

ACTION TRANSMITTAL No. 2019-04

DATE: December 13, 2018
TO: TAC Funding & Programming Committee
PREPARED BY: Steve Peterson, Manager of Highway Planning and TAB/TAC Process
(651-602-1819)
Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2018 Regional Solicitation Funding Scenario Options
REQUESTED ACTION: MTS staff requests that the Funding & Programming Committee forward one or more preferred funding scenarios to TAC.
RECOMMENDED MOTION: Recommend forwarding preferred funding scenario(s) to TAC.

NOTE: At its December 19, 2018, meeting, the Transportation Advisory Board (TAB) will be asked to reduce the number of scenarios to be considered, identify the preferred amount of program year flexibility level (overprogramming), and provide guidance on St. Paul's unique project request. Therefore, some of the funding scenarios may be eliminated from consideration and/or other direction may come from TAB on this action item. Any direction from TAB will be shared at the December 20, 2018, Committee meeting.

BACKGROUND AND PURPOSE OF ACTION: For the Committee's consideration, staff provides the following funding scenarios for consideration:

1. Base Scenario (Blue): This is 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, 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).
4. Modernization-Heavy Scenario (Pink): Funds more heavily in the roadway reconstruction/modernization and transit modernization categories, providing a contrast to the Expansion-Heavy scenario. Same modal splits as the Base Scenario, but funds two additional roadway expansion projects and one additional transit expansion project.

Funding for the three new projects comes from removing three projects (two roadway expansion projects and one transit expansion project) from the Base Scenario.

5. Roadways-Heavy Scenario (Purple): This was a funding scenario suggested by TAC as another option to be considered along with the other four scenarios. Relative to the Base Scenario, this scenario shifts approximately \$10 million from transit to roadways and funds three additional roadway expansion projects and one additional roadway modernization project. Funding for the four new projects comes from removing three projects (one traffic management technology project, one transit expansion project, and one transit modernization 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:

Going into its December 19, 2018, meeting, 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 for years 7 and 8 of the 10-year program discussed by TAB as part of the 2016 funding cycle.

The draft scenarios assume a program level flexibility (i.e., overprogramming) of 8% to account for selected projects that withdraw or change their scopes and give funds back to the region (in the 2016 funding cycle, program level flexibility of 8% was approved by TAB). This level of overprogramming increases the total federal funds available from \$179 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 the Roadways Including Multimodal Elements category, 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.

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

COMMITTEE FEEDBACK:

At the November 29, 2018, Funding & Programming meeting, the following general comments were provided:

1. The 327-point scoring gap between the fourth and fifth highest-ranked transit modernization projects creates a clear distinction between projects and is a good funding line. However, the fifth-place project is shown as funded in the modernization-heavy scenario. If funded, the committee also provided input that the sixth-ranked project, which is only \$616,000 should be funded.
2. In addition to identifying projects that have been awarded partial funding from one or more MnDOT/DEED competitive grant programs (National Highway Freight Program, Corridors of Commerce, Transportation and Economic Development/Infrastructure), the group requested that Council staff identify projects in all modes that have applied for funding in the past funding cycles. Both pieces of information are shown on the ranked number list on the far left of the tables with footnotes.
3. The Committee also requested that the \$2.2 million of returned extra transit funds be shown in the total funding tables. These returned funds were added to transit expansion projects since the returned funds were for new bus purchases. In calculating the modal percentages out of the \$194 million available, the \$2.2 million was excluded.
4. The Committee noted that one of the negative outcomes of a \$5.5 million maximum federal award in the multiuse trails category is that fewer projects are funded. It also impacted the number of funded pedestrian and Safe Routes to School projects, where only two projects are shown as funded in the four of the five scenarios in each application category. Another element that impacted the categorical balance in this mode is that Washington County may only receive one project; the 11th-ranked multiuse trails project. This also resulted in several high scoring projects not being shown as funded.
5. The Committee questioned why funding the unique project request would result in fewer pedestrian projects when the electric vehicle charging stations and carsharing project has little to do with pedestrian projects. Council staff made this recommended change in the updated tables and noted that the draft approach was to attempt to take some of the \$6.67 million from more than one mode. Staff said that they need further direction from TAB as to which projects would be eliminated from receiving funding if TAB decides to fund all or part the unique project request. It was suggested that the pedestrian projects could be retained by reducing the award to the unique project by \$1 million.
6. The Committee requested a table showing the total project cost by mode (see Table 1). It was noted that many of the roadway projects submitted are leveraging large amounts of outside funds. In some cases, the roadway projects are seeking the remaining gap funding, whereas for many of the other projects, this will be the first funding dedicated to the project. Members also noted that historically about 3% of the roadway project budgets were for bicycle and pedestrian improvements, so consideration for going slightly above the mid-point (58%) for roadways should be discussed. The Committee commented that Roadways is currently funded below the midpoint of its modal range in all the draft scenarios. This occurs because the current approach is to fully fund project requests and lower-cost bicycle and pedestrian projects can accept the remaining budgets in other modes.

- The concept of program level flexibility was discussed. The group generally was in favor of flexing at the same level (roughly 8%) as last funding cycle, but to be clearer with applicants that some project(s) may have to either be delayed or receive delayed reimbursement if there are not volunteers to delay their projects or not enough projects drop out of the program.

Table 1: Funding Requests by Mode

	Applications	Federal Request	%	Range Midpoint	Total Project Cost	%
Roadway	43 (32%)	\$220,677,812	53%	58%	\$492,148,742	65%
Transit/TDM	32 (24%)	\$87,837,695	21%	27%	\$111,436,778	15%
Bike/Ped	60 (44%)	\$110,404,307	26%	15%	\$152,224,081	20%
TOTAL	135	\$418,919,814			\$755,809,601	

At the December 5, 2018, TAC meeting, the following general comments were provided:

- TAC requested that Council staff convene a special workgroup to further develop a proposed roadways-heavy scenario. The new scenario, titled “Roadways-Heavy,” was proposed for TAB’s consideration to increase geographic balance and provide additional funding to roadways. This workgroup met on December 10, 2018.
- TAC requested that Council staff show the potential effect of increasing program level flexibility from 8% to 10% to fund more projects. Approximately \$3 million is shown in the tables in yellow shading to depict the general impact of this extra funding. The amount is shown to be primarily added as partial funding on large roadway projects. This was done since roadways as a mode was slightly below the 58% target midpoint. In addition, many of the projects could accept partial funding as they have already received partial funding from other competitive sources.

The group also suggested adding the two highest ranking, unfunded Safe Routes to School projects, which only have a total federal funding request of \$500,000. Council staff noted that the downside to increasing program-level flexibility levels is that repayment to local agencies may be delayed and/or less funding may be available for future funding cycles to distribute to projects.

