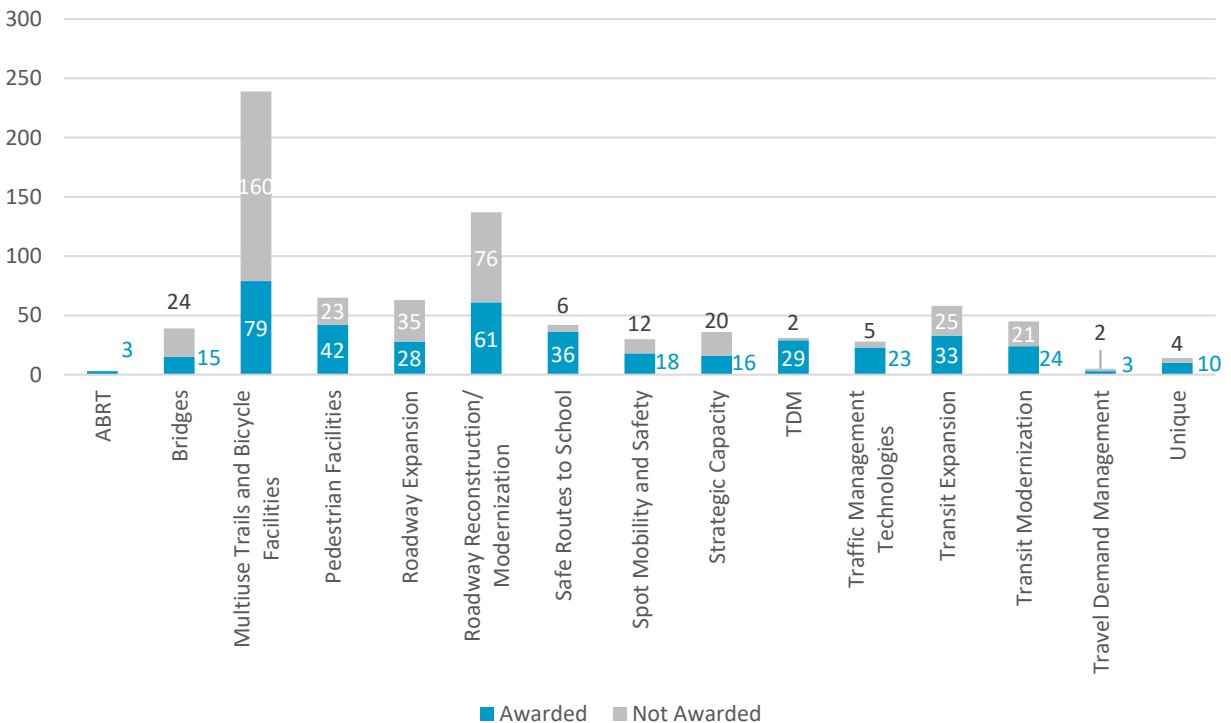
- No
- Yes

-  County Boundaries
-  Urban Planning Area
-  Metropolitan Planning Organization Area

Selected Projects by Application Category

Using data from applications and solicitation results, Figure 13 shows trends in application success rates by application category. In some cases, lower success rates within an application category are likely a result of a high number of overall applications (e.g., Multiuse Trails and Bicycle Facilities). Projects within this application category have a relatively low (33 percent) success rate, but the highest number of funded projects (79) of any sub-category. Table 12 below shows the rate of applications selected by application category.

Figure 12. Number of Applications Selected and not Selected by Application Category (2014 – 2024)





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Table 12. Percent of Applications Selected by Subcategory and Year (2014 - 2024)

Program Subcategory	2014	2016	2018	2020	2022	2024	Total
Roadways Including Multimodal Elements Subtotal	48% (31)	38% (26)	51% (22)	33% (19)	59% (36)	68% (27)	48% (161)
Bridges	17% (1)	25% (2)	38% (3)	29% (2)	100% (5)	40% (2)	38% (15)
Roadway Reconstruction and Modernization	36% (8)	37% (13)	47% (7)	24% (4)	58% (18)	65% (11)	45% (61)
Roadway Strategic Capacity	46% (12)	33% (7)	59% (10)	39% (7)	36% (4)	67% (4)	44% (44)
Spot Mobility and Safety	-	-	-	40% (4)	60% (6)	80% (8)	60% (18)
Traffic Management Technologies⁹	100% (10)	100% (4)	67% (2)	40% (2)	75% (3)	100% (2)	82% (23)
Transit and TDM Subtotal	55% (11)	62% (23)	65% (15)	52% (13)	82% (18)	80% (12)	65% (92)
Transit Expansion	44% (7)	50% (5)	75% (6)	36% (4)	88% (7)	80% (4)	57% (33)
Transit Modernization	100% (3)	31% (4)	40% (4)	44% (4)	83% (5)	100% (4)	53% (24)
Travel Demand Management	100% (1)	100% (14)	100% (5)	100% (4)	71% (5)	60% (3)	89% (32)
Arterial Bus Rapid Transit¹⁰	-	-	-	100% (1)	100% (1)	100% (1)	100% (3)
Bicycle and Pedestrian Facilities Subtotal	40% (19)	43% (21)	28% (17)	48% (25)	57% (41)	52% (34)	45% (157)
Multiuse Trails and Bicycle Facilities	39% (13)	31% (12)	28% (11)	29% (11)	39% (20)	32% (12)	33% (79)
Pedestrian Facilities	30% (3)	86% (6)	17% (2)	100% (8)	100% (11)	71% (12)	65% (42)
Safe Routes to School	60% (3)	100% (3)	50% (4)	100% (6)	100% (10)	100% (10)	86% (36)
Unique Subtotal	100% (1)	100% (1)	100% (2)	-	75% (3)	50% (3)	71% (10)
Grand Total	47% (62)	46% (71)	44% (56)	43% (57)	62% (98)	60% (75)	50% (420)

Key: Number of applications selected (Success rate percentage).

⁹ Sub-category was renamed from Roadway System Management to Traffic Management Technologies in 2020 (projects are combined for analysis).

¹⁰ ABRT projects were funded under expansion and modernization prior to 2020 Solicitation. Therefore, ABRT funding is not fully captured in this data.

