

## Information Item

**DATE:** November 16, 2018  
**TO:** TAB, TAC, and Funding & Programming Committees  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
Steve Peterson, Manager of TAB/TAC Process (651-602-1819)  
**SUBJECT:** Developing Funding Alternatives for the Regional Solicitation

With scoring appeals process completed and the final scores for the 2018 Regional Solicitation tabulated, the TAB, TAC, and Funding & Programming Committees will turn toward development of the attached draft funding alternatives. In order to enable TAB to approve final funding options at its January 16, 2019, meeting, Funding & Programming will need to provide input to TAB at its December 20, 2018, meeting and TAC at its January 3, 2019, meeting.

At the October 17, 2018, TAB meeting, the Committee provided feedback to Council staff on the general themes that should be developed as part of the funding scenarios.

### **Preliminary Funding Scenarios:**

1. Base Scenario (Blue): This was the funding scenario selected by TAB in the 2014 and 2016 Regional Solicitations. It focuses on the mid-points of the TAB-approved funding ranges (58% for Roadways, 27% for Transit/TDM, and 15% for Bicycle/Pedestrian) and then, as a starting point, divides the funding within each mode based approximately on the number of applications received in each category compared to the other categories within the same mode.
2. Expansion-Heavy Scenario (Orange): Funds more heavily in the roadway expansion and transit expansion categories to meet the needs of a growing region and economy. Same modal splits as the Base Scenario, but funds three additional roadway expansion projects and one additional transit expansion project. Funding for the four new projects comes from removing four projects (two roadway modernization projects, one traffic management technology project, and one transit modernization project from the Base Scenario).
3. Bicycle/Pedestrian-Heavy Scenario (Green): Funds an additional seven bicycle and pedestrian projects to reflect the 60 applications and high amount of dollars requested in this funding cycle. This scenario goes to the top end of the TAB-established modal funding range at 20% of total funds (modal range is 10% to 20%). Funding for the seven additional projects comes from shifting \$9 million from roadways and transit (i.e., removes one roadway expansion project and one transit expansion project from the Base Scenario).

The projects funded in each scenario are shown in the attachments (tabular and map formats). The scores displayed represent the final scores and account for all changes made as part of the scoring appeals process at the November 15, 2018, TAC Funding & Programming meeting. Recommended Highway Safety Improvement Program (HSIP) projects are also shown on the maps. These recommended projects will also go before TAB for approval at the January 16, 2019, meeting.

**Other Assumptions or Observations:**

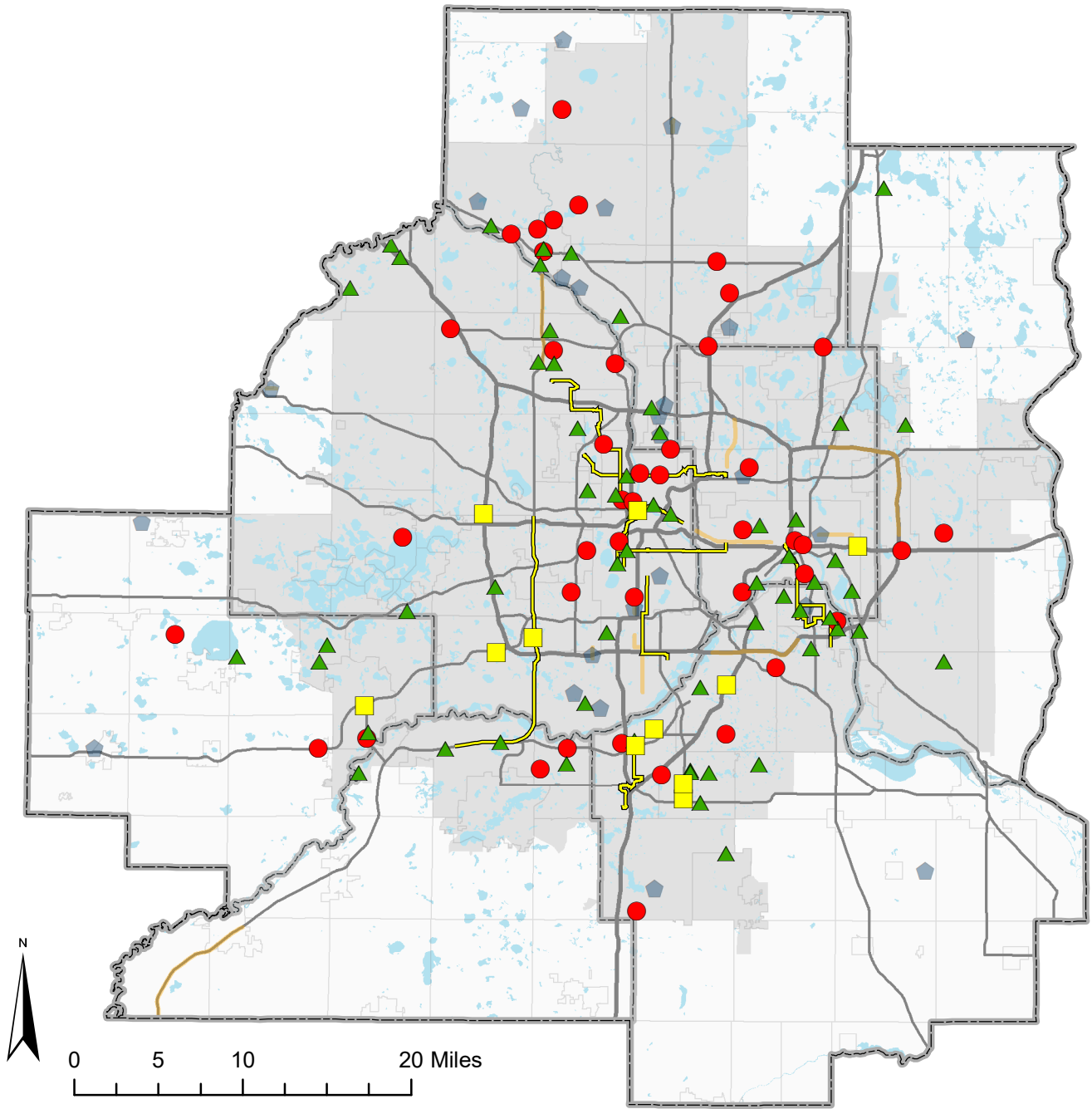
TAB has not yet decided on the \$6,667,000 unique project request submitted by the City of Saint Paul for HourCar vehicles and electric vehicle charging stations. As such, the funding scenarios are shown with and without funding for this project until further direction is provided by TAB.

All funding scenarios assume that \$585,000 is allocated off the top to the Regional Model/Travel Behavior Inventory as this request is years 7 and 8 of the 10-year program discussed by TAB as part of the 2016 funding cycle.

The draft scenarios assume 8% overprogramming to account for selected projects that withdraw or change their scopes and give funds back to the region (in the 2016 funding cycle, 8% overprogramming was approved by TAB). This level of overprogramming increases the total federal funds available from \$175 million to \$194 million. An additional \$2 million is being made available from underbudget transit bus purchases funded previously through the Regional Solicitation. Therefore, a total of \$196 million is available for projects.

The 2018 TAB-approved application states: Within Roadways Including Multimodal Elements, at least one project will be funded from each of the five eligible functional classifications: A-Minor Arterial Augmentors, Connectors, Expanders, and Relievers, as well as Non-Freeway Principal Arterials. The A-Minor Connector project shown as funded in the draft scenarios is a bridge project that requires skipping over higher-ranked projects. However, funding this lower-cost project at \$1.4 million helps satisfy the \$10 million minimum requirement in the bridge application category.