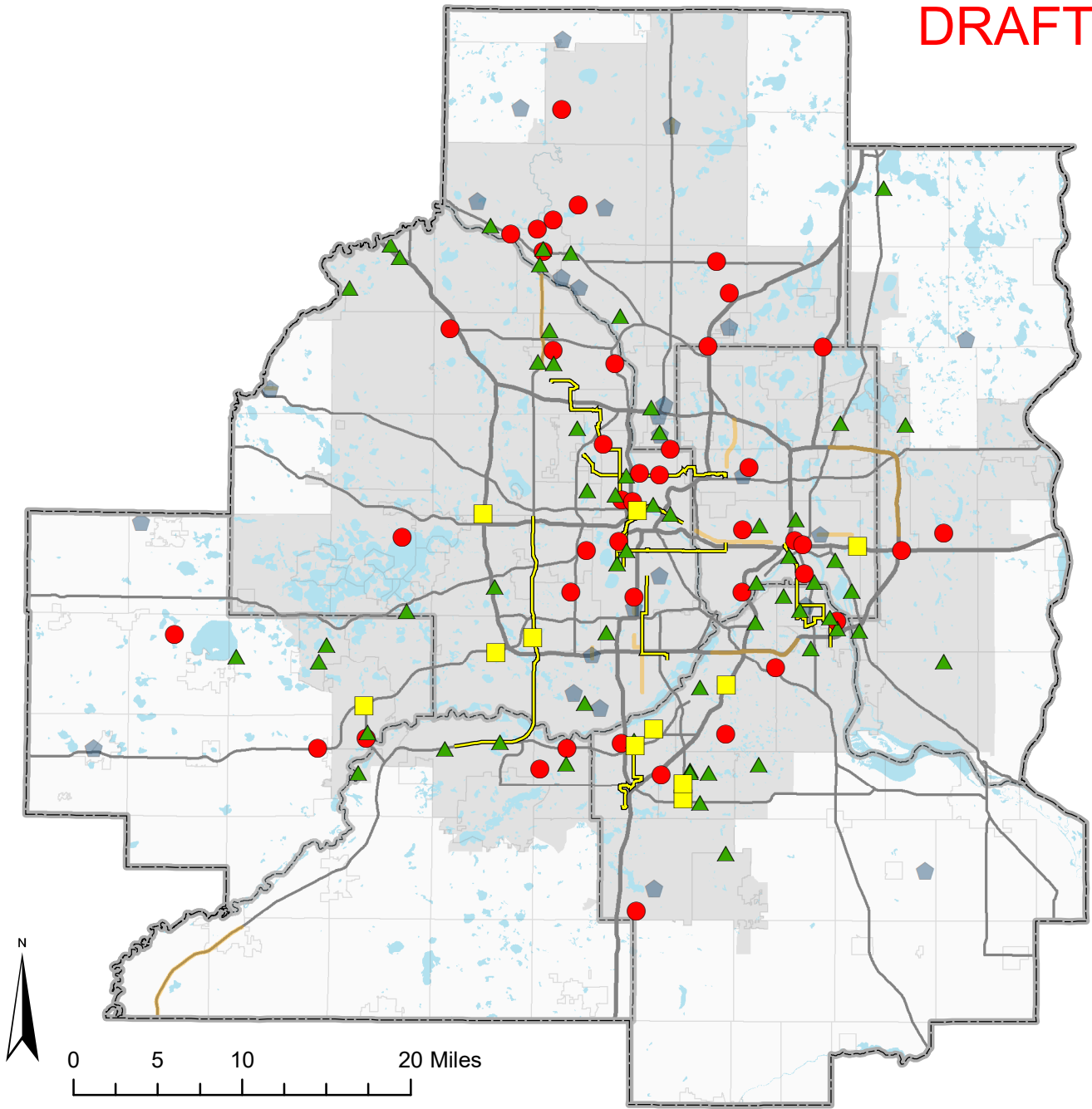
- There was a robust discussion on the regional balance of the funds, specifically, the minimal funding most scenarios provide to Washington County and the low number of applications submitted from Washington County and agencies within Washington County. The group asked if the Streetlight data or employment flows data could be used to better understand the issue in future rounds.
- While there have been comments about roadway expansion being counter to the region’s Transportation Policy Plan (TPP), some TAC members commented that the roadway expansion projects are consistent with the TPP and that many of the projects are filling gaps in the existing transportation system and/or will benefit future transitways. Others noted that the scoring system favors higher-volume projects on MnDOT’s system, so local agencies submit projects on this system.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	

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

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Legend

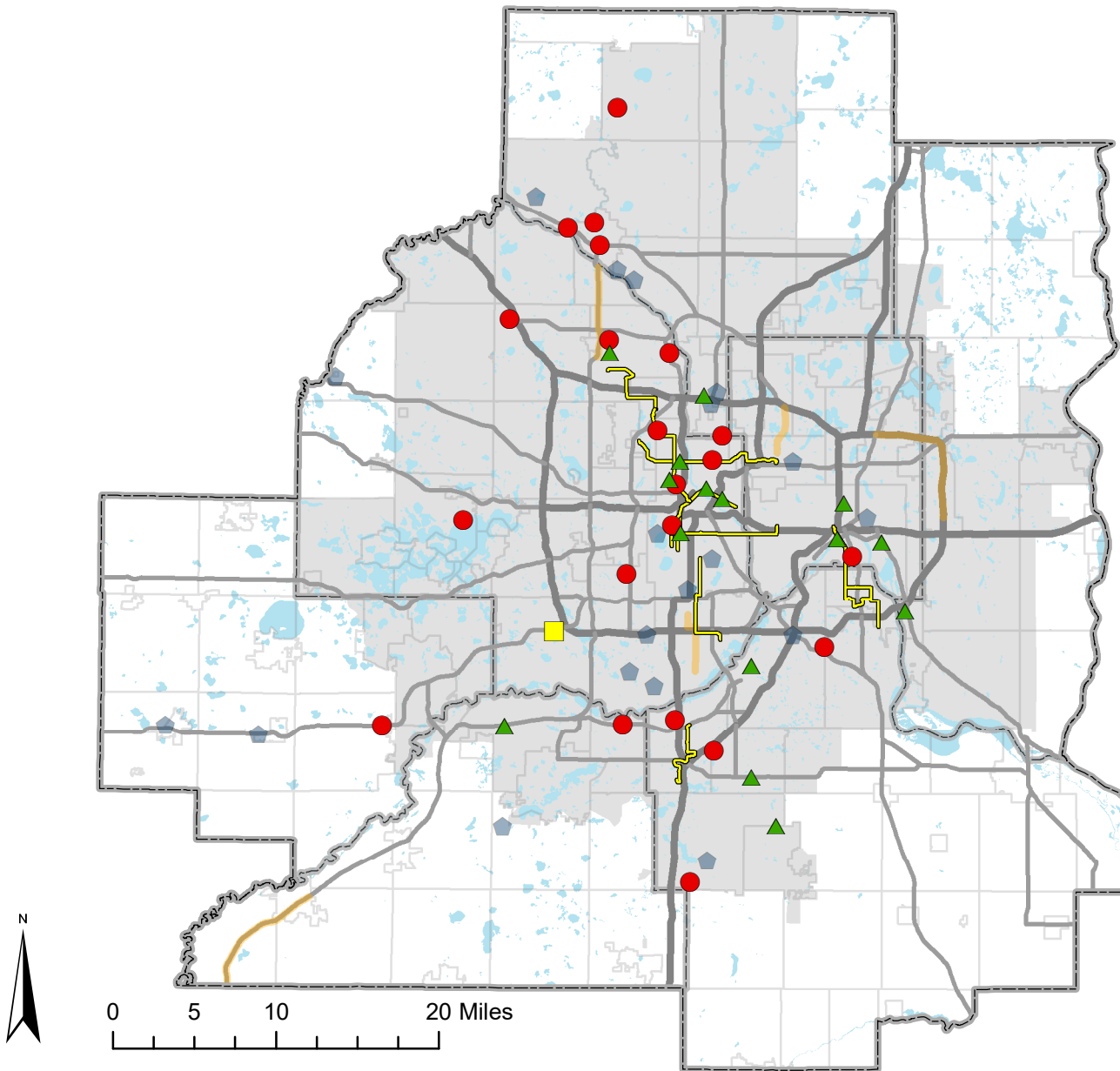
- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

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

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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