Appendix A: Changes to the Regional Solicitation 1997-2024

Year in Effect	Topic Area	Change
1997	Consistency with Regional Policies	The Principal Arterial group recommended referencing the policies and objectives in the TPP and the most recent Transit Capital Plan in future solicitations.
1997	Consistency with Regional Policies	The 1997 Regional Solicitation added language that required the applicants provide a quantifiable response to show consistency with the region's 1996 Transit Redesign; the region's action plan to ensure long term viability of the transit system within existing financial constraints. Examples of subarea or corridor studies adopted by the region were provided.
1997	Local Plan Implementation	The Transportation Enhancement prioritizing criteria were revised to give higher priority to projects that fill missing links on existing facilities rather than planned ones. Applicants were required to indicate on a map if the proposed project fits in with other projects that are built, funded, programmed, or planned.
1997	Structure of the STP Roadway Categories	Comments were received from stakeholders about restructuring the process around improvement types (e.g., preservation, management, and expansion), rather than functional classification and mode. This was recommended for further discussion by the Funding & Programming Committee meeting. The committee discussed how MnDOT spends money on preservation of the trunk highway system and decided that re-writing the solicitation criteria would be difficult.
1997	Intermodal and Multimodal	The "A" Minor Reliever criteria were revised to ask whether public transit service was provided (including average daily ridership) on the Reliever route because public transit service should be part of the determination of how well a Minor Arterial can relieve a nearby Principal Arterial.
1997	Land Use and Housing Link to Transportation	The 1997 solicitation package included a 75-point Livable Communities Program Bonus addressing how the proposed project implements the Metropolitan Council's Regional Growth Strategy.
1997	Innovation	The TAC Funding & Programming Committee felt the "Innovation" criterion had lost its value and recommended eliminating it. TAB ultimately decided to drop the "Innovation" criterion.



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Year in Effect	Topic Area	Change
1999	Consistency with Regional Policies	Added a new criterion in all three categories related to the implementation of the region's Development Plan. In the STP and CMAQ categories, the new criterion was called "Regional Blueprint Implementation" and in Transportation Enhancements it was called "Integration of Land Use and Transportation." The purpose of the criterion was to measure how the project supported or enhanced development that furthers the concepts and priorities for land use in the Regional Blueprint.
1999	Consistency with Regional Policies	The 1999 Regional Solicitation included a Transit Capital category where projects could be funded with STP, CMAQ, or Regional Transit Capital (RTC) bond funds. The category allowed applicants to submit preservation projects as well as transit expansion projects. The category also allowed applicants to request RTC bond funds to match the federal funds requested in this category or to match federal projects previously awarded. The purpose was to fund needed transit preservation projects and to match the RTC funds with the federal projects. The Met Council would use the results of the solicitation to request RTC bond funds from the state legislature. TAB received 128 Preservation applications for things like bus transmissions, photo copiers, shop tools and buses.
1999	Transparency	The TAB adopted a new step in the solicitation process after staff reviewed the qualifying criteria. The Funding & Programming Committee invited all disqualified applicants to the meeting to plead their case or answer questions. The purpose of doing this was because members of the committee have an opportunity to defend a project in their jurisdiction at the meeting while others do not.
1999	Land Use and Housing Link to Transportation	The TAB and the Met Council introduced a supplemental source of transportation funds to promote and demonstrate the implementation of the Council's Livable Communities Program goals. Many project sponsors may be eligible to receive additional funding for projects that are consistent with these goals.
1999	Land Use and Housing Link to Transportation	Revised life cycle housing criteria for all nine categories.
2001	Consistency with Regional Policies	The Regional Transit Capital category was eliminated from the 2001 draft package. A number of problems and difficulties arose during the 1999 solicitation. It was decided by TAC and TAB that essential preservation projects such as needed bus replacements should not be subject to the competitive TEA-21 process. Transit capital expansion projects were still included in the 2001 solicitation. In addition, a subcommittee of the TAC Funding and Programming Committee was formed to review the transit cost effectiveness criteria in the solicitation.



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Year in Effect	Topic Area	Change
2001	Consistency with Regional Policies	The Integration of Land Use and Transportation criteria and Integration of Modes criteria were revised to be subsections of criteria under a larger Blueprint Implementation category in most of the funding categories (along with the affordable housing criteria). Each section was designed to address the integration issues that relate specifically to the types of projects applied for under the funding category. Examples were given to help clarify how applicants should respond.
2001	Example of Criteria Fine Tuning	STP Bikeway/Walkway: The 2001 solicitation clarified the eligibility of skyways under this category. Skyways that connect two private buildings are not eligible. A skyway must be open to the public during the same hours as the system of skyways to which the proposed project is to be linked.
2001	Transparency	The TAB added another step in the solicitation process by adding a formal process where applicants can request the TAC and Met Council staff to review the score assigned to their project. The decision whether to revise the score is made by the TAC Funding & Programming Committee in an open, public meeting.
2001	Land Use and Housing Link to Transportation	At the request of the Metropolitan Council and affordable housing advocates, the affordable housing performance score was added to the Regional Solicitation criteria in 2001. The purpose was to better align affordable housing needs with the Met Council's discretionary funding decisions and to provide an incentive for cities to produce and preserve more affordable housing. Each proposed project is assigned points based on the city or county submitting the application or based on geographic location.
2001	Land Use and Housing Link to Transportation	TAB included the TEA-21 Affordable Housing Enhancement Demonstration (AHED) program. The TAB set aside \$3.0 million to fund transportation enhancements to development or redevelopment of mixed income, compact, walkable, and transit-friendly communities with affordable housing. Staff from Metro Transit and the Metropolitan Council's Transportation and Community Services divisions developed criteria and administered the solicitation.
1999	Land Use and Housing Link to Transportation	The Integration of Land Use and Transportation criteria and Integration of Modes criteria, which in the previous solicitation appeared independently and sometimes sporadically, are now subsections of criteria under a larger Blueprint Implementation category in most of the funding categories (along with the affordable housing criteria). Each section is designed to address the integration issues that relate specifically to the types of projects applied for under the funding category. Examples are given to help clarify how applicants should respond.

Year in Effect	Topic Area	Change
1999	Solicitation Process	TAB revised its development schedule to include a public meeting on the draft Regional Solicitation package to collect public comment and recommendations from stakeholders.
2003	Structure of the STP Roadway Categories	Comments were received from stakeholders about restructuring the process around improvement types (e.g., preservation, management, and expansion), rather than functional classification and mode. This was recommended for further discussion by the Funding & Programming Committee meeting. The committee discussed how MnDOT spends money on preservation of the trunk highway system and decided that re-writing the solicitation criteria would be difficult.
2003	Minimum and Maximum Funding Levels	Due primarily to cost inflation and the need to make project applicants' efforts worth their while, the TAB made the following changes: <ul style="list-style-type: none"> • The minimum total project cost for all STP categories rose from \$250,000 to \$500,000 • The minimum total project cost for CMAQ projects rose from \$50,000 to \$150,000 • The maximum federal share for Transportation Enhancements rose from \$700,000 to \$1,000,000
2003	Refining and Focusing Region Investments	TAB developed a CMAQ category for transportation system management projects.
2005	Consistency with Regional Policies	The CMAQ Transit Expansion category was revised to include Corridor Priority and Location Suitability and Market Area Demand. These elements were part of the Metropolitan Council's transit planning methodologies.
2005	Land Use and Housing Link to Transportation	Addition of the Transportation Investments for Planned Economic Development Districts (TIPEDD) program process, guidelines, and application form.
2005	Refining and Focusing Region Investments	For the 2005 Regional Solicitation, the TAB expanded the eligibility of CMAQ Transit Expansion projects to include the concept of transitways – light rail lines, busways (later called Bus Rapid Transit) or commuter rail. The change was subtle and included the caveat that the TAB will fund only one transit expansion capital facility project per transitway, per solicitation. The prioritizing criteria included references to the corridor investment priorities and transitway corridors defined in the 2030 TPP.