# Locations of 2018 Submitted Applications for Regional Solicitation and Highway Safety Improvement Program Projects



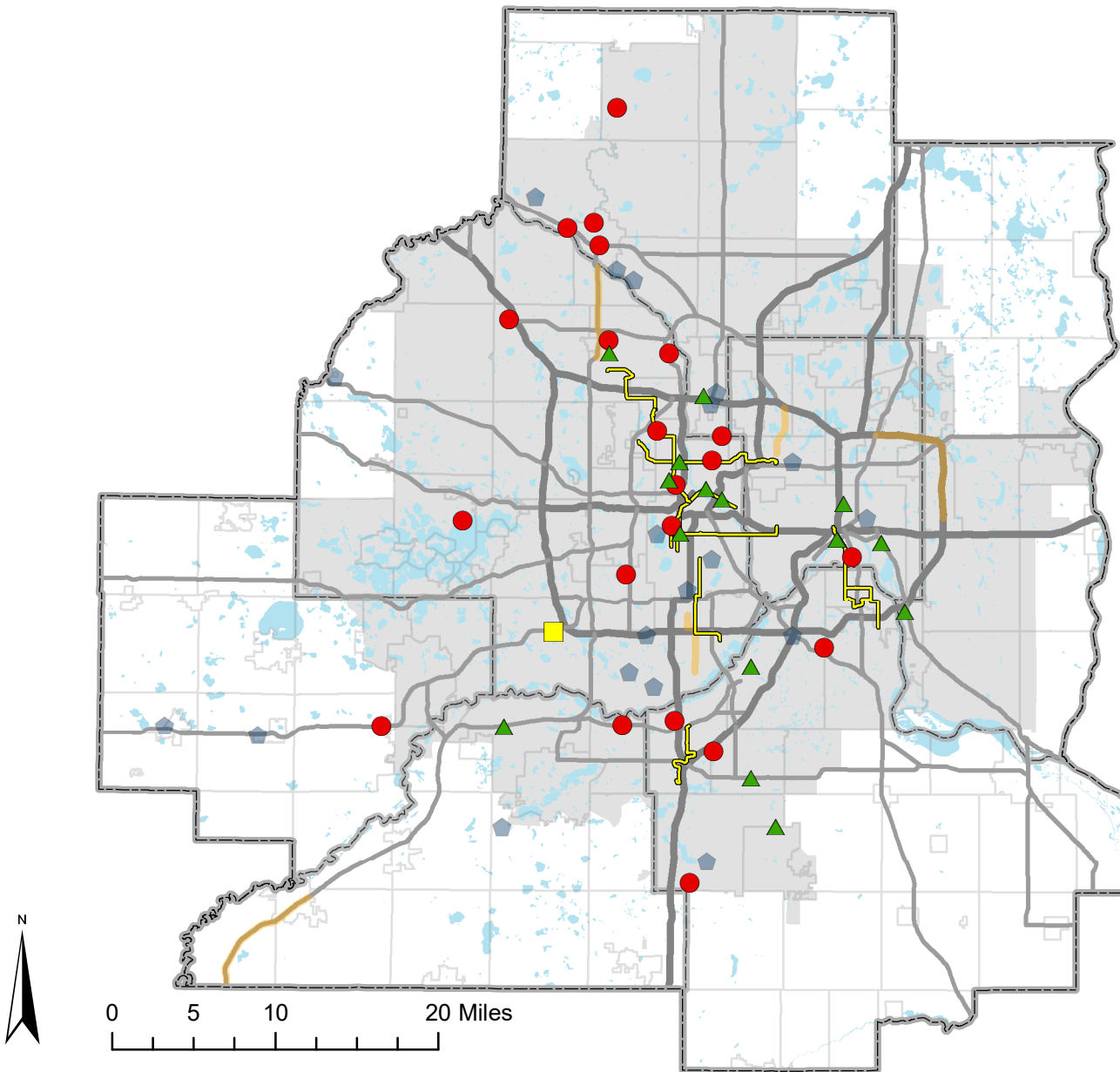
## Legend

- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

## Modal Funding Category

- Roadways
- Transit and Travel Demand Management
- ▲ Bicycle and Pedestrian
- Transit Project Corridors
- ▭ HSIP Projects
- HSIP Project Corridors

# Locations of 2018 Regional Solicitation Projects: Base Funding Scenario



## Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

## Modal Funding Category

### Type

- Roadways
- Bicycle and Pedestrian
- Transit
- Transit Project Corridors
- HSIP Projects
- HSIP Project Corridors

**Total Regional Solicitation Projects: 48**  
**Total Highway Safety Improvement Program  
 Projects: 25**

## COUNTY DISTRIBUTION (BASE SCENARIO)

County	Submitted Apps	Funded				Total Funded Apps	% of Total Funded Apps	Total \$ Funded	% of Total Funding	% of Reg. Population	% of Reg. Jobs
		Roadway	Transit/TDM	Bike/Ped	Unique						
Anoka	15.50	4	0	1	0	5	11%	\$17,304,296	9%	11%	7%
Carver	8.50	1	0.5	0	0	1.5	3%	\$8,836,400	5%	3%	2%
Dakota	26.50	4	1.5	3	0	8.5	18%	\$27,850,955	15%	14%	11%
Hennepin	43.00	10	6.5	6	0	22.5	49%	\$110,709,034	59%	41%	53%
Ramsey	15.50	1	1.5	3	0	5.5	12%	\$17,284,175	9%	18%	19%
Scott	6.50	1	0	1	0	2	4%	\$6,700,080	4%	5%	3%
Washington	6.50	0	0	1	0	1	2%	\$460,800	0.2%	8%	5%
Region-wide*	2.00	0	1	0	1	2	4%	\$7,585,000			
<b>TOTAL</b>	<b>124</b>	<b>21</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>48</b>	<b>100%</b>	<b>\$196,730,739</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Regional Travel Behavior Inventory (\$585,000) and TDM/TMO set-aside (\$7M). Funding for the St. Paul unique project still being discussed by TAB. Population and jobs data from 2016 Met Council estimates. Project funding totals include the \$2.2 of returned transit funds.

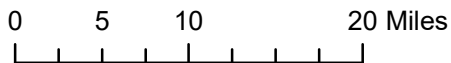
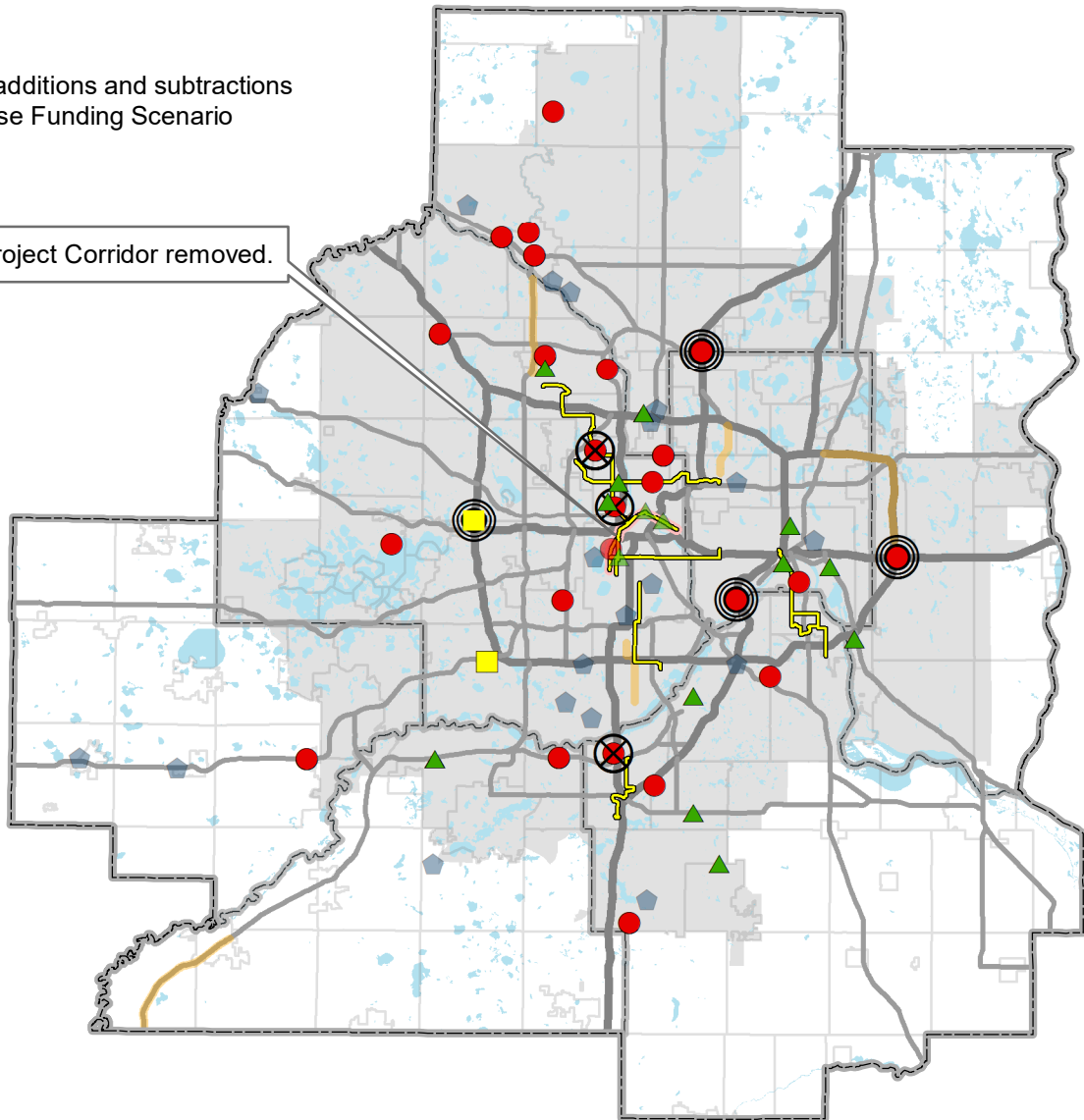
## CITY DISTRIBUTION (BASE SCENARIO)

County	City	Projects	County	City	Projects	County	City	Projects
<b>Anoka</b>		<b>5</b>	<b>Hennepin</b>		<b>21</b>	<b>Ramsey</b>		<b>4</b>
	Anoka	2		Brooklyn Park	2		St. Paul	1
	Oak Grove	1		Maple Grove	1		St. Paul	3
	Ramsey/Anoka	1		Minneapolis	4	<b>Multiple Counties</b>		<b>6</b>
	Fridley	1		St. Anthony/ Columbia Hts./ Minneapolis	1	Dakota/ Ramsey	St. Paul, W. St. Paul, S. St. Paul	1
		1		Edina	1	Hennepin/ Ramsey	Minneapolis, St. Paul, Robbinsdale, St. Anthony, Roseville	2
<b>Carver</b>				Orono	1	Carver/ Hennepin	Eden Prairie, Chaska, Chanhassen, Carver, Victoria	1
	Dahlgren Twp.	1		Minneapolis	3		Region-wide	2
<b>Dakota</b>		<b>8</b>		Minneapolis, Richfield, Bloomington	1	<b>TOTAL</b>		<b>48</b>
	Eagan/ Inver Grove Heights	1		Brooklyn Center/ Brooklyn Park	1			
	Lakeville	1		Minneapolis	5			
	Burnsville	1		Brooklyn Park	1			
	Apple Valley/ Burnsville	1						
	Burnsville	1						
	Farmington/ Lakeville	1						
	Apple Valley	1						
	Eagan	1						
<b>Scott</b>		<b>2</b>						
	Savage	1						
	Shakopee	1						

# Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario

Map shows project additions and subtractions compared to the Base Funding Scenario

One Transit Project Corridor removed.



## Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

## Modal Funding Category

- Roadways
- Roadway Additions
- Roadway Subtractions
- Bicycle and Pedestrian
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

**Total Regional Solicitation Projects: 48**  
**Total Highway Safety Improvement Program Projects: 25**

## COUNTY DISTRIBUTION (EXPANSION-HEAVY SCENARIO)

County	Submitted Apps	Funded				Total Funded Apps	% of Total Funded Apps	Total \$ Funded	% of Total Funding	% of Reg. Population	% of Reg. Jobs
		Roadway	Transit/TDM	Bike/Ped	Unique						
Anoka	15.50	4.5	0	1	0	5.5	11%	\$23,424,976	12%	11%	7%
Carver	8.50	1	0.5	0	0	1.5	3%	\$8,836,400	5%	3%	2%
Dakota	26.50	3	3	3	0	9	19%	\$25,218,955	13%	14%	11%
Hennepin	43.00	8	7.5	6	0	21.5	44%	\$100,189,034	53%	41%	53%
Ramsey	15.50	2.5	1.5	3	0	7	14%	\$19,524,175	10%	18%	19%
Scott	6.50	1	0	1	0	2	4%	\$6,700,080	4%	5%	3%
Washington	6.50	1	0	1	0	2	4%	\$4,860,800	3%	8%	5%
Region-wide*	2.00	0	1	0	1	2	4%	\$7,585,000			
<b>TOTAL</b>	<b>124</b>	<b>21</b>	<b>13.5</b>	<b>15</b>	<b>1</b>	<b>50.5</b>	<b>100%</b>	<b>\$196,339,419</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Regional Travel Behavior Inventory (\$585,000) and TDM/TMO set-aside (\$7M). Funding for the St. Paul unique project still being discussed by TAB. Population and jobs data from 2016 Met Council estimates. Project funding totals include the \$2.2 of returned transit funds.

## CITY DISTRIBUTION (EXPANSION-HEAVY SCENARIO)

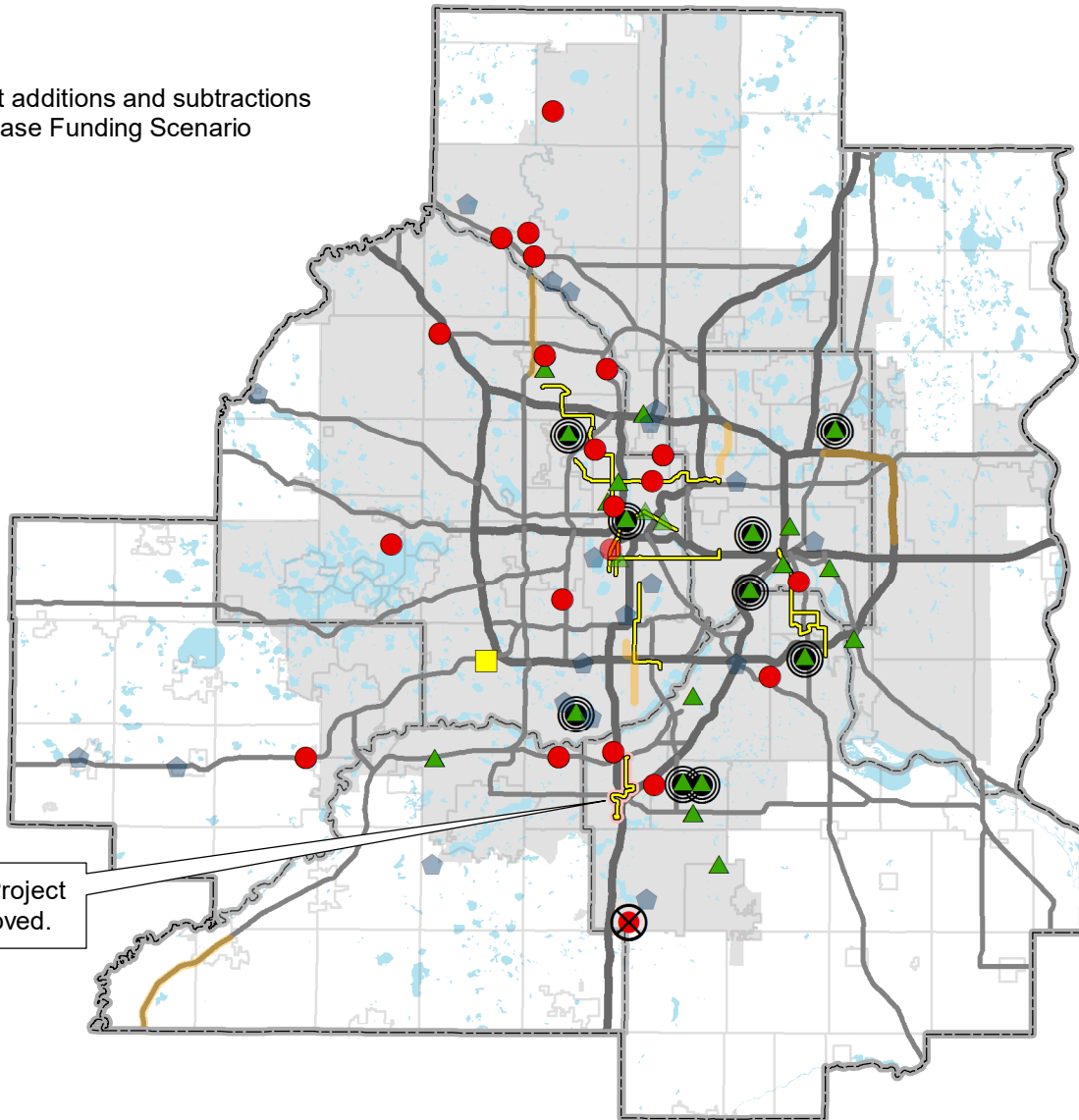
County	City	Projects
<b>Anoka</b>		<b>5.0</b>
	Anoka	2
	Ramsey/Anoka	1
	Oak Grove	1
	Fridley	1
		1
<b>Carver</b>		
	Dahlgren Twp.	1
		7
<b>Dakota</b>		
	Eagan/IGH	1
	Lakeville	1
	Apple Valley/Burnsville	1
	Burnsville	1
	Farmington/Lakeville	1
	Apple Valley	1
	Eagan	1
<b>Scott</b>		<b>2</b>
	Savage	1
	Shakopee	1
<b>Washington</b>		<b>2</b>

County	City	Projects
<b>Hennepin</b>		<b>19</b>
	Brooklyn Park	2
	Maple Grove	1
	Minneapolis	2
	St. Anthony/Columbia Hts. Minneapolis	1
	Edina	1
	Orono	1
	Eden Prairie, Maple Grove, Plymouth, Minnetonka	1
	Minneapolis	2
	Minneapolis, Richfield, Bloomington	1
	Brooklyn Center/Park	1
	Minneapolis	5
	Brooklyn Park	1

County	City	Projects
<b>Ramsey</b>		<b>5.0</b>
	St. Paul	2.0
	St. Paul	3
<b>Multiple Counties</b>		<b>7</b>
Dakota/Ramsey	St. Paul, W. St. Paul, S. St. Paul	1
Hennepin/Ramsey	Minneapolis, St. Paul, Robbinsdale, St. Anthony, Roseville	2
Carver/Hennepin	Eden Prairie, Chaska, Chanhassen, Carver, Victoria	1
Anoka/Ramsey	Blaine, Shoreview	1
	Region-wide	2
<b>TOTAL</b>		<b>48</b>

# Locations of 2018 Regional Solicitation Projects: Bike/Ped Heavy Funding Scenario

Map shows project additions and subtractions compared to the Base Funding Scenario



One Transit Project Corridor removed.