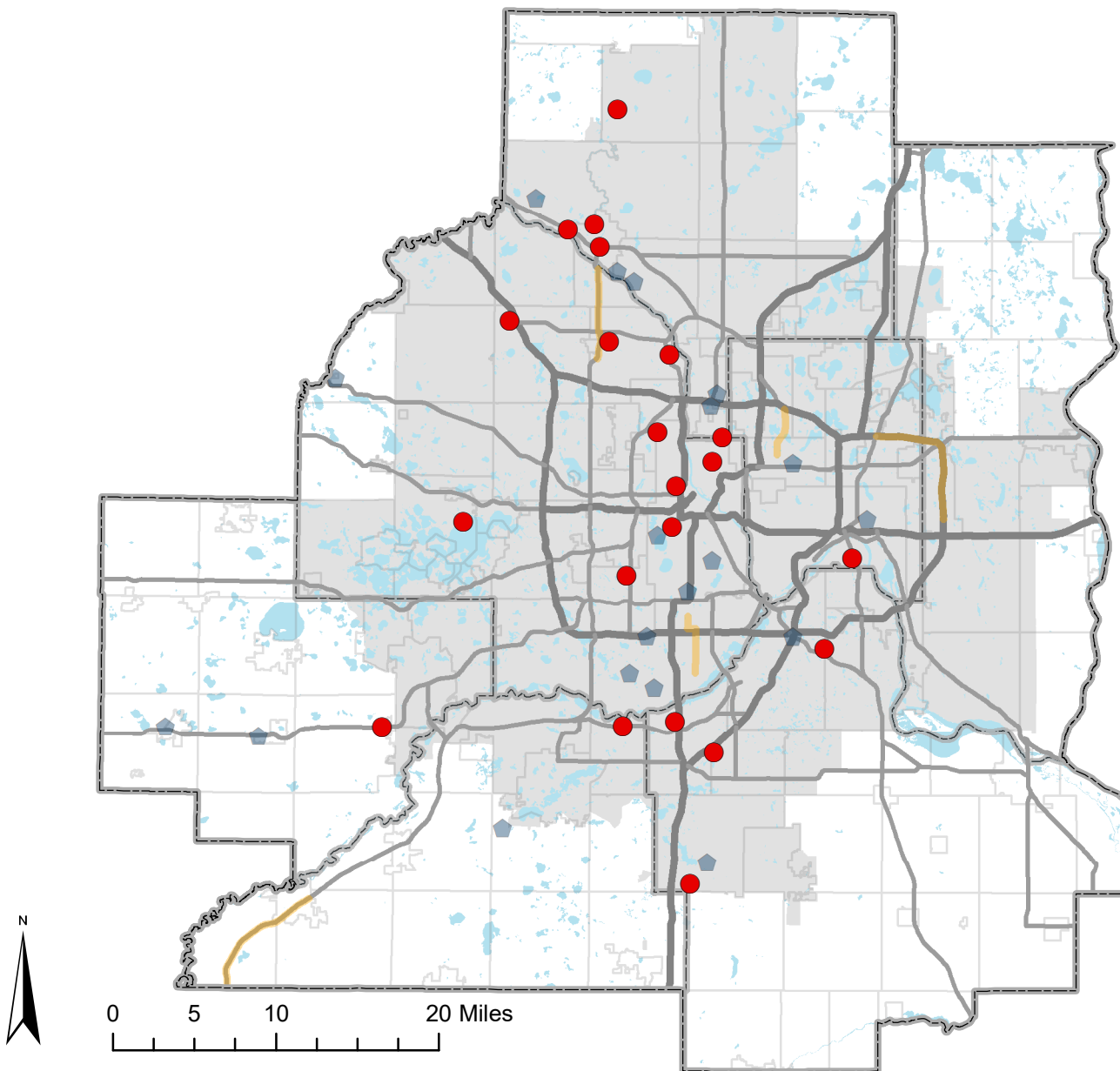
Total Regional Solicitation Projects: 48

Total Highway Safety Improvement Program

Projects: 25

Locations of 2018 Regional Solicitation Projects: Base Funding Scenario - Roadways




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Reference Items

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

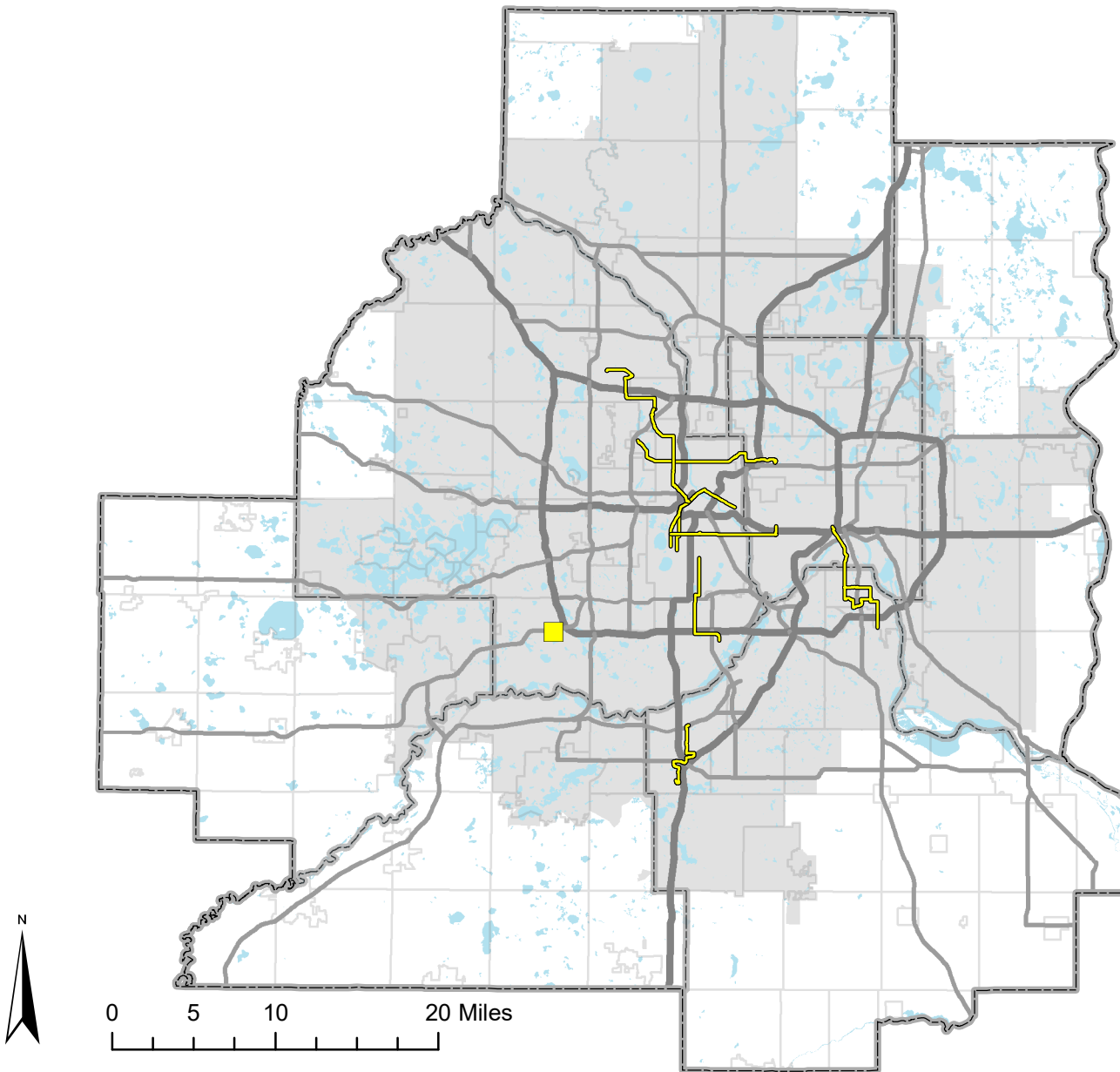
Modal Funding Category

-  Roadways
-  HSIP Projects
-  HSIP Project Corridors

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

Locations of 2018 Regional Solicitation Projects: Base Funding Scenario - Transit