Year in Effect	Topic Area	Change
2007	Innovation	The regional Travel Demand Management programs have been funded through the Regional Solicitation for many years. In the 2003 solicitation, the regional programs submitted one combined CMAQ application for funding all the programs (e.g., Metro Transit Commuter Services, downtown Transportation Management Organizations, I-494 Corridor Commission, etc.). The application ranked second of only two projects submitted in the CMAQ TDM/TSM subcategory, and was selected by the TAB. Because there was little competition in this category and the region has made a commitment to these programs, the TAB decided to remove TDM from the competitive solicitation process and instead directly allocate the maximum CMAQ amount to Metro Transit for distribution to the other Transportation Management Organizations. A study was completed in 2010 that recommended a program-level review of TDM activities to determine which programs should be funded.
2007	Innovation	The TAB voted to allocate \$500,000 in CMAQ funds to the Minnesota Pollution Control Agency for a diesel engine retrofit project. The MPCA added crankcase filters and smokestack filters to almost 100 publicly owned, heavy duty diesel trucks.
2007	Minimum and Maximum Funding Levels	The maximum amount of CMAQ funds awarded to Travel Demand Management programs and Transit Expansion projects increased to \$7.0 million. The maximum amount of STP funds awarded to “A” Minor Arterial Reliever, Expander, Augmenter projects, and Non-Freeway Principal Arterial projects rose to \$7.0 million.
2007	Minimum and Maximum Funding Levels	Added an assumed amount of inflation to the selected projects in 2007 when placed in the draft TIP. Prior to this, projects were programmed at the amount requested in the application and adjusted for inflation with each TIP development cycle.
2007	Refining and Focusing Region Investments	For the 2007 solicitation, the TAB ended the ability of applicants to submit more than one application for the same project, in different “A” Minor Arterial categories. The “A” Minor Arterial map was re-adopted showing only one designation for each “A” Minor Arterial.
2007	Refining and Focusing Region Investments	TAB revised the STP General Policies to include a provision that it would not fund more two “A” Minor Arterial projects that are within 3.5 miles of each other; or two Non-Freeway Principal Arterial projects that are within 7 miles of each other.
2009	Consistency with Regional Policies	TAB added the “Streetscapes” category to the Transportation Enhancement Program to provide a source of funds for urban pedestrian improvements along the line of Complete Streets.
2009	Solicitation Process	The application materials were made available through an FTP site where applicants could download the forms, fill them out, and submit them electronically.



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Year in Effect	Topic Area	Change
2011	Consistency with Regional Policies	“A” Minor Augmenter projects in the oldest parts of the region could not score competitively in congestion reduction or access management, so the number of projects submitted did not reflect the demand to reconstruct aging arterials in the core cities. The TAB added a new criterion: Roadway Age and Condition.
2011	Consistency with Regional Policies	The “A” Minor Connector criteria were revised to include an “integration of modes” criterion for projects in rural town centers where more biking and walking occurs.
2011	Consistency with Regional Policies	The qualifying criteria for STP “A” Minor Arterials and Non-Freeway Principal Arterials was changed to clearly state that the funding of new or reconstructed interchanges is conditional upon the successful completion of the Highway Interchange Requests Procedures described in Appendix E of the TPP.
2011	Consistency with Regional Policies	The Development Framework criteria were revised to remove the Natural Resource Protection criterion because this is a requirement in project development and the actual mitigation measures are not known until the project sponsor gets into preliminary design and environmental studies.
2011	Consistency with Regional Policies	The Development Framework criteria were revised to only ask the following question about Development Framework Planning Area Objectives: “How does the project support the 2030 local land use plan in the project area?”
2011	Consistency with Regional Policies	Development Framework and Access Management criteria were removed from the CMAQ System Management category because these projects did not affect land use or access management.
2011	Intermodal and Multimodal	The Integration of Modes criterion for the STP “A” Minor and Non-Freeway Principal Arterials was changed to evaluate whether bike/pedestrian elements connect to a larger system (existing and planned) and whether transit elements contribute to increased ridership. The purpose was to be more discerning in grading the bike/pedestrian elements because some are more beneficial than others.
2011	Intermodal and Multimodal	The CMAQ Transit Expansion Category was made into a more robust and important criterion. The revised category required applicants to describe how the proposed transit facility or service would be accessible by other modes and whether the project included elements to improve access by other modes. Priority was given to projects that are well-connected to non-motorized facilities.
2011	Innovation	The TAB voted to allocate \$500,000 to the Minnesota Pollution Control Agency to install electric vehicle recharging stations in the metro area.



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Year in Effect	Topic Area	Change
2011	Minimum and Maximum Funding Levels	The minimum total cost of a CMAQ System Management project was reduced to \$100,000 to encourage low-cost, high benefit traffic signal retiming projects that did not require expensive hardware.
2014	Application Process	Application Shortened by 50 Percent making it less time consuming and costly to prepare an application. Applications were also simplified by using quantitative measures where possible, instituting word counts for qualitative measures, and reducing the number of required attachments for applicants to submit.
2014	Application Process	For the first time, applications were filled out and submitted in a web-based format. Applicants could save completed sections and edit them later. For many of the quantitative questions, formulas were built into the online system, taking the place of dozens of worksheets and appendices
2014	Application Process	<p>Projects would now be submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAQ, and TAP). The applications were grouped into three primary modal evaluation categories:</p> <ol style="list-style-type: none"> 1. Roadways Including Multimodal Elements 2. Bicycle and Pedestrian Facilities 3. Transit and Travel Demand Management (TDM) Projects <p>By decoupling projects from the funding programs, this approach simplifies and streamlines the process so that projects do not need to be submitted in different categories, as was the case in the past. The modal approach is also less confusing for first-time applicants and provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.</p>