0 5 10 20 Miles

## Reference Items

- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

## Modal Funding Categories

- Roadways
- Roadway Subtraction
- Bicycle and Pedestrian
- Bicycle and Pedestrian Additions
- Transit
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

**Total Regional Solicitation Projects: 55**  
**Total Highway Safety Improvement Program Projects: 25**



## COUNTY DISTRIBUTION (BIKE/PEDESTRIAN-HEAVY SCENARIO)

County	Submitted Apps	Funded				Total Funded Apps	% of Total Funded Apps	Total \$ Funded	% of Total Funding	% of Reg. Population	% of Reg. Jobs
		Roadway	Transit/TDM	Bike/Ped	Unique						
Anoka	15.50	4	0	1	0	5	9%	\$17,304,296	9%	11%	7%
Carver	8.50	1	0.5	0	0	1.5	3%	\$8,836,400	5%	3%	2%
Dakota	26.50	2	0.5	6	0	8.5	16%	\$19,120,839	10%	14%	11%
Hennepin	43.00	11	6.5	9	0	26.5	50%	\$112,468,036	60%	41%	53%
Ramsey	15.50	1	1.5	6	0	8.5	16%	\$23,564,853	13%	18%	19%
Scott	6.50	1	0	1	0	2	4%	\$6,700,080	4%	5%	3%
Washington	6.50	0	0	1	0	1	2%	\$460,800	0.2%	8%	5%
Region-wide*	2.00	0	1	0	1	2	4%	\$7,585,000			
<b>TOTAL</b>	<b>124</b>	<b>20</b>	<b>10</b>	<b>24</b>	<b>1</b>	<b>55</b>	<b>100%</b>	<b>\$196,040,303</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Regional Travel Behavior Inventory (\$585,000) and TDM/TMO set-aside (\$7M). Funding for the St. Paul unique project still being discussed by TAB. Population and jobs data from 2016 Met Council estimates. Project funding totals include the \$2.2 of returned transit funds.

## CITY DISTRIBUTION (BIKE/PEDESTRIAN-HEAVY SCENARIO)

County	City	Projects	County	City	Projects	County	City	Projects
<b>Anoka</b>		<b>5.0</b>	<b>Hennepin</b>		<b>24</b>	<b>Ramsey</b>		<b>7.0</b>
	Anoka	2		Brooklyn Park	2		St. Paul	1
	Oak Grove	1		Maple Grove	1		St. Paul	5
	Ramsey/Anoka	1		Minneapolis	4		White Bear Lake/ Twp / Vadnais Hts	1
	Fridley	1		St. Anthony/ Columbia Hts. Minneapolis	1		<b>Multiple Counties</b>	<b>6</b>
<b>Carver</b>		<b>1</b>		Edina	1	Dakota/ Ramsey	St. Paul, W. St. Paul, S. St. Paul	1
	Dahlgren Twp.	1		Orono	1	Carver/ Hennepin	Eden Prairie, Chaska, Chanassen, Carver, Victoria	1
				Minneapolis	3	Hennepin/ Ramsey	Minneapolis, St. Paul, Robbinsdale, St. Anthony, Roseville	2
<b>Dakota</b>		<b>9</b>		Minneapolis, Richfield, Bloomington	1		Region-wide	2
	Eagan/ Inver Grove Heights	1		Brooklyn Center/ Park	1	<b>TOTAL</b>		<b>55</b>
	Apple Valley/ Burnsville	1		Minneapolis	5			
	Burnsville	1		Brooklyn Park	1			
	Apple Valley	3		Cities along Blue/Green Line Extensions	1			
	Farmington/ Lakeville	1		Bloomington	1			
	Eagan	1		Crystal	1			
	Inver Grove Heights	1						
<b>Scott</b>		<b>2</b>						
	Savage	1						
	Shakopee	1						
<b>Washington</b>		<b>1</b>						
	Newport	1						

**2014 AND 2016 Regional Solicitation Funding Results**

	2014			2016		
	Federal \$	Funded	Submitted	Federal \$	Funded	Submitted
Roadway Expansion	\$57,236,800	10	23	\$42,420,725	7	21
Roadway Recon/Mod	\$35,850,436	8	21	\$68,346,340	13	34
Roadway System Mgmt	\$10,033,719	10	10	\$5,856,200	4	4
Bridge	\$7,000,000	1	6	\$14,000,000	2	8
<b>TOTAL</b>	<b>\$110,120,955</b>	<b>29</b>	<b>60</b>	<b>\$130,623,265</b>	<b>2</b>	<b>8</b>
Transit Expansion	\$27,375,741	4	12	\$31,867,509	5	10
Transit Modernization	\$5,288,800	1	1	\$21,200,000	4	13
TMO/TDM	\$7,000,000			\$7,000,000		
<b>TOTAL</b>	<b>\$39,664,541</b>	<b>5</b>	<b>13</b>	<b>\$60,067,509</b>	<b>9</b>	<b>23</b>
Multiuse Trails/Bikeways	\$22,385,855	11	31	\$28,943,889	12	39
Pedestrian	\$2,640,000	3	9	\$3,839,840	6	7
Safe Routes	\$1,131,484	3	3	\$2,539,360	3	3
<b>TOTAL</b>	<b>\$26,157,339</b>	<b>17</b>	<b>43</b>	<b>\$35,323,089</b>	<b>21</b>	<b>49</b>
<b>UNIQUE</b>	<b>\$0</b>	<b>0</b>		<b>\$2,700,000</b>	<b>1</b>	



City of

**Apple  
Valley**

7100 147th Street West  
Apple Valley, MN 55124-9016

Telephone (952) 953-2500  
Fax (952) 953-2515  
[www.cityofapplevalley.org](http://www.cityofapplevalley.org)

October 31, 2018

Ms. Elaine Koutsoukos  
Met Council – TAB Coordinator  
390 Robert Street North  
St. Paul, MN 55101

Re: Request for Scoring Reconsideration  
City of Apple Valley's 2018 Regional Solicitation Grant Application  
Red Line BRT 147<sup>th</sup> St. Station Skyway

Dear Ms. Koutsoukos:

The City of Apple Valley respectfully requests a reconsideration of the scoring for the City's application for the above referenced 2018 Regional Solicitation Grant Application. The requested reconsideration is not in respect to an individual specific scoring measure but that the evaluation process overall be more inclusive of transit projects outside of the urban core and specifically non-Metro Transit submitted projects.

After reviewing the preliminary scores for the 2018 Regional Solicitation applications in which the top four highest scoring projects in both the Transit Expansion and Modernization categories were Metro Transit submitted applications, it is the opinion of the City that the current scoring methodology tends to favor urban core projects more heavily than suburban projects, like Apple Valley's submission. This is a change from past solicitations where projects outside the urban core scored better overall. In order to achieve more regional balance and equity, the City requests that the Transportation Advisory Board (TAB) review the scoring methodology to ensure that awarded projects are more regionally distributed by requiring that all awarded projects not be Metro Transit submissions.

If you have any questions, please feel free to contact me at 952-953-2578 or by e-mail at: [tlawell@cityofapplevalley.org](mailto:tlawell@cityofapplevalley.org).

Sincerely,

CITY OF APPLE VALLEY

Thomas Lawell  
City Administrator

C: Matt Saam, Public Works Director

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October 24, 2018

Transportation Advisory Board  
James Hovland, Chair  
390 Roberts Street North  
St. Paul, MN 55101

Re: 2018 Regional Solicitation Scoring Process

Dear Mr. James Hovland,

The Minnesota Valley Transit Authority (MVTA) is requesting a review of the 2018 Regional Solicitation evaluation process from the Transportation Advisory Board (TAB) to be more inclusive of suburban-focused projects. Additionally, MVTA requests that TAB direct Metropolitan Council staff to evaluate funding scenarios that require awarding funds to one suburban transit project within each transit application type – Transit Expansion and Transit Modernization.

Applicants received initial scoring results the week of October 15<sup>th</sup> and after review it's apparent that the current scoring methodology favors transit projects within the urban core more heavily than past Solicitations; with Metro Transit receiving the top four ranked projects with both transit application types – Transit Expansion and Transit Modernization. Further, based on Metropolitan Council analysis, since the 2014 restructuring of the Solicitation, funding awarded to projects with land uses designated as Urban has increased 15% compared to funding distributions from 2003-2013 (ie: Urban projects received 57% of the Federal funding based on a review of the 2014 & 2016 applications compared to 42% during the 2003-2013 Solicitation cycles).

MVTA has four main concerns regarding the current Regional Solicitation evaluation process:

1. Mapping: Application maps are calculated and scored per a matrix; therefore, the denser the area, the more points the project receives. Suburban projects continue to score low due to this matrix and funding favors the urban core. It is also challenging to accurately reflect projects with the existing mapping tools and, while the evaluation committees review for consistency, there are several different approaches to project mapping which impacts scoring distribution.
2. ADA – Safety Items: A noted Federal initiative is to fund facilities to ensure a state of good repair; however, the Solicitation evaluation process does not share this focus and/or provide additional points for this category. Without many other funding sources to bring existing facilities up to ADA standards, it was difficult for MVTA's Transit Station

projects to compete. Overall, projects that don't "fit within the box" of the Solicitation criteria do not score well.

3. Suburban Transit Projects: Projects in the urban core will continue to receive higher scores than suburban projects due to population and employment densities. As mentioned above, the restructured Solicitation process has clearly resulted in more funding to Urban areas.
4. Ongoing Operations of Awarded Service: The region, as a whole, will feel the effects of funding the top ranked transit projects after Federal funding expires. With the region facing a transit funding deficit, there are outstanding questions about how the higher cost services of the top ranked transit projects will be financially absorbed and the continued funding of unsustainable service types within the region.