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Reference Items

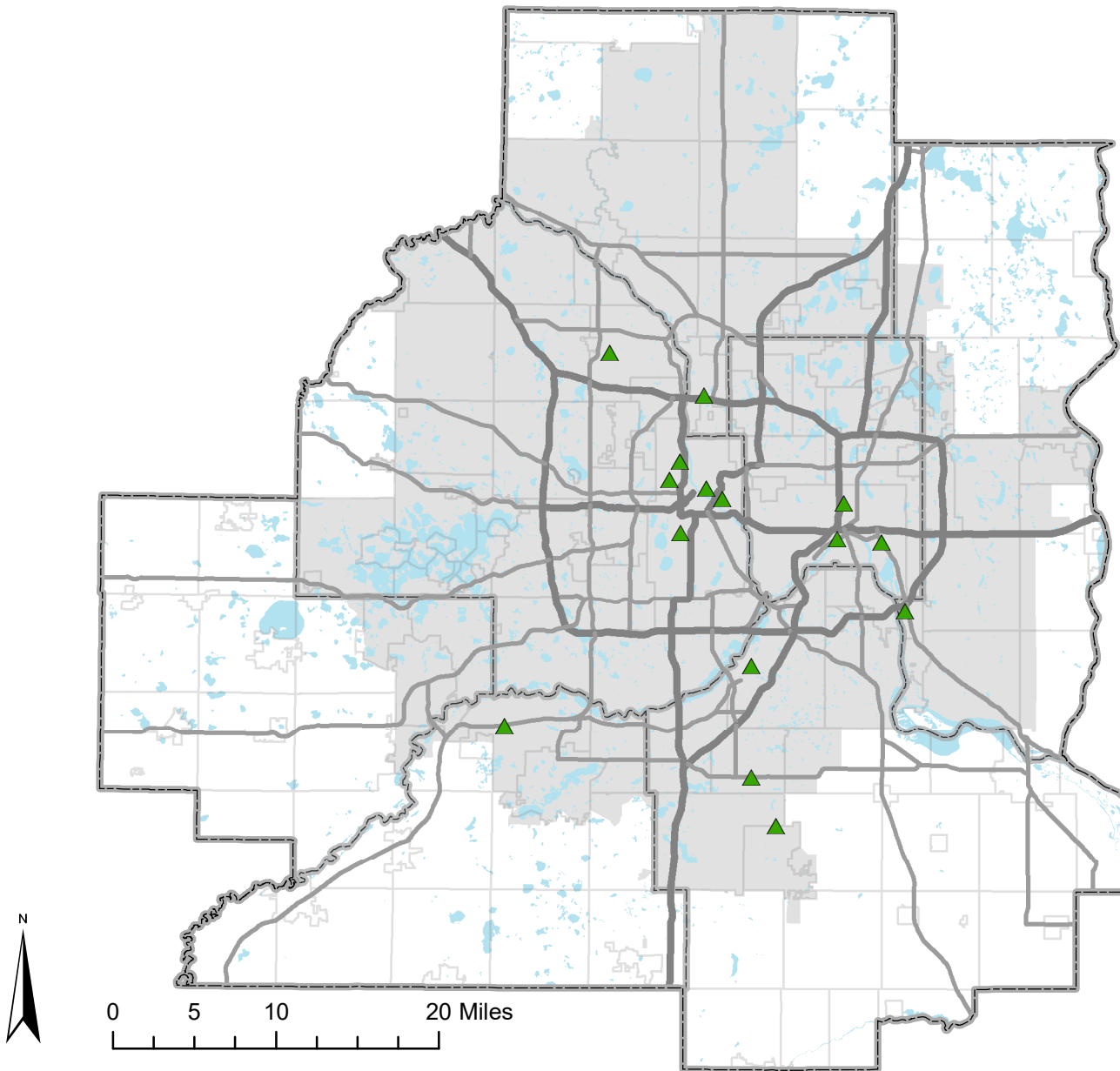
- Interstate Highways
- State, US Highways and County Roads
- ▭ County Boundaries
- ▭ City Boundaries
- ▭ Lakes and Rivers
- ▭ Urbanized Area

Modal Funding Category

- ▭ Transit
- Transit Project Corridors

Total Regional Solicitation Projects: 48


Locations of 2018 Regional Solicitation Projects: Base Funding Scenario - Bicycle and Pedestrian **DRAFT**



Reference Items

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

Modal Funding Category

-  Bicycle and Pedestrian

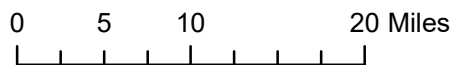
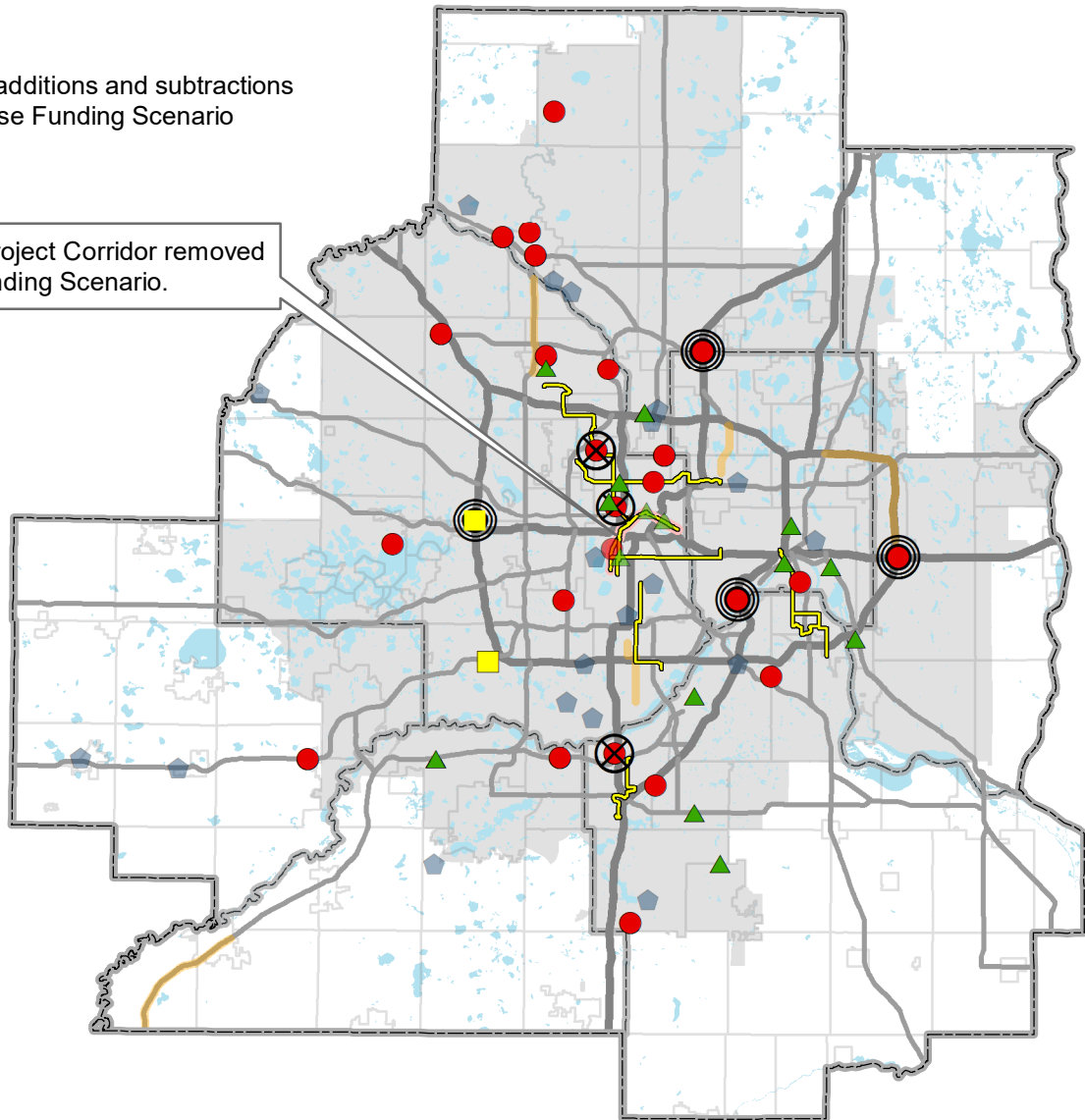
Total Regional Solicitation Projects: 48