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Year in Effect	Topic Area	Change
2014	Consistency with the Regional Policy	<p>As the first Regional Solicitation since the adoption of Thrive MSP 2040, several enhancements were made to the criteria and measures to more closely align with regional policy, including:</p> <ul style="list-style-type: none"> • Economy: Job Concentrations, Manufacturing/Distribution Locations, and Educational Institutions included in Thrive MSP 2040 are used to measure the project's role in the regional transportation system and economy. • Equity and Affordable Housing: The impact of transportation investments on low-income populations, people of color, children, people with disabilities, and the elderly was measured for all projects. Affordable housing was also given greater weight than in past solicitations, consistent with its emphasis within Thrive MSP 2040. • Preservation and Modernization: Given the shortage of transportation funding and stated priority in the 2030 Transportation Policy Plan of preserving and modernizing the existing system, there were two new evaluation sub-categories to address this regional policy: Roadway Reconstruction/Modernization and Transit System Modernization. New measures were also added that give priority to improving the oldest infrastructure first.
2014	Criteria	Points were increased for multimodal facilities that are included as part of the project and multimodal connections made by the project. For roadway projects, the percentage of the total points for freight volumes as a measure of usage and the roadway's role in the regional transportation system and economy tripled relative to the 2011 Regional Solicitation.
2014	Scoring	In the past, volunteer scorers created the scoring methodology. As part of this current effort, technical experts for each mode created clear scoring guidelines and methods that are available to both applicants and scorers. This approach provides transparency and credibility to the scoring process and allows applicants to understand how they were scored prior to filling out an application.
2016	Criteria	Added a new cost effectiveness criterion to all application categories.
2016	Criteria	Adjusted measures to make roadways projects with railroad grade-separation elements more competitive.
2016	Criteria	Added the MnDOT/Metropolitan Council Interchange Request process as part of the Risk Assessment scoring.
2016	Criteria	Consolidated and simplified the Multimodal criteria and measures.
2016	Criteria	Focused the Transit Expansion usage measure on new transit riders and the Transit System Modernization usage measure on existing riders.



REGIONAL SOLICITATION EVALUATION

Year in Effect	Topic Area	Change
2016	Criteria	Included the ability for transit applicants to include letters from employers or educational institutions committing to provide last-mile shuttle service, resulting in the increased ability to earn points.
2016	Scoring	Inserted the scoring guidance into each application to give applicants more information regarding how their project was evaluated.
2016	Funding	Approved allocating \$10 million to \$15 million to the Bridge Rehabilitation/Replacement application category, with this money coming out of funding for Roadways Including Multimodal Elements.
2016	Funding	Increased the funding federal minimum award amounts.
2016	Funding	Within Roadways Including Multimodal Elements, at least one project was funded from each of the five eligible functional classifications: A-Minor Arterial Augmentors, Connectors, Expanders, and Relievers, as well as non-freeway Principal Arterials.
2016	Funding	Base-level 2020 and 2021 TDM funding for the TMOs and Metro Transit would be taken out of the Transit and TDM category. Additionally, there is \$1.2 million of TDM funding that is available for 2018 and 2019 for innovative projects.
2018	Funding	Approved allocating a minimum of \$10 million to the Bridge Rehabilitation/Replacement application category, with this money coming out of funding for Roadways Including Multimodal Elements.
2018	Application Process	Change the titles of the following application categories to better-reflect terminology in the 2040 Transportation Policy Plan. <ul style="list-style-type: none"> • Roadway Reconstruction/Modernization is now Roadway Reconstruction/Modernization and Spot Mobility. • Roadway System Management is now Traffic Management Technologies. Transit System Modernization is now Transit Modernization.
2018	Application Process	Required applicants to submit a “before” photo and a one-page project summary.
2018	Application Process	Transit projects were given an opportunity to have their ridership projections reviewed by Council staff prior to submittal to determine whether the scoring methodology is sound. Any applicant wanting to have an optional review should submit draft ridership information to the TAB Coordinator two weeks prior to the application deadline.



REGIONAL SOLICITATION EVALUATION

Year in Effect	Topic Area	Change
2018	Applicant Process	Included the MnDOT/Metropolitan Council Interchange Request process as a qualifying criterion.
2018	Applicant Process	Encouraged the option to submit transit ridership projections before the application deadline for Council review.
2018	Applicant Process	Required that each transit application must show independent utility and the points awarded in the application should only account for the improvements listed in the application.
2018	Applicant Process	Required that TDM applicants are properly categorized as a subrecipient in accordance with 2CFR200.330 and adhere to Subpart E Cost Principles of 2CFR200 under the proposed subaward.
2018	Applicant Process	Mandated that sponsoring agencies with greater than 50 employees are, at a minimum, working toward completing its Americans with Disabilities Act (ADA) Transition Plan.
2018	Applicant Process	Required applicants to limit each attachment to 15 8.5" by 11" pages.
2018	Consistency with Regional Policy	Incorporated regional prioritization studies into the project scoring including the Principal Arterial Intersection Conversion Study, Congestion Management and Safety Plan IV, and Regional Truck Corridor Study
2018	Criteria	Made improvements to the equity measure that address public outreach and mitigation of potential negative externalities.
2018	Criteria	Made a clear connection between Thrive MSP 2040, the Transportation Policy Plan, and the prioritization criteria and measures used to select projects in the Regional Solicitation
2018	Scoring	Staff would check project cost estimates for reasonableness and were able to deduct up to 50% of the points awarded in the Cost Effectiveness measure if the estimate is not reasonable.
2018	Scoring	Allowed flexibility for scoring committees to deviate from the scoring guidance when they can convey a sound rationale to the Funding & Programming Committee.
2018	Funding	Increased the maximum federal award for Travel Demand Management (TDM).



REGIONAL SOLICITATION EVALUATION

Year in Effect	Topic Area	Change
2020	Application Process	Within the Transit modal category, there is a new Arterial Bus Rapid Transit Project category. There is also a “New Market guarantee” to ensure that at least one Transit Expansion or Modernization project is funded that serves areas outside of Transit Market Area 1 and 2 from the Transportation Policy Plan for at least one end of the project. The combined maximum funding amount for bus rapid transit projects funded in the Arterial Bus Rapid Transit Project, Transit Expansion, and Transit Modernization categories were \$32,000,000.
2020	Applicant Process	Required completion of an Americans with Disabilities Act (ADA) transition plan as a qualifying criterion. Only substantial work toward completion of a plan was required in the last funding cycle.
2020	Applicant Process	Projects may apply for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), but projects can only be awarded funds from one of the two programs.
2020	Application Process/Funding	For the first time, 2.5% of the total available funds available were set-aside for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2024 and 2025 funds were allocated as part of the 2022 Regional Solicitation, closer to project implementation. TAB would first approve a funding level for the Travel Behavior Inventory/Regional Travel Model and then the remaining funds were considered for any submitted Unique Projects. TAB may elect to fund Unique Projects at an amount lower than 2.5% (approximately \$4.5 million), depending on the amount and quality of the submittals.
2020	Application Process/Funding	Added a new roadways application category, Spot Mobility and Safety, with a minimum award of \$1M and a maximum federal award of \$3.5M.
2020	Consistency with Regional Policy/Scoring	Included the Regional Bicycle Barriers Study into the scoring in the Multiuse Trails and Bicycle Facilities application category and the roadways application (Multimodal Facilities and Connections measure).
2020	Criteria	Began implementation of the region’s Congestion Management Process (CMP) using a new congestion measure in the roadway applications.
2020	Criteria	Added a new pedestrian safety measure in the roadway application categories to emphasize the regional need for improved pedestrian safety.