If additional information is required, please reach out to me or Luther Wynder at [lwynder@mvta.com](mailto:lwynder@mvta.com) or 952-882-7500. MVTA appreciates your time and consideration in addressing this important regional issue.

Sincerely,



Mayor William Droste  
MVTA Board Chair

Cc: Kathleen Gaylord, TAB Member Dakota County  
Jon Ulrich, TAB Member Scott County  
Brad Tabke, TAB District B  
Peter Dugan, TAB District H  
Mary Hamann-Roland, TAB Member Apple Valley  
Clint Hooppaw, TAB Member Apple Valley, alternate  
Gary Hansen, TAB Member Eagan  
Jeff Wosje, TAB Member Plymouth & Suburban Transit Association  
Matthews Hollinshead, TAB Transit Mode Member  
Amity Foster, TAB Transit Mode Member  
Wendy Wulff, Metropolitan Council District 16  
Deb Barber, Metropolitan Council District 4  
Steven Chavez, Metropolitan Council District 15  
Lisa Freese, TAC Chair  
Paul Oehme, TAC Funding & Programing Chair  
Len Simich, Southwest Transit  
James Clark, Messerli & Kramer



13500 Technology Dr., Eden Prairie, MN 55344  
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October 22, 2018

James Hovland, Chair  
Transportation Advisory Board  
390 Robert Street North  
St. Paul, MN 55101

Dear Chair Hovland:

The purpose of this letter is to draw attention to the scoring of the Transit Expansion and Transit Modernization categories in the 2018 Regional Solicitation. It is SouthWest Transit's (SWT) belief that the draft scoring of the transit projects submitted to the 2018 Regional Solicitation shows a clear bias towards Metro Transit/Met Council-submitted projects when compared to projects submitted by SWT, the Minnesota Valley Transit Authority (MVTA), Scott and Dakota Counties. Out of 19 total submitted transit projects, Metro Transit/Met Council submitted nine projects (this includes the City of Apple Valley's project benefiting the Met Council's Red Line BRT). All nine of said projects scored highest in their respective categories and above all other projects submitted by non-Metro Transit/Met Council organizations.

Intentional or not, the draft scoring represents a highly troubling imbalance in regional equity. In previous solicitations such an imbalance was never seen. Non-Metro Transit/Met Council transit applications would regularly score among the highest in their categories. SWT certainly has had its fair share of success in receiving funding through the Regional Solicitation process. In fact, SWT has even returned awarded funding back to the Met Council so that it could give other transit agencies the opportunity to access Regional Solicitation funding. It appears such examples of regional cooperation and equity have gone by the wayside.

As you may be aware, Metro Transit is facing an estimated \$100 million budget deficit over the next biennium, and it appears the Regional Solicitation scoring process failed to consider the ability of Metro Transit to fund services beyond the awarded demonstration period. This is a change in scoring methodology from past solicitations. Previously, applicants had to demonstrate the financial capacity to operate services beyond the timeframe of awarded funds. I think we all can agree that it makes little sense to award millions of dollars to projects that cannot be sustained beyond their demonstration period.



13500 Technology Dr., Eden Prairie, MN 55344  
swtransit.org • 952-949-2287

SWT is aware that the scoring methodology for the Regional Solicitation has undergone changes over the past few rounds of applications. While it is my belief that the changes were made to allow for as fair of a process as possible, it's clear the results of the scoring methodology have created unfair consequences. This being the case, SWT respectfully requests the following actions be considered by the TAB:

- Have the TAB direct the TAC to revisit the Regional Solicitation scoring methodology for both the Transit Expansion and Transit Modernization categories and make adjustments that will promote greater regional balance/equity.
- Reinstate the requirement that transit project applicants must demonstrate the financial capacity to operate projects beyond the life of awarded funds. This requirement should include an analysis of an applicant's projected budget surplus/deficit in the coming years.
- Ensure at least one Suburban Transit Association member receives a minimum of one awarded project in both the Transit Modernization and Transit Expansion categories.

SWT greatly appreciates your thoughtful consideration of these requests. We look forward to working together with the TAB in addressing the issues identified above.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brad Aho', is written over a circular stamp.

Brad Aho  
Chair, SouthWest Transit Commission

Cc: Randy Maluchnik, TAB Member – Carver County  
Jan Callison, TAB Member – Hennepin County  
Denny Laufenburger, TAB Member – Chanhassen  
Jeff Wosje, TAB Member – Suburban Transit Association  
Brad Tabke, TAB Member – TAB District B  
Elaine Koutsoukos, TAB Coordinator  
Luther Wynder, MVTA Executive Director  
Len Simich, SWT CEO  
James Clark, Suburban Transit Association

**DRAFT FUNDING SCENARIO**

Total Funds with 8% Overprogramming

\$194M

**ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS**

Funding Range - 48-68% (\$93M - \$132M)

Midpoint - \$112M

**Roadway Expansion**

Rank	ID	Applicant	County	City	Project Name	Funct Class	Base (8 Projects)	Expansion-Heavy (11 Projects)	Bike/Ped-Heavy (7 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10639	Anoka (City)	Anoka	Anoka	Hwy 10 and Thurston Ave/Cutters Grove Ave Interchange	Principal Arterial				No	2022	\$7,000,000	\$23,782,800	\$7,000,000	812
2	11045	Scott County	Scott	Savage	TH 13 and Dakota Avenue Freight Access and Mobility Project	Principal Arterial				No	2022	\$5,750,000	\$5,188,000	\$12,750,000	800
3	10830	Hennepin County	Hennepin	Brooklyn Park	85th Avenue Roadway Expansion Project	Principal Arterial/ Expander				No	2022	\$7,000,000	\$19,307,000	\$19,750,000	682
4	10914	Maple Grove	Hennepin	Maple Grove	CSAH 610/I-94 Interchange	Expander				2020	2022	\$7,000,000	\$13,477,000	\$26,750,000	526
5	10832	Brooklyn Park	Hennepin	Brooklyn Park	West Broadway Avenue Roadway Expansion	Reliever				No	2022	\$7,000,000	\$6,965,399	\$33,750,000	467
6	10936	Dakota County	Dakota	Eagan, Inver Grove Hts	Lone Oak Road/70th Street West Expansion	Reliever				2021	2022	\$7,000,000	\$9,840,000	\$40,750,000	460
7	10883	Carver County	Carver	Dahlgren Twp	US Highway 212 Expansion from Cologne to Carver	Principal Arterial				2021	2022	\$7,000,000	\$32,340,000	\$47,750,000	455
8	10919	Dakota County	Dakota	Lakeville	CSAH 70 Expansion	Expander				2021	2022	\$7,000,000	\$10,500,000	\$54,750,000	454
9	10764	Ramsey County	Ramsey	St. Paul	Lexington Parkway Connection	Augmentor				2021	2022	\$2,240,000	\$560,000	\$56,990,000	444
10	11001	Washington County	Washington	Oakdale, Woodbury	Helmo/Bielenberg Bridge	Reliever				No	2023	\$4,400,000	\$1,100,000	\$61,390,000	426
11	10824	Anoka County	Anoka, Ramsey	Blaine, Shoreview	I-35W and 85th Avenue Interchange	Expander				No	2023	\$6,120,680	\$1,530,170	\$67,510,680	387
12	10972	St. Paul	Ramsey	St. Paul	Troutbrook Road in St. Paul	Principal Arterial				No	2023	\$4,500,000	\$1,200,000	\$72,010,680	382
13	10822	Anoka County	Anoka	Blaine	125th Ave Expansion in Blaine	Principal Arterial				No	2023	\$3,604,000	\$901,000	\$75,614,680	373
14	10823	Anoka County	Anoka	Blaine	Lexington Ave NE Expansion in Blaine	Expander				No	2023	\$5,132,000	\$1,283,000	\$80,746,680	356
15	10821	Anoka County	Anoka	Andover	7th Avenue Expansion in Andover	Expander				No	2022	\$6,593,600	\$1,648,400	\$87,340,280	347
16	10818	Anoka County	Anoka	Andover	Round Lake Blvd Roadway Expansion in Andover	Expander				No	2023	\$2,898,400	\$724,600	\$90,238,680	330
17	10873	Ramsey County	Ramsey, Anoka	Various	I-35E/County Road J Interchange	Expander				2021	2023	\$7,000,000	\$2,818,294	\$97,238,680	284