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

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

One Transit Project Corridor removed from Base Funding Scenario.



Reference Items

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

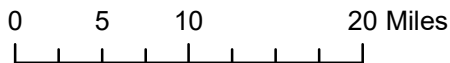
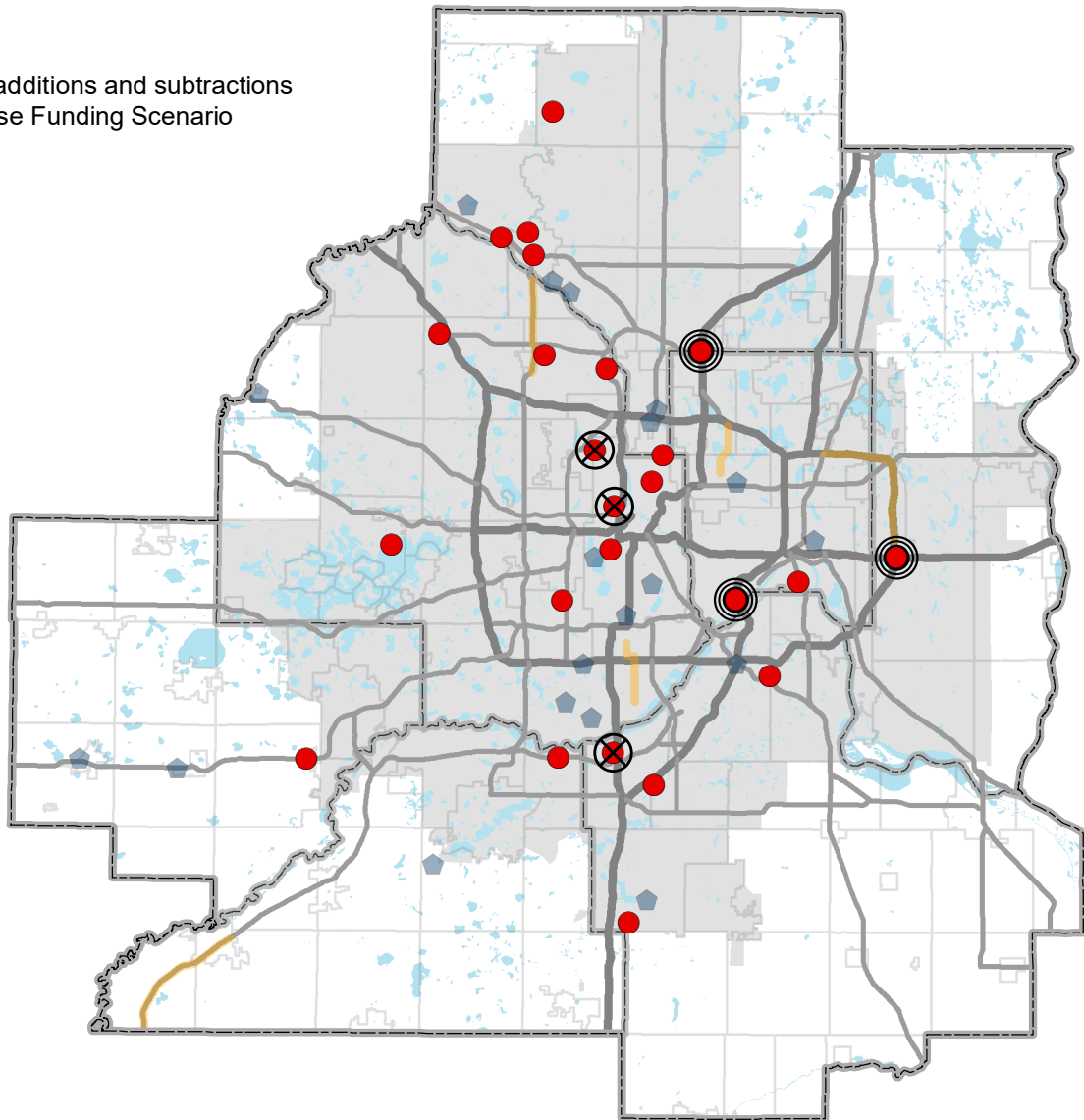
Modal Funding Category

- 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

Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario - Roadways **DRAFT**

Map shows project additions and subtractions compared to the 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

- Roadways
- Roadway Additions
- Roadway Subtractions
- HSIP Projects
- HSIP Project Corridors