REGIONAL SOLICITATION EVALUATION

Year in Effect	Topic Area	Change
2020	Criteria	Included a new provision in the roadway Cost Effectiveness measure that allows projects that have been awarded other outside, competitive funding (e.g., state bonding, Transportation Economic Development Program, Minnesota Highway Freight Program), to reduce the total project cost for the purposes of the scoring measure by the amount of the outside funding award.
2020	Criteria	Added a new sub-part to the Risk Assessment measure that asks applicants about public and stakeholder involvement on the proposed project.
2020	Scoring	Improved the equity scoring measure to focus less on geography and more on the benefits and outreach specific to the project.
2020	Scoring	Added as a qualifying criterion that Multiuse Trails and Bicycle Facilities project sponsors include a letter from the operator of the facility confirming that they would maintain trails for year-round bicycle and pedestrian use, including snow and ice control.
2020	Funding	Set aside 2.5% of the total available funds for Unique Projects, including the Travel Behavior Inventory/Regional Travel Model. These 2024 and 2025 funds were allocated as part of the 2022 Regional Solicitation, closer to project implementation.
2020	Funding	Adjusted the modal funding ranges to increase the transit funding range by \$5M and reduce the Roadway midpoint by \$4M and Bicycle and Pedestrian midpoint by \$1M.
2020	Funding	Eliminated the \$10 million minimum set-aside for the Bridge application category but made it a \$10 million target.
2020	Funding	Changed the following federal award limits: <ul style="list-style-type: none"> • Decreased the Traffic Management Technologies maximum federal award from \$7M to \$3.5M. • Increased the Strategic Capacity (Roadway Expansion) maximum federal award from \$7M to 10M. • Increased the Transit Modernization minimum award from \$100,000 to \$500,000. • Increased the TDM minimum award from \$75,000 to \$100,000. • Established the Arterial Bus Rapid Transit Project maximum federal award at \$25M.
2022	Application Process	A TAB Working Group developed specific criteria, weighting, measures, and a selection process for unique project requests that was approved by the full TAB.



REGIONAL SOLICITATION EVALUATION

Year in Effect	Topic Area	Change
2022	Application Process	As part of the Regional Solicitation Before & After Study, Phase 2 (2021), a list of commonly used crash modification factors was created for use in roadway applications. Applicants have the option to use these crash modification factors, which are posted on the Metropolitan Council's Regional Solicitation website, under Application Resources.
2022	Application Process	As a first step to better engage with Minnesota's Tribal Nations, a map of the selected projects was distributed to the Minnesota Indian Affairs Council (MIAC) so that project sponsors would have ample time to coordinate on projects that potentially impacted culturally sensitive land. MIAC is also adding a query function to its website to help identify the overlap of projects areas and culturally sensitive land. Project sponsors may want to inquire about their project locations early in the project development process.
2022	Application Process	A TAB Working Group developed specific criteria, weighting, measures, and a selection process for unique project requests that was approved by the full TAB.
2022	Applicant Process	Purpose statements were added to describe the primary goals of each application type.
2022	Criteria	Based on the Pedestrian Safety Action Plan, the pedestrian safety measure was updated within the relevant roadway applications.
2022	Criteria	The Equity and Affordable Housing criterion was updated based on stakeholder feedback. This modified measure is used in each of the application categories.
2022	Scoring	Given the increase in fatalities and serious injury crashes in the region, TAB increased the number of points allocated to safety within the Roadway Spot Mobility and Safety application category.
2024	Application Process	Allowed Bridge Rehabilitation/Replacement project applications for funding on a wider range of roadway functional classifications (minor collector and above in the urban areas, or a major collector and above in the rural areas). This ensured that the bridges with the worst conditions in the transportation system are funded, regardless of functional classification.
2024	Criteria	Added language to clarify the project's significance to the region for the Unique Projects application (See 2024 Unique Projects application in Appendix B).
2024	Scoring	Increased the number of points awarded to safety related measures in most categories by 100 points in response to the increase in fatalities on the transportation system. This makes it the highest valued criterion in most application categories.



REGIONAL SOLICITATION EVALUATION



Appendix B: 2024 Unique Projects Application Form Page 3

Unique Projects – Application of Interest Form

PROJECT INFORMATION

1. PROJECT TITLE:
2. PROJECT LOCATION (limit 100 words):
3. BRIEF PROJECT DESCRIPTION (Include types of improvements – limit to 300 words):
4. PROJECT BUDGET AND SOURCES (Provide a general budget for the project and budget description; at a minimum, include anticipated total budget and federal request figures – limit to 100 words):

EVALUATION CRITERIA

1. Describe the project’s significance. Describe how the project will have a regional impact or how it could be expanded to more of the region. Describe how the project will be using new approaches to existing or emerging challenges, including “proof of concept” approaches.

RESPONSE: (Limit 2,800 characters; approximately 400 words)

2. Describe how the project will reduce the adverse environmental impacts of transportation.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

3. Describe how the project will directly improve racial equity, particularly for black, indigenous, and people of color.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

4. Describe how the project supports multimodal communities.

RESPONSE: (Limit 1,400 characters; approximately 200 words)

5. Describe how the project will build partnerships or collaboration.

RESPONSE: (Limit 1,400 characters; approximately 200 words)



Appendix C: MnDOT System Projects

Project	Category	Applicant	Federal Funding	Total Cost	Solicitation Cycle
East Bush Lake Road 494 Access Ramp	Strategic Capacity	Bloomington	\$7,000,000	\$15,280,100	2014
TH 5 Regional Trail from CSAH 17 to CSAH 101	Multiuse Trails and Bicycle Facilities	Carver County	\$321,520	\$401,900	2014
TH 5 Regional Trail from Minnewashta to Century	Multiuse Trails and Bicycle Facilities	Carver County	\$1,103,840	\$1,379,800	2014
TH 41 Expansion	Strategic Capacity	Carver County	\$7,000,000	\$9,639,000	2014
CSAH 42/TH 52 Interchange	Strategic Capacity	Dakota County	\$7,000,000	\$10,000,000	2014
Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26	Strategic Capacity	Dakota County	\$2,000,000	\$2,500,000	2014
I-94/Dale Street Interchange Reconstruction	Roadway Reconstruction and Modernization	Ramsey County	\$5,565,626	\$6,957,032	2014
TH 169/TH 41 Interchange	Roadway Expansion	Scott County	\$7,000,000	\$21,020,000	2014
CSAH 42 and TH 13 Intersection Reconstruction	Roadway Reconstruction and Modernization	Scott County	\$5,600,000	\$7,000,000	2014
Gateway State Trail - Hadley Avenue Bridge	Multiuse Trails and Bicycle Facilities	State of MN	\$1,000,000	\$1,399,851	2014
5th St. SE Pedestrian/Bicycle Bridge Replacement	Multiuse Trails and Bicycle Facilities	State of MN	\$2,089,738	\$2,612,172	2014
TH 47 CMAQ	Roadway System Management	State of MN	\$1,016,000	\$1,270,000	2014
TH 41 CMAQ	Roadway System Management	State of MN	\$564,000	\$705,000	2014
TH 120 CMAQ	Roadway System Management	State of MN	\$804,000	\$1,005,000	2014
TH 55 CMAQ	Roadway System Management	State of MN	\$288,000	\$360,000	2014
TH 61 CMAQ	Roadway System Management	State of MN	\$204,000	\$255,000	2014
TH 36/Hadley Avenue (CSAH 35) Interchange Project	Roadway System Management	Washington County	\$7,560,000	\$11,988,000	2014