**Roadway Reconstruction/Modernization**

Rank	ID	Applicant	County	City	Project Name	Funct Class	Base (7 Projects)	Expansion-Heavy (5 Projects)	Bike/Ped-Heavy (7 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	11039	State of MN	Anoka	Anoka	Highway 169/47/10 Interchange	PA/PA/Connector				No	2022	\$7,000,000	\$20,337,654	\$7,000,000	841
2	10828	Minneapolis	Hennepin	Minneapolis	Hennepin Ave Reconstruction	Augmentor				No	2023	\$7,000,000	\$10,440,816	\$14,000,000	839
3	10614	Hennepin County	Hennepin	Minneapolis	Lowry Ave NE Reconstruction	Augmentor				No	2023	\$7,000,000	\$3,490,000	\$21,000,000	594
4	10777	Minneapolis	Hennepin	St. Anthony, MPLS, Columbia Hts	37th Ave NE Reconstruction	Augmentor				No	2022	\$7,000,000	\$1,830,000	\$28,000,000	580
5	10817	Anoka County	Anoka	Anoka, Ramsey	Bunker Lake Blvd and Ferry St Intersection	Reliever/Connector				No	2022	\$1,868,000	\$467,000	\$29,868,000	568
6	10969	Burnsville	Dakota	Burnsville	Cliff Road at I-35W South Ramps Improvement Project	Reliever				2019	2022	\$2,632,000	\$658,200	\$32,500,000	560
7	10831	Hennepin County	Hennepin	Minneapolis	Osseo Road Reconstruction	Reliever				No	2022	\$6,120,000	\$1,530,000	\$38,620,000	554
8	10971	Chaska	Carver	Chaska	Highway 41 Improvements	Princ. Arterial				2021	2022	\$7,000,000	\$6,180,000	\$45,620,000	543
9	10937	Hennepin County	Hennepin	Minneapolis	Marshall Street NE Reconstruction	Reliever				No	2023	\$6,604,000	\$1,651,000	\$52,224,000	522
10	10741	South St Paul	Dakota	S. St. Paul, Newport	Concord Street (TH 156) Improvements	Reliever				2020	2022	\$5,000,000	\$5,557,500	\$57,224,000	514
11	10906	Dakota County	Dakota	Eagan	Pilot Knob Rd and Cliff Rd Intersection	2 Expanders				2020	2022	\$3,134,000	\$784,700	\$60,358,000	499
12	10887	Scott County	Scott	Savage, Shakopee	McColl Drive Reconstruction	Reliever				No	2023	\$6,394,400	\$1,598,600	\$66,752,400	491
13	10615	Hennepin County	Hennepin	St. Louis Park	Minnetonka Blvd Reconstruction Project	Augmentor				No	2022	\$7,000,000	\$1,913,000	\$73,752,400	488
14	11002	Washington County	Washington	Lake Elmo	10th St and Keats Ave Roundabout	Expander/Reliever				No	2022	\$1,809,200	\$452,300	\$75,561,600	384
15	10884	Carver County	Carver	Mayer and Waconia Twp	70th Street Reconstruction from Ash Ave. S to CSAH 10	Connector				No	2023	\$2,413,920	\$603,480	\$77,975,520	311

**Traffic Management Technologies**

Rank	ID	Applicant	County	City	Project Name	Base (3 Projects)	Expansion-Heavy (2 Projects)	Bike/Ped-Heavy (3 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10587	St Paul	Ramsey	St. Paul	West Side Signalized Intersection Control Enhancements				No	2023	\$1,465,600	\$366,400	\$1,465,600	941
2	11034	Dakota County	Dakota	Apple Valley, Burnsville	CSAH 38 Roadway System Management				No	2022	\$1,440,000	\$360,000	\$2,905,600	883
3	10907	Minneapolis	Hennepin	Minneapolis	ITS Upgrades and Enhancements				2020	2022	\$3,000,000	\$750,000	\$5,905,600	866

**Bridges**

Rank	ID	Applicant	County	City	Project Name	Funct Class	Base (3 Projects)	Expansion-Heavy (3 Projects)	Bike/Ped-Heavy (3 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10676	Hennepin County	Hennepin	Edina	Vernon Ave Bridge	Reliever				No	2023	\$7,000,000	\$2,150,000	\$7,000,000	819
2	10650	Hennepin County	Hennepin	Orono	Shoreline Dr Bridge	Expander				2020	2022	\$2,200,000	\$550,000	\$9,200,000	703
3	10910	Ramsey County	Ramsey	St. Paul	Lexington Parkway Bridges	Augmentor				2020	2022	\$7,000,000	\$2,192,114	\$16,200,000	676
4	10992	St. Paul	Ramsey	St. Paul	Kellogg Blvd Bridge	Reliever				No	2022	\$7,000,000	\$56,903,000	\$23,200,000	676
5	10926	Hennepin County	Hennepin	Minneapolis	Washington Ave N Bridge	Reliever				No	2023	\$2,312,000	\$578,000	\$25,512,000	550
6	10900	Ramsey County	Ramsey	Roseville	County Road C Bridge	Augmentor				2020	2022	\$5,609,716	\$1,402,429	\$31,121,716	550
7	10816	Anoka County	Anoka	Oak Grove	Viking Boulevard Bridge	Connector				2021	2022	\$1,436,296	\$359,074	\$32,558,012	545
8	11019	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Bridge	Reliever				2021	2022	\$7,000,000	\$15,200,000	\$39,558,012	373

Total Modal Funding for Each Scenario

\$109,911,896 \$110,920,576 \$102,911,896

Shading indicates projects in each funding scenario that would not be funded if \$6,667,000 is approved by TAB for the St. Paul/HourCar Unique Project request.

Blue shading indicates projects funded in the Base Funding Scenario.

Orange shading indicates projects funded in the Expansion-Heavy Funding Scenario.

Green shading indicates projects funded in the Bike/Ped-Heavy Funding Scenario.



**DRAFT FUNDING SCENARIO**

**TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS**

**Transit Expansion**

Total Funds with 8% Overprogramming

\$194M

Returned Extra Transit Funds

\$2.2M

Funding Range - 22-32% (\$43M - \$62M)

Midpoint - \$52M

Rank	ID	Applicant	County	City	Project Name	Base (6 Projects)	Expansion-Heavy (7 Projects)	Bike/Ped-Heavy (5 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10932	Metro Transit	Hennepin	Brooklyn Park, Brooklyn Center	Route 724 Transit Service Expansion				2019	2022	\$4,169,408	\$1,042,352	\$4,169,408	865
2	10930	Metro Transit	Ramsey, Dakota	St. Paul, W. St. Paul, S. St. Paul	Route 68 Transit Service Expansion				2019	2022	\$3,581,910	\$895,478	\$7,751,318	851
3	10928	Metro Transit	Hennepin, Ramsey	Robbinsdale, Minneapolis, St. Anthony, Roseville	Route 32 Transit Service Expansion				2019	2022	\$4,312,583	\$1,078,146	\$12,063,901	741
4	10923	Metro Transit	Hennepin	Minneapolis	Route 4 Transit Service Expansion				2019	2022	\$2,090,814	\$522,704	\$14,154,716	617
5	11024	SouthWest Transit	Hennepin, Carver	Eden Prairie, Chaska, Chanhassen, Carver, Victoria	SouthWest Transit Mobility Hub at SouthWest Station				No	2022	\$3,672,800	\$918,200	\$17,827,516	510
6	10870	MVTA	Dakota	Burnsville	Orange Line Connector Bus Service				2020	2022	\$2,744,000	\$686,000	\$20,571,516	471
7	10994	SouthWest Transit	Hennepin	Eden Prairie, Maple Grove, Plymouth, Minnetonka	I-494 SW Prime Service Expansion				2021	2022	\$5,600,000	\$1,400,000	\$26,171,516	458
8	10843	Scott County	Scott, Hennepin	Shakopee, Bloomington, Hopkins, Golden Valley	Highway 169 Interim Bus Service				No	2023	\$6,962,538	\$1,740,634	\$33,134,054	421
9	11032	SouthWest Transit	Hennepin	Eden Prairie	Golden Triangle Area Bus Transfer Station				2020	2022	\$1,600,000	\$400,000	\$34,734,054	363

**Transit Modernization**

Rank	ID	Applicant	County	City	Project Name	Base (4 Projects)	Expansion-Heavy (3 Projects)	Bike/Ped-Heavy (4 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10980	Metro Transit	Hennepin	Minneapolis, Richfield, Bloomington	Chicago-Portland Avenue Corridor Bus Stop Modernization				2019	2022	\$7,000,000	\$1,750,000	\$7,000,000	893
2	10649	Metro Transit	Hennepin	Minneapolis	Emerson and Fremont Avenue Bus Stop Modernization				2019	2022	\$7,000,000	\$1,750,000	\$14,000,000	888
3	10648	Metro Transit	Hennepin, Ramsey	Minneapolis, St. Paul	Lake Street-Marshall Avenue Corridor Bus Stop Modernization				2020	2022	\$7,000,000	\$1,750,000	\$21,000,000	854
4	10647	Metro Transit	Hennepin	Minneapolis	Route 6 Corridor Bus and Stop Modernization				2021	2022	\$7,000,000	\$1,750,000	\$28,000,000	749
5	10918	Apple Valley	Dakota	Apple Valley	147th St. Skyway for Red Line in Apple Valley				2021	2022	\$3,520,000	\$880,000	\$31,520,000	422
6	10990	MVTA	Dakota	Burnsville	Burnsville Transit Station Modernization				2020	2022	\$616,000	\$154,000	\$32,136,000	412
7	10890	MVTA	Dakota	Burnsville	Burnsville Bus Garage Modernization				2019	2022	\$5,417,306	\$1,354,327	\$37,553,306	375
8	10991	MVTA	Dakota	Eagan	Eagan Transit Station Modernization				2020	2022	\$412,000	\$103,000	\$37,965,306	370
9	10963	Dakota County	Dakota	Apple Valley	140th St. Pedestrian Bridge for Red Line				No	2022	\$2,350,000	\$587,500	\$40,315,306	354
10	10999	SW Transit	Carver	Chaska	Solar Array at East Creek Station				2020	2022	\$2,960,000	\$740,000	\$43,275,306	305