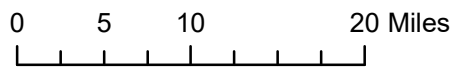
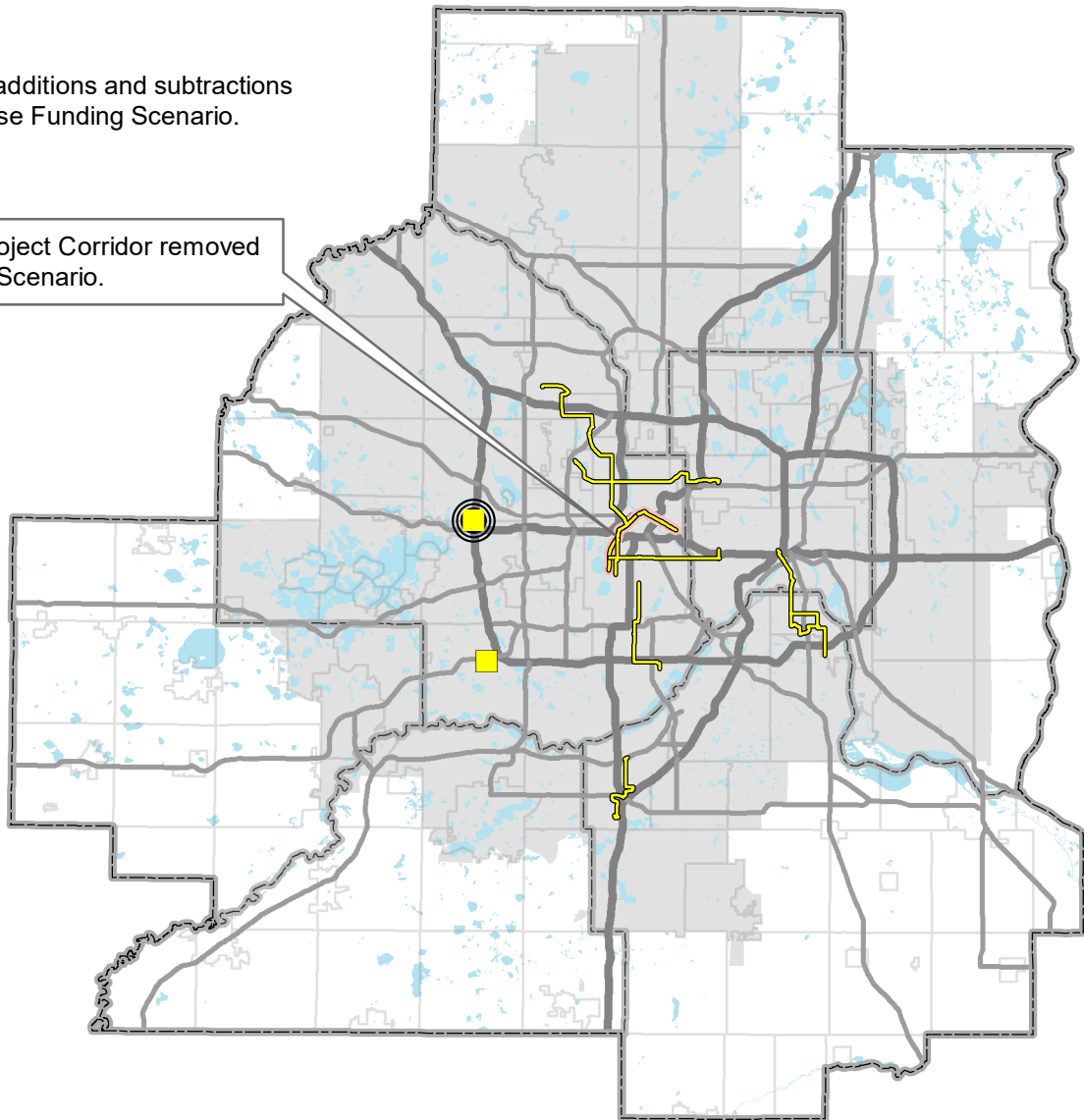
Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

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

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

One Transit Project Corridor removed 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

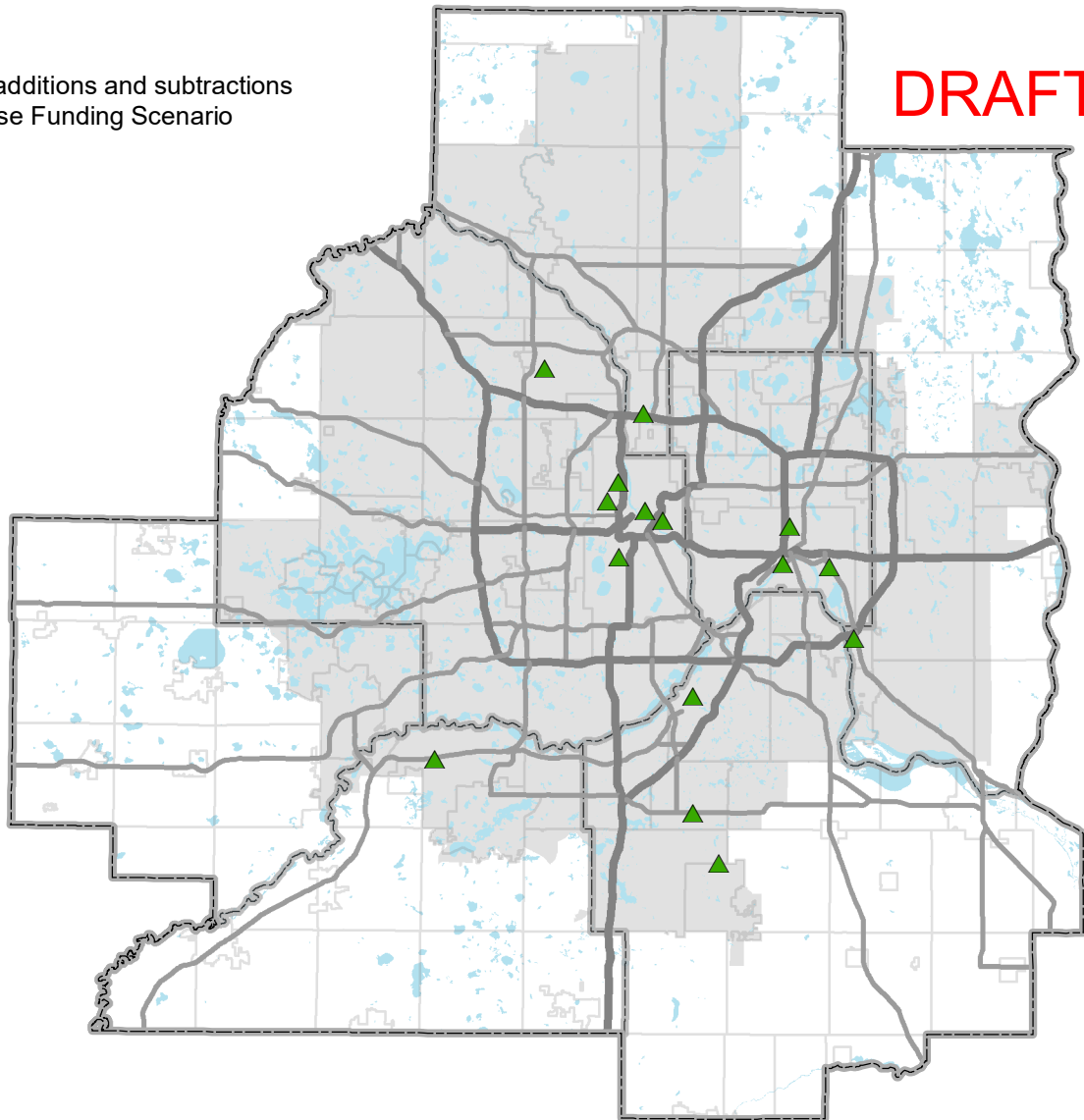
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 48

Locations of 2018 Regional Solicitation Projects: Expansion-Heavy Funding Scenario - Bicycle and Pedestrian