REGIONAL SOLICITATION EVALUATION

Project	Category	Applicant	Federal Funding	Total Cost	Solicitation Cycle
Washington County CSAH 13 Expansion	Strategic Capacity	Washington County	\$2,636,800	\$3,296,000	2014
Fairoak Ave Underpass of Highway 10	Roadway Reconstruction and Modernization	Anoka	\$7,000,000	\$26,000,000	2016
TH 252 Pedestrian Overpass at 70th Avenue North	Multiuse Trails and Bicycle Facilities	Brooklyn Center	\$1,902,640	\$2,378,300	2016
TH 252 Interchange at 66th Avenue North and close 70th Avenue North	Strategic Capacity	Brooklyn Center	\$7,000,000	\$18,767,893	2016
US Hwy 169/101st Avenue North Interchange	Strategic Capacity	Brooklyn Park	\$7,000,000	\$24,451,740	2016
Highway 212 SRTS Crossing	Safe Routes to School	Carver County	\$1,225,360	\$1,531,700	2016
Brockton Lane Interchange	Roadway Expansion	Dayton	\$7,000,000	\$13,989,551	2016
I-394/Plymouth Rd Ramp Intersection	Roadway Reconstruction and Modernization	Minnetonka	\$4,504,000	\$5,630,000	2016
I-694/Rice Street (CSAH 49) Interchange Reconstruction	Roadway Reconstruction and Modernization	Ramsey County	\$7,000,000	\$11,659,311	2016
77th Street Extension and TH 77 Underpass	Strategic Capacity	Richfield	\$7,000,000	\$15,115,000	2016
Snelling Avenue Improvements near County Road C	Strategic Capacity	Roseville	\$2,718,292	\$3,397,865	2016
US 169 and CSAH 14 Grade Separation	Strategic Capacity	Scott County	\$4,702,433	\$5,878,041	2016
Highway 13/County Road 21 Intersection	Roadway Reconstruction and Modernization	Scott County	\$4,929,040	\$6,161,300	2016
Highway 36/Manning Ave Interchange	Strategic Capacity	Washington County	\$7,000,000	\$11,850,000	2016
Hwy 10 and Thurston Avenue Interchange Project	Strategic Capacity	Anoka	\$7,000,000	\$30,782,800	2018
Cliff Road at I-35W South Ramps Improvement Project	Roadway Reconstruction and Modernization	Burnsville	\$2,632,000	\$3,290,200	2018



REGIONAL SOLICITATION EVALUATION

Project	Category	Applicant	Federal Funding	Total Cost	Solicitation Cycle
Highway 212 Expansion from Cologne to Carver	Strategic Capacity	Carver County	\$7,000,000	\$39,340,000	2018
County Rd 610/I-94 Interchange	Strategic Capacity	Maple Grove	\$7,000,000	\$20,477,000	2018
CSAH 17 Bicycle and Pedestrian Bridge over US 169	Multiuse Trails and Bicycle Facilities	Scott County	\$950,080	\$1,187,600	2018
TH 13 and Dakota Avenue Freight Access and Mobility Project	Strategic Capacity	Scott County	\$5,750,000	\$25,940,000	2018
TH 169/TH 47 and TH 10 Interchange Modernization Project in Anoka, MN	Roadway Reconstruction and Modernization	State of MN	\$7,000,000	\$27,130,969	2018
Ramsey Blvd and Hwy 10 Intersection Improvements	Strategic Capacity	Anoka County	\$10,000,000	\$29,300,000	2020
Highway 5 Arboretum Area Mobility and Access Improvement Project	Strategic Capacity	Carver County	\$10,000,000	\$13,440,000	2020
Hwy 41 and CSAH 10 Mobility and Access Improvement	Strategic Capacity	Carver County	\$7,000,000	\$11,312,000	2020
US 212 & CSAH 51 Intersection Safety Project	Spot Mobility and Safety	Carver County	\$3,500,000	\$8,263,000	2020
TH 65 at 99th Ave NE Grade Separation	Strategic Capacity	Blaine	\$10,000,000	\$29,800,000	2020
TH 252/Brookdale Drive Interchange	Strategic Capacity	Brooklyn Park	\$10,000,000	\$33,215,015	2020
I-35W Frontage Trail /I-35W Minnesota River Crossing	Multiuse Trails and Bicycle Facilities	Burnsville	\$388,000	\$485,000	2020
Highway 41 Pedestrian Improvements in Historic Downtown Chaska	Pedestrian Facilities	Chaska	\$1,000,000	\$1,754,000	2020
MN 41 Safe Routes to School Pedestrian Underpass Project	Safe Routes to School	Chaska	\$933,360	\$1,166,700	2020



REGIONAL SOLICITATION EVALUATION

Project	Category	Applicant	Federal Funding	Total Cost	Solicitation Cycle
Johnson Street NE/ I-35W South Ramps Intersection Improvements	Spot Mobility and Safety	Minneapolis	\$1,497,200	\$1,871,500	2020
Replacement of Kellogg-Third Street Bridge No. 62080 & 62080A	Bridges	Saint Paul	\$7,000,000	\$63,903,000	2020
Robert Street Reconstruction	Roadway Reconstruction and Modernization	Saint Paul	\$7,000,000	\$18,000,000	2020
Rockford Rd Bridge Replacement	Bridges	Hennepin County	\$6,888,000	\$8,610,000	2020
Maple Street/I-94 Pedestrian Bridge Replacement	Pedestrian Facilities	Ramsey County	\$3,888,000	\$4,858,000	2020
TH 169, TH 282 and CSAH 9 Interchange	Strategic Capacity	Scott County	\$10,000,000	\$24,000,000	2020
Century-Greenway Trail	Multiuse Trails and Bicycle Facilities	Washington County	\$825,865	\$1,032,331	2020
Lake Elmo Ave and TH 36 Intersection Improvements	Strategic Capacity	Washington County	\$10,000,000	\$34,733,130	2020
Saint Francis Blvd Corridor Improvements	Roadway Reconstruction and Modernization	Anoka	\$4,951,600	\$6,257,000	2022
TH 65 at CSAH 12 (109th Avenue) and 105th Avenue Interchange in Blaine	Roadway Expansion	Anoka County	\$10,000,000	\$32,963,662	2022
Highway 13 and Nicollet Avenue Mobility Improvement Project	Strategic Capacity	Burnsville	\$10,000,000	\$32,185,000	2022
Hwy 5/Highway 11 Intersection Safety Improvements	Spot Mobility and Safety	Carver County	\$2,400,000	\$3,000,000	2022
Hwy 169 at 109th Ave Improvements	Spot Mobility and Safety	Brooklyn Park	\$2,494,800	\$3,118,500	2022
Trunk Highway 100/Hennepin CSAH 158 (Vernon Avenue) Interchange Reconstruction	Roadway Reconstruction and Modernization	Edina	\$4,213,200	\$5,266,500	2022