**TMO/TDM**

Rank	ID	Applicant	County	City	Project Name	Base (7 Projects)	Expansion-Heavy (7 Projects)	Bike/Ped-Heavy (7 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
0	-	-	-	-	TMO Set-aside for 2023-2024*				No	Both	\$5,800,000	\$1,450,000	\$5,800,000	-
0	-	-	-	-	TDM Set-aside for 2023-2024*				No	Both	\$1,200,000	\$300,000	\$7,000,000	-

1	10804	Car Free Life	Hennepin, Anoka, Ramsey, Dakota	Various	Closed Network Carshare in Minneapolis and St. Paul				No	2020	\$160,000	\$40,000	\$160,000	810
2	10998	MOVE Minnesota	Hennepin	Minneapolis, Brooklyn Center	TDM Cultural Ambassadors in MPLS and Brooklyn Center				No	2020	\$308,166	\$77,042	\$468,166	696
3	11030	Metro Transit	Hennepin, Ramsey, Dakota	Various	Shared Mobility Integration for the Metro Transit Mobile App				No	2020	\$300,000	\$400,000	\$768,166	650
4	11022	University of MN	Hennepin	Minneapolis	Parking FlexPass at ABC Ramps				No	2020	\$500,000	\$125,000	\$1,268,166	620
5	10913	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul	Transforming Renters' Transportation Choices, Green Line				No	2020	\$296,614	\$77,092	\$1,564,780	616
6	10834	Cycles for Change	Ramsey, Hennepin	St. Paul, Minneapolis	Bicycle Access & Safety Education Initiative in MPLS and St. Paul				No	2020	\$319,200	\$79,800	\$1,883,980	598
7	10961	HourCar	Hennepin, Ramsey	Various	HOURLCAR Community Engagement and Outreach Initiative				No	2020	\$244,355	\$61,089	\$2,128,335	537
8	10860	Scott County	Scott, Carver	Various	Scott County Travel Demand Management				No	2020	\$120,000	\$30,000	\$2,248,335	527
9	11048	MPLS Bicycle Coalition	Hennepin	Various	Commuter and Community Bicycle Access in Minneapolis				No	2020	\$230,000	\$57,500	\$2,478,335	482
10	11031	Metro Transit	Anoka, Hennepin	Various	Bike Rack Sensors for Metro Transit buses				No	2020	\$280,000	\$70,000	\$2,758,335	473
11	10942	Metro Transit	Washington, Hennepin, Anoka, Ramsey	Various	East Metro First-Last Mile Job Access Project				No	2020	\$500,000	\$774,200	\$3,258,335	438
12	11029	University of MN	Hennepin, Dakota	Various	eWorkplace Phase 4 for Downtown Minneapolis				No	2020	\$500,000	\$125,000	\$3,758,335	427
13	11046	Nice Ride Minnesota	Hennepin	Minneapolis	Bike Share Integration, Inclusion, and Expansion				No	2020	\$300,000	\$700,020	\$4,058,335	397
<b>Total Modal Funding for Each Scenario</b>						<b>\$53,342,029</b>	<b>\$51,942,029</b>	<b>\$50,598,029</b>						

\*\$5.8 million for base-level travel demand management (TDM) funding for Metro Transit and the Transportation Management Organizations (TMOs); \$1.2 Million for competitive TDM selection in 2022/2023 to be distributed as part of 2020 Regional Solicitation.

Shading indicates projects in each funding scenario that would not be funded if \$6,667,000 is approved by TAB for the St. Paul/HourCar Unique Project request.

Blue shading indicates projects funded in the Base Funding Scenario.

Orange shading indicates projects funded in the Expansion-Heavy Funding Scenario.

Green shading indicates projects funded in the Bike/Ped-Heavy Funding Scenario.

DRAFT FUNDING SCENARIO

Total Funds with 8% Overprogramming

\$194M

BICYCLE AND PEDESTRIAN FACILITIES

Funding Range - 10-20% (\$19M - \$39M)

Multiuse Trails and Bicycle Facilities

Midpoint - \$29M

Rank	ID	Applicant	County	City	Project Name	Base (11 Projects)	Expansion-Heavy (11 Projects)	Bike/Ped-Heavy (16 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10929	St Paul	Ramsey	St. Paul	Kellogg Boulevard Capital City Bikeway Phase I in St. Paul				No	2023	\$5,312,000	\$1,328,000	\$5,312,000	932
2	10791	Hennepin County	Hennepin	Minneapolis	University Ave and 4th St SE Protected Bikeways in Minneapolis				No	2022	\$5,500,000	\$4,075,146	\$10,812,000	858
3	10973	Hennepin County	Hennepin	Minneapolis	Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities				No	2022	\$5,500,000	\$2,372,486	\$16,312,000	854
4	11040	St Paul	Ramsey	St. Paul	Fish Hatchery Trail Stabilization and Reconstruction in St. Paul				No	2023	\$2,216,800	\$554,200	\$18,528,800	819
5	10896	Dakota County	Dakota	Farmington, Lakeville	North Creek Greenway in Lakeville and Farmington				2019	2022	\$480,000	\$120,000	\$19,008,800	814
6	10899	Fridley	Anoka	Fridley	Fridley 7th Street and 57th Ave Trail Connections				2021	2022	\$516,120	\$129,030	\$19,524,920	801
7	11050	Hennepin County	Hennepin	Minneapolis	Midtown Greenway Accessible Connections in Minneapolis				No	2023	\$1,120,000	\$280,000	\$20,644,920	795
8	10895	Dakota County	Dakota	Apple Valley	CSAH 42 Multiuse Trail and Crossing in Apple Valley				2019	2022	\$1,256,000	\$314,000	\$21,900,920	795
9	10894	Dakota County	Dakota	Eagan	Minnesota River Greenway in Eagan				2019	2022	\$3,508,000	\$877,000	\$25,408,920	794
10	10718	Scott County	Scott	Shakopee	CSAH 17 Bicycle and Pedestrian Bridge over US 169				2021	2022	\$950,080	\$237,520	\$26,359,000	786
11	11004	Washington Co	Washington	Newport	CSAH 38 Multi-Use Trail in Washington County				2020	2022	\$460,800	\$115,200	\$26,819,800	783
12	10744	Ramsey County	Ramsey	White Bear Lake & Twp, Vadnais Hts	Bruce Vento Regional Trail Extension in Ramsey County				2021	2022	\$4,026,278	\$1,006,570	\$30,846,078	782
13	10917	Apple Valley	Dakota	Apple Valley	Apple Valley Johnny Cake Ridge Road Trail				2019	2022	\$515,484	\$128,871	\$31,361,562	777
14	11025	St Paul	Ramsey	St. Paul	Sam Morgan Regional Trail Segment 1 Reconstruction in St. Paul				No	2023	\$1,877,600	\$469,400	\$33,239,162	776
15	10898	Inver Grove Heights	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail				2019	2022	\$300,160	\$75,040	\$33,539,322	769
16	10848	Hennepin County	Hennepin	Crystal	Bass Lake Road Multi-Use Trail in Crystal				No	2022	\$457,220	\$114,305	\$33,996,542	762
17	10849	Hennepin County	Hennepin	Osseo, BP	Bottineau Boulevard Multi-Use Trail in Osseo and Brooklyn Park				No	2023	\$1,562,348	\$390,587	\$35,558,890	759
18	10653	Ramsey (City)	Anoka	Ramsey	Regional Mississippi Skyway Multiuse Trail Bridge in Ramsey				2019	2022	\$3,240,000	\$810,000	\$38,798,890	756
19	10970	Chaska	Carver	Chaska	Circle the Brick Trail Connection in Chaska				2021	2022	\$1,197,792	\$299,448	\$39,996,682	750
20	10854	Three Rivers Park District	Hennepin	Golden Valley	Bassett Creek Regional Trail in Golden Valley				2019	2022	\$1,635,600	\$408,900	\$41,632,282	749
21	11041	St Paul	Ramsey,Wash	St. Paul, Newport	Point Douglas Regional Trail Phase 1 Construction in St. Paul				No	2023	\$5,152,000	\$1,288,000	\$46,784,282	746
22	10866	Minneapolis	Hennepin	Minneapolis	36th St W Pedestrian and Bicycle Connection in Minneapolis				2022	2022	\$1,978,316	\$494,579	\$48,762,598	742
23	10701	Brooklyn Park	Hennepin	Brooklyn Park	Rush Creek Regional Trail Grade Separation in Brooklyn Park				No	2022	\$930,400	\$232,600	\$49,692,998	730
24	10941	Burnsville	Dakota	Burnsville	Highway 13 and Nicollet Avenue Pedestrian Crossing				No	2022	\$2,224,000	\$556,000	\$51,916,998	728
25	10885	Carver County	Carver	Victoria	Lake Minnetonka Regional Trail in Carver County				No	2022	\$555,280	\$138,820	\$52,472,278	724
26	10915	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail				No	2023	\$4,160,288	\$1,040,072	\$56,632,566	721
27	10897	Dakota County	Dakota	Mendota Hts	River to River Greenway in Mendota Heights				2019	2022	\$1,152,000	\$288,000	\$57,784,566	713
28	10938	Coon Rapids	Anoka	Coon Rapids	Coon Creek Regional Trail and Pedestrian Bridge in Coon Rapids				2020	2022	\$3,360,000	\$840,000	\$61,144,566	701
29	10850	Minnetonka	Hennepin	Minnetonka	Excelsior Blvd Multi-Use Trail in Minnetonka				No	2022	\$2,956,000	\$739,000	\$64,100,566	695
30	10778	Washington Co	Washington	Mahtomedi	CSAH 12 Multi-Use Trail in Washington County				2019	2022	\$756,979	\$189,245	\$64,857,545	678
31	10591	Shakopee	Scott	Shakopee	US 169 Bicycle and Pedestrian Bridge in Shakopee				2021	2022	\$2,752,000	\$688,000	\$67,609,545	673
32	10909	Anoka (City)	Anoka	Anoka	Anoka 4th Ave Trail Connection Rum River Trail				2019	2022	\$450,000	\$135,000	\$68,059,545	669
33	10886	Carver County	Carver	Laketown Twp	Lake Waconia Regional Trail in Carver County				No	2023	\$1,498,320	\$374,580	\$69,557,865	650
34	11003	Washington Co	Washington	Cottage Grove	Central Greenway Multi-Use Trail Segments in Cottage Grove and Woodbury				No	2022	\$5,273,120	\$1,318,280	\$74,830,985	649
35	10908	Anoka (City)	Anoka	Anoka	Anoka Riverwalk West Rum River Trail				2020	2022	\$5,000,000	\$1,309,600	\$79,830,985	644
36	11036	Scott County	Scott	Louisville Twp	Merriam Junction Trail in Scott County				No	2023	\$5,500,000	\$4,900,000	\$85,330,985	640
37	11042	St Paul	Ramsey	St. Paul	Robert Piram Regional Trail Grade Separation in St. Paul				No	2022	\$5,500,000	\$1,607,130	\$90,830,985	633
38	11033	Rosemount	Dakota	Rosemount	Rosemount Greenway Downtown Trail				2019	2022	\$1,360,000	\$340,000	\$92,190,985	593
39	10836	Three Rivers PD	Hennepin	Rogers	Crow Hassan Park Reserve to Lake Independence Regional Trail Connection in				2021	2023	\$1,069,404	\$267,351	\$93,260,389	489
40	11049	Rogers	Hennepin	Rogers	Rogers I-94 Pedestrian Bridge				2020	2023	\$2,800,000	\$1,000,000	\$96,060,389	461