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

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Reference Items

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

Modal Funding Category

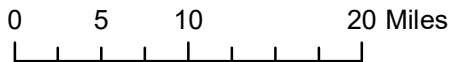
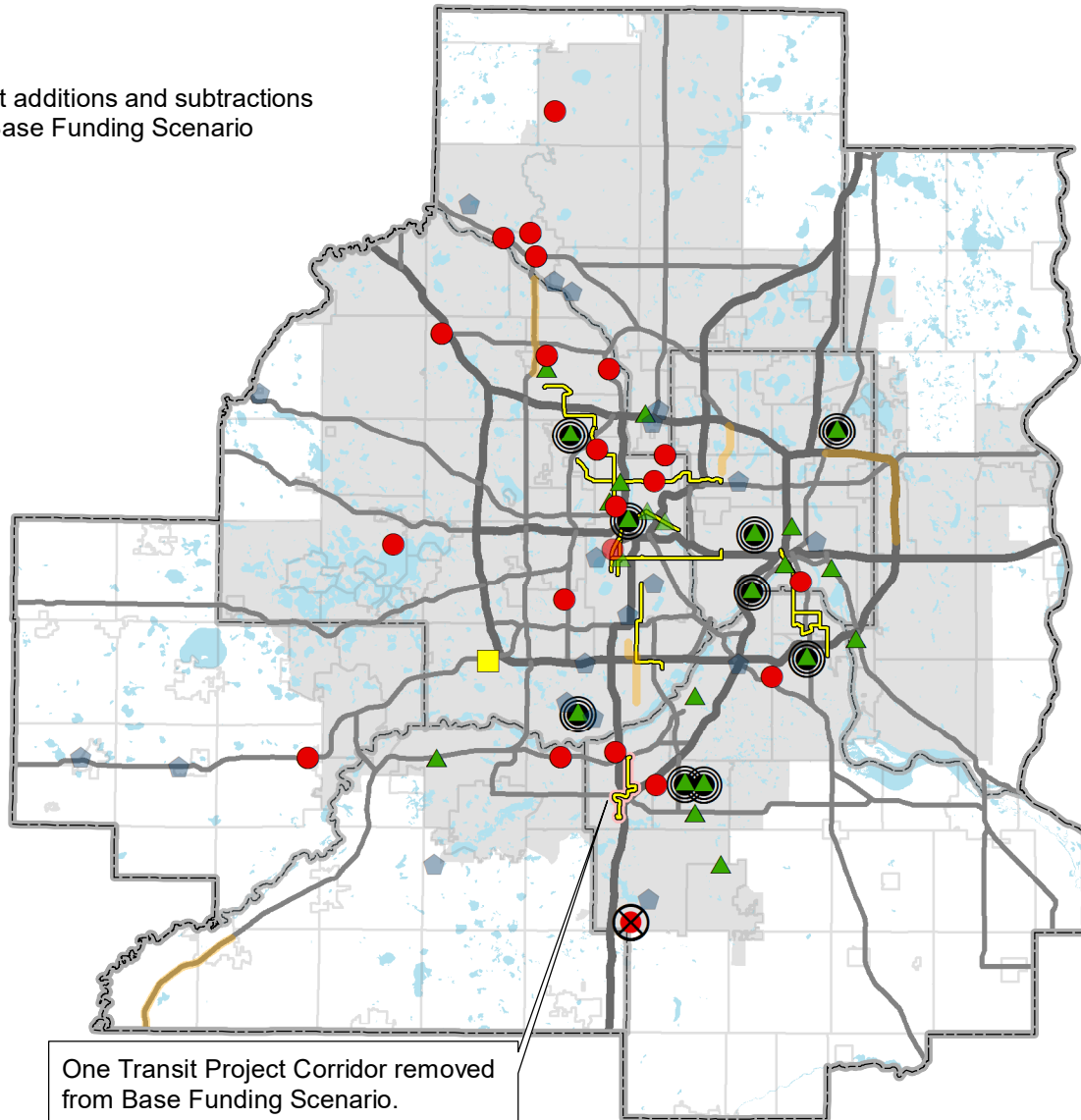
- ▲ Bicycle and Pedestrian

Total Regional Solicitation Projects: 48

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

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



Reference Items

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

Modal Funding Categories

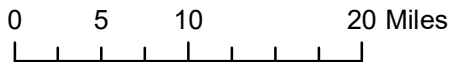
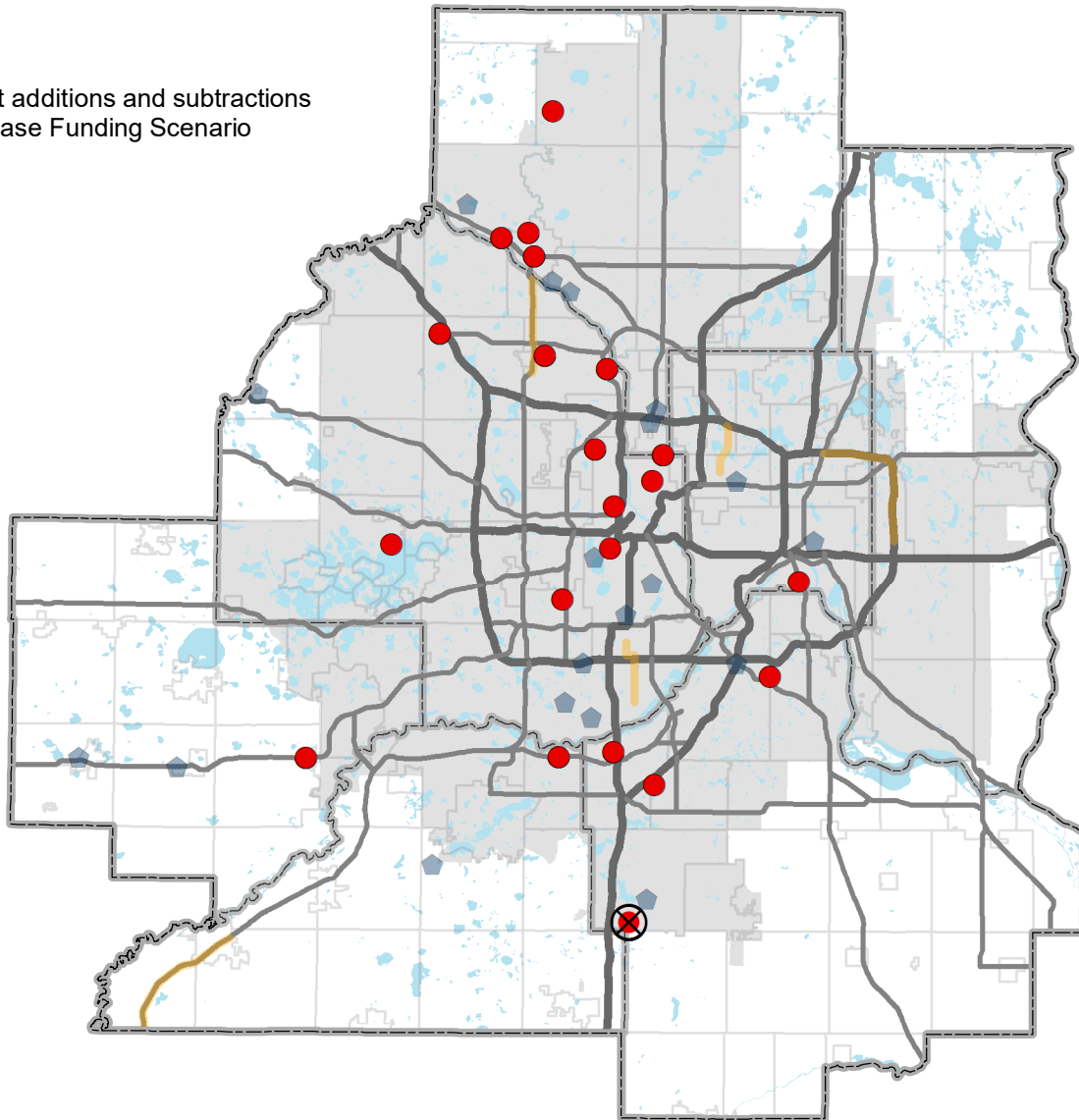
- Roadways
- Roadway Subtraction
- Bicycle and Pedestrian
- Bicycle and Pedestrian Additions
- Transit
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