REGIONAL SOLICITATION EVALUATION

Project	Category	Applicant	Federal Funding	Total Cost	Solicitation Cycle
Project					
26th and Hiawatha Safety Improvements	Spot Mobility and Safety	Minneapolis	\$1,329,600	\$1,662,100	2022
TH 101 and I-94 Diverging Diamond Interchange Upgrade	Roadway Reconstruction and Modernization	Rogers	\$6,780,000	\$8,475,000	2022
TH 120 (Century Ave) Reconstruction and Modernization	Roadway Reconstruction and Modernization	Stillwater	\$7,000,000	\$8,972,429	2022
Phase 1 Bruce Vento Reg. Trail Ext.	Multiuse Trails and Bicycle Facilities	Ramsey County	\$4,000,000	\$7,000,000	2022
I-35E/CR J Addition of Missing Interchange Ramps and CR J Roundabouts	Strategic Capacity	Ramsey County	\$10,000,000	\$14,549,729	2022
Point Douglas Regional Trail Phase 1	Multiuse Trails and Bicycle Facilities	Saint Paul	\$5,500,000	\$6,875,000	2022
Waconia TH 5 Phase 2 Reconstruction	Roadway Reconstruction and Modernization	Waconia	\$7,000,000	\$11,275,900	2022
Highway 169 and County Road 130 Interchange Reconstruction	Roadway Reconstruction and Modernization	Maple Grove	\$7,000,000	\$14,635,000	2022
TH 65/Bunker Lake Boulevard Interchange	Strategic Capacity	Anoka County	\$10,000,000	\$37,125,000	2024
Highway 13 Lynn to Washburn Safety & Mobility Project	Strategic Capacity	Burnsville	\$10,000,000	\$84,664,100	2024
TH 5 and TH 41 Intersection Modernization	Roadway Reconstruction and Modernization	Carver County	\$7,000,000	\$13,526,900	2024
TH 47 at BNSF Railroad Crossing	Roadway Reconstruction and Modernization	Anoka	\$7,000,000	\$19,848,000	2024
TH 610 and East River Road Interchange Reconstruction	Strategic Capacity	Coon Rapids	\$10,000,000	\$35,687,000	2024
River to River Greenway Valley Park Trail & TH 149 Underpass	Multiuse Trails and Bicycle Facilities	Dakota County	\$2,080,000	\$2,600,000	2024
Hastings Highway 61	Roadway Reconstruction and	Hastings	\$7,000,000	\$21,408,861	2024



REGIONAL SOLICITATION EVALUATION

Project	Category	Applicant	Federal Funding	Total Cost	Solicitation Cycle
Modernization	Modernization				
University Avenue and 4th Street Separated Bicycle Facilities	Multiuse Trails and Bicycle Facilities	Minneapolis	\$5,500,000	\$8,360,130	2024
University Avenue NE (TH 47) Complete Streets Project (Central Avenue NE to 9th Avenue NE)	Roadway Reconstruction and Modernization	Minneapolis	\$7,000,000	\$9,232,520	2024
TH 47/St. Francis Blvd Modernization	Roadway Reconstruction and Modernization	Saint Francis	\$7,000,000	\$17,988,868	2024
Robert Street Reconstruction	Roadway Reconstruction and Modernization	Saint Paul	\$7,000,000	\$21,825,000	2024
TH 13 and Quentin Ave Innovative Intersection	Spot Mobility and Safety	Savage	\$3,500,000	\$29,829,000	2024
Highway 61 and County Road 50 Intersection	Spot Mobility and Safety	Washington County	\$1,674,880	\$2,093,600	2024
Minneapolis Ramp A Mobility Hub	Unique	Minneapolis	\$1,218,064	\$1,218,064	2024



REGIONAL SOLICITATION EVALUATION

Appendix D: Application Success Rate by Applicant and Modal Category

Applicants	Roadways Including Multimodal Elements			Transit and TDM			Bicycle and Pedestrian Facilities			Unique			Grand Total		
	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%
County Subtotal	88	210	42%	3	7	43%	42	108	39%	1	1	100%	134	326	41%
Anoka	11	38	29%	1	1	100%	2	7	29%	0	0	-	14	46	30%
Carver	9	30	30%	0	0	-	3	15	20%	0	0	-	12	45	27%
Dakota	16	35	46%	0	2	0%	10	30	33%	0	0	-	26	67	39%
Hennepin	25	48	52%	0	0	-	17	24	71%	0	0	-	42	72	58%
Ramsey	9	23	39%	0	0	-	3	11	27%	0	0	-	12	34	35%
Scott	8	16	50%	1	2	50%	2	7	29%	0	0	-	11	25	44%
Washington	10	20	50%	1	2	50%	5	14	36%	1	1	100%	17	37	46%
Cities Subtotal	66	115	57%	4	9	44%	102	206	50%	4	4	100%	176	334	53%
Anoka	4	5	80%	0	0	-	1	4	25%	0	0	-	5	9	56%
Apple Valley	0	0	-	0	4	0%	1	4	25%	0	0	-	1	8	13%
Arden Hills	0	0	-	0	0	-	1	3	33%	0	0	-	1	3	33%
Blaine	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Bloomington	3	3	100%	0	0	-	6	10	60%	0	0	-	9	13	69%



REGIONAL SOLICITATION EVALUATION

Applicants	Roadways Including Multimodal Elements			Transit and TDM			Bicycle and Pedestrian Facilities			Unique			Grand Total		
	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%
Brooklyn Center	3	3	100%	0	0	-	2	2	100%	0	0	-	5	5	100%
Brooklyn Park	5	6	83%	0	0	-	3	8	38%	0	0	-	8	14	57%
Burnsville	3	3	100%	0	0	-	4	8	50%	0	0	-	7	11	64%
Carver	0	0	-	0	0	-	0	1	0%	0	0	-	0	1	0%
Champlin	1	2	50%	0	0	-	0	0	-	0	0	-	1	2	50%
Chanhassen	0	2	0%	0	0	-	0	1	0%	0	0	-	0	3	0%
Chaska	0	1	0%	0	0	-	4	5	80%	0	0	-	4	6	67%
Columbia Heights	0	0	-	0	0	-	1	2	50%	0	0	-	1	2	50%
Coon Rapids	1	3	33%	0	0	-	1	3	33%	0	0	-	2	6	33%
Cottage Grove	0	0	-	0	0	-	0	3	0%	0	0	-	0	3	0%
Crystal	0	2	0%	0	0	-	0	0	-	0	0	-	0	2	0%
Dayton	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Eagan	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Eden Prairie	0	0	-	1	1	100%	0	2	0%	0	0	-	1	3	33%
Edina	1	2	50%	0	0	-	0	2	0%	0	0	-	1	4	25%
Farmington	0	0	-	0	0	-	1	5	20%	0	0	-	1	5	20%
Forest Lake	0	0	-	0	0	-	1	2	50%	0	0	-	1	2	50%