Pedestrian Facilities

Rank	ID	Applicant	County	City	Project Name	Base (2 Projects)	Expansion-Heavy (2 Projects)	Bike/Ped-Heavy (4 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10776	Minneapolis	Hennepin	Minneapolis	Lyndale Avenue North Pedestrian Safety Improvements in Minneapolis				2020 Only	2022	\$1,000,000	\$250,000	\$1,000,000	878
2	10833	Brooklyn Park	Hennepin	Brooklyn Park	West Broadway Avenue BLRT Streetscape Improvements				2020	2023	\$1,000,000	\$3,103,935	\$2,000,000	815
3	10995	Hennepin County	Hennepin	Various	ADA Retrofits at Blue and Green Line Extension Station Areas				2020	2022	\$1,000,000	\$250,000	\$3,000,000	796
4	11012	St. Paul	Ramsey	St. Paul	Front Ave Sidewalk Gap Infill in St. Paul				2021	2023	\$376,800	\$94,200	\$3,376,800	723
5	10903	Columbia Heights	Anoka	Columbia Heights	Central Avenue Pedestrian Enhancement Project in Columbia Heights				No	2022	\$1,000,000	\$830,000	\$4,376,800	721
6	10979	Richfield	Hennepin	Richfield	69th Street West Pedestrian Improvements in Richfield				2020	2022	\$250,000	\$250,000	\$4,626,800	676
7	11047	Scott County	Scott	Savage	CH 16 ADA Pedestrian Improvement in Savage				2019	2022	\$428,000	\$107,000	\$5,054,800	674
8	10902	W. St. Paul	Dakota	W. St. Paul	West St. Paul Wentworth Sidewalk Construction				No	2022	\$263,848	\$65,962	\$5,318,648	623
9	10996	Anoka County	Anoka	Coon Rapids	Round Lake Blvd Pedestrian Accommodations over US 10 in Coon Rapids				No	2022	\$1,000,000	\$758,400	\$6,318,648	596
10	10966	S. St. Paul	Dakota	S. St. Paul	Concord Exchange Pedestrian Improvements in South St. Paul				No	2022	\$1,000,000	\$1,800,000	\$7,318,648	594
11	11043	Carver County	Carver	Victoria	CSAH 11 Pedestrian Crossing Improvements in Victoria				No	2022	\$470,720	\$117,680	\$7,789,368	504
12	10948	Shorewood	Hennepin	Shorewood	Galpin Lake Pedestrian Improvements in Shorewood				2020	2022	\$1,000,000	\$250,000	\$8,789,368	453

Safe Routes to School

Rank	ID	Applicant	County	City	Project Name	Base (2 Projects)	Expansion-Heavy (2 Projects)	Bike/Ped-Heavy (4 Projects)	Early?	Year	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10921	Minneapolis	Hennepin	Minneapolis	Near North Safe Routes to School in Minneapolis				No	2022	\$1,000,000	\$250,000	\$1,000,000	839
2	10934	St. Paul	Ramsey	St. Paul	Bruce Vento Elementary Safe Routes to School in St. Paul				No	2023	\$842,528	\$210,632	\$1,842,528	787
3	10916	Apple Valley	Dakota	Apple Valley	Greenleaf Elementary Galaxie Crossing in Apple Valley				2019	2022	\$198,240	\$49,560	\$2,040,768	742
4	10807	Bloomington	Hennepin	Bloomington	Bloomington 102nd Street SRTS Improvements				No	2023	\$301,782	\$75,445	\$2,342,550	720
5	10869	S. St Paul	Dakota	S. St Paul	South St. Paul Secondary Safe Routes to School				2020	2022	\$1,000,000	\$780,000	\$3,342,550	666
6	10901	W. St. Paul	Dakota	W. St. Paul	West St. Paul Bidwell Street Sidewalk Improvements				No	2022	\$560,000	\$140,000	\$3,902,550	657
7	10964	Forest Lake	Washington	Forest Lake	Goodview Ave Pedestrian Underpass in Forest Lake				2020	2022	\$1,000,000	\$260,000	\$4,902,550	613
8	10724	Rogers	Hennepin	Rogers	Hassan Elementary School Trail in Rogers				2019	2022	\$652,000	\$325,000	\$5,554,550	562

Total Modal Funding for Each Scenario

\$30,662,328 \$30,662,328 \$39,715,892

Shading indicates projects in each funding scenario that would not be funded if \$6,667,000 is approved by TAB for the St. Paul/HourCar Unique Project request.

Blue shading indicates projects funded in the Base Funding Scenario.

Orange shading indicates projects funded in the Expansion-Heavy Funding Scenario.

Green shading indicates projects funded in the Bike/Ped-Heavy Funding Scenario.

**DRAFT FUNDING SCENARIO**

**Unique Projects**

Applicant	Project Name	Base	Expansion-Heavy	Bike/Ped Heavy	Year	Federal Requested	Local Match
Met Council	Regional Model/Travel Behavior Inventory				Any	\$585,000	\$1,170,000
St Paul	Carsharing/Electric Vehicle Charging Stations	TBD	TBD	TBD	Any	\$6,667,000	\$4,000,000

	Blue shading indicates projects funded in the Base Funding Scenario.
	Orange shading indicates projects funded in the Expansion-Heavy Funding Scenario.
	Green shading indicates projects funded in the Bike/Ped-Heavy Funding Scenario.

**SCENARIO SUMMARIES**

Mode	Mid-Point of Funding Range	Base	% of Total \$	# of Projects	Expansion-Heavy	% of Total \$	# of Projects	Bike/Ped Heavy	% of Total \$	# of Projects
Roadways	58%	\$109,911,896	57%	21	\$110,920,576	57%	21	\$102,911,896	53%	20
Transit/TDM	27%	\$53,342,029	27%	11	\$51,942,029	27%	11	\$50,598,029	26%	10
Bike/Ped	15%	\$30,662,328	16%	15	\$30,662,328	16%	15	\$39,715,892	20%	24
Unique*	N/A	\$585,000	0.3%	1	\$585,000	0.3%	1	\$585,000	0.3%	1
Total	100%	\$194,501,253	100%	48	\$194,109,933	100%	48	\$193,810,816	100%	55

\*Includes the Regional Travel Behavior Inventory (\$585,000). Funding for the St. Paul unique project still being discussed by TAB.