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

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

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



Reference Items

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

Modal Funding Categories

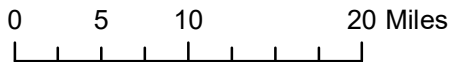
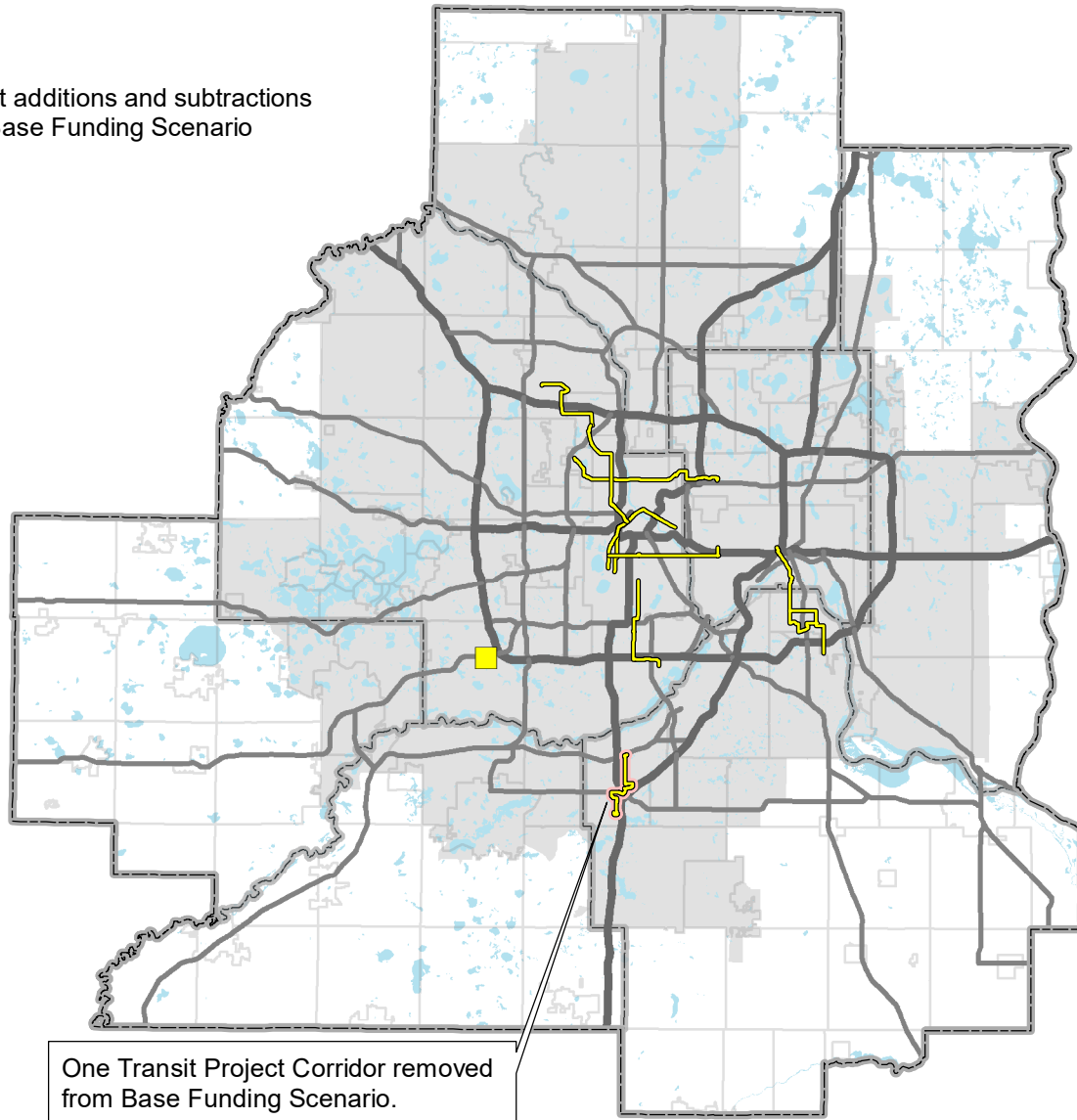
- Roadways
- Roadway Subtraction
- HSIP Projects
- HSIP Project Corridors

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

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

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



Reference Items

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

Modal Funding Categories

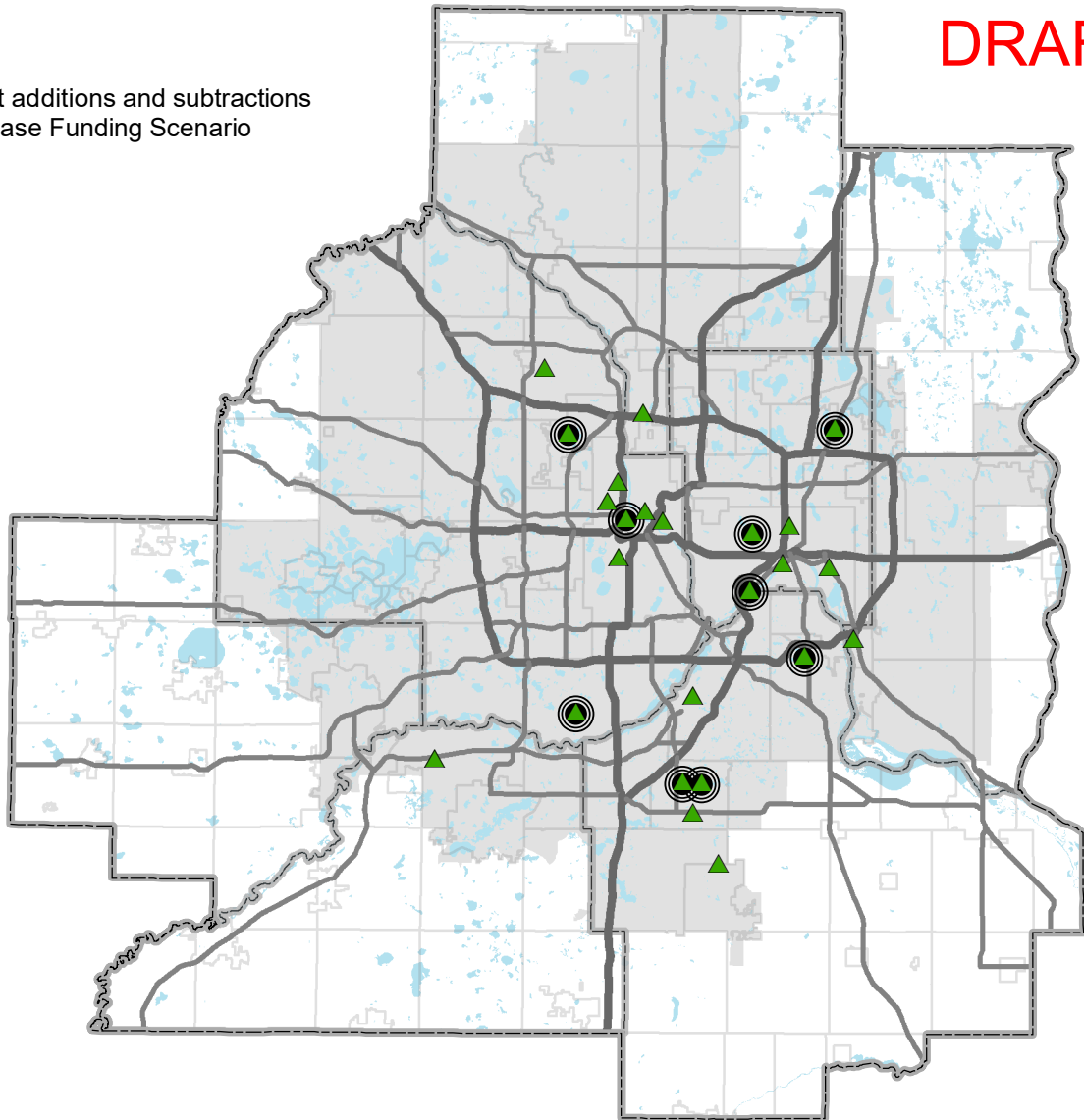
-  Transit
-  Transit Project Corridor
-  Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 55

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

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



Reference Items

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

Modal Funding Categories