REGIONAL SOLICITATION EVALUATION

Applicants	Roadways Including Multimodal Elements			Transit and TDM			Bicycle and Pedestrian Facilities			Unique			Grand Total		
	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%
Fridley	0	0	-	0	0	-	3	5	60%	0	0	-	3	5	60%
Hastings	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Hopkins	0	0	-	1	1	100%	0	1	0%	0	0	-	1	2	50%
Inver Grove Heights	0	1	0%	0	0	-	2	4	50%	0	0	-	2	5	40%
Jordan	0	0	-	0	0	-	1	2	50%	0	0	-	1	2	50%
Lakeville	0	1	0%	0	0	-	1	5	20%	0	0	-	1	6	17%
Lino Lakes	0	0	-	0	0	-	0	2	0%	0	0	-	0	2	0%
Little Canada	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Mahtomedi	0	0	-	0	0	-	1	1	100%	0	0	-	1	1	100%
Maple Grove	2	5	40%	0	0	-	0	0	-	0	0	-	2	5	40%
Mendota Heights	0	0	-	0	0	-	0	1	0%	0	0	-	0	1	0%
Minneapolis	15	24	63%	1	2	50%	27	35	77%	1	1	100	44	62	71%
Minnetonka	1	1	100%	0	0	-	1	2	50%	0	0	-	2	3	67%
New Hope	0	0	-	0	0	-	1	1	100%	0	0	-	1	1	100%
Oakdale	0	0	-	0	0	-	1	3	33%	0	0	-	1	3	33%
Plymouth	0	0	-	0	0	-	0	1	0%	0	0	-	0	1	0%
Ramsey	0	0	-	0	0	-	0	1	0%	0	0	-	0	1	0%



REGIONAL SOLICITATION EVALUATION

Applicants	Roadways Including Multimodal Elements			Transit and TDM			Bicycle and Pedestrian Facilities			Unique			Grand Total		
	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%
Richfield	2	6	33%	0	0	-	3	6	50%	0	0	-	5	12	42%
Rogers	1	5	20%	0	0	-	0	4	0%	0	0	-	1	9	11%
Rosemount	0	0	-	0	0	-	0	4	0%	0	0	-	0	4	0%
Roseville	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Saint Francis	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Saint Louis Park	1	1	100%	1	1	100%	2	3	67%	0	0	-	4	5	80%
Saint Paul	13	25	52%	0	0	-	23	31	74%	2	2	100%	38	58	66%
Savage	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Shakopee	1	2	50%	0	0	-	0	5	0%	0	0	-	1	7	14%
Shorewood	0	0	-	0	0	-	0	2	0%	0	0	-	0	2	0%
South Saint Paul	0	2	0%	0	0	-	3	7	43%	0	0	-	3	9	33%
Victoria	0	0	-	0	0	-	1	1	100%	0	0	-	1	1	100%
Waconia	1	1	100%	0	0	-	0	0	-	0	0	-	1	1	100%
Wayzata	0	0	-	0	0	-	0	1	0%	0	0	-	0	1	0%
West Saint Paul	0	0	-	0	0	-	5	9	56%	1	1	100%	6	10	60%
Woodbury	0	1	0%	0	0	-	1	4	25%	0	0	-	1	5	20%
Transit Agency Subtotal	0	0	-	52	83	63%	0	0	-	1	1	100%	54	84	64%



REGIONAL SOLICITATION EVALUATION

Applicants	Roadways Including Multimodal Elements			Transit and TDM			Bicycle and Pedestrian Facilities			Unique			Grand Total		
	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%
Metro Transit	0	0	-	41	59	69%	0	0	-	1	1	100%	42	60	70%
Minnesota Valley Transit Authority	0	0	-	7	9	78%	0	0	-	0	0	-	7	9	78%
SouthWest Transit	0	0	-	5	15	33%	0	0	-	0	0	-	5	15	33%
Other Agency Subtotal	7	8	88%	4	4	100%	13	32	41%	4	4	100%	28	48	58%
Metro Council	0	0	-	1	1	100%	0	0	-	4	4	100%	5	5	100%
MnDNR	0	0	-	0	0	-	0	1	0	0	0	-	0	1	0%
MnDOT	1	2	50%	0	0	-	0	0	-	0	0	-	1	2	50%
State of MN	6	6	100%	0	0	-	2	2	100%	0	0	-	8	8	100%
Three Rivers Park District	0	0	-	0	0	-	11	29	38%	0	0	-	11	29	38%
University of MN	0	0	-	3	3	100%	0	0	-	0	0	-	3	3	100%
Non-Profit Subtotal	0	0	-	28	39	72%	0	0	-	0	4	0%	28	43	65%
Bicycle Alliance of Minnesota	0	0	-	2	2	100%	0	0	-	0	0	-	2	2	100%
CarFreeLife	0	0	-	2	2	100%	0	0	-	0	0	-	2	2	100%
Cycles for Change	0	0	-	2	2	100%	0	0	-	0	0	-	2	2	100%
Cycling Without Age Twin Cities	0	0	-	1	1	100%	0	0	-	0	0	-	1	1	100%



REGIONAL SOLICITATION EVALUATION

Applicants	Roadways Including Multimodal Elements			Transit and TDM			Bicycle and Pedestrian Facilities			Unique			Grand Total		
	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%	Awards	Total	%
Dakota County Chamber of Commerce	0	0	-	0	1	0%	0	0	-	0	0	-	0	1	0%
Global Wellness Hyperloop	0	0	-	0	0	-	0	0	-	0	2	0%	0	2	0%
HOURECAR	0	0	-	2	2	100%	0	0	-	0	0	-	2	2	100%
Minneapolis Bicycle Coalition	0	0	-	1	1	100%	0	0	-	0	0	-	1	1	100%
Minnesota Valley Transit Authority	0	0	-	9	18	50%	0	0	-	0	0	-	9	18	50%
Move Minneapolis	0	0	-	1	1	100%	0	0	-	0	0	-	1	1	100%
MOVE Minnesota	0	0	-	4	5	80%	0	0	-	0	1	0%	4	6	67%
Nice Ride MN	0	0	-	2	2	100%	0	0	-	0	0	-	2	2	100%
OurStreets Mpls					0	-	0	0	-	1	1	0%	0	1	0%
Saint Paul Smart Trips	0	0	-	2	2	100%	0	0	-	0	0	-	2	2	100%
Grand Total	161	333	48%	91	142	64%	157	346	45%	10	14	71%	420	835	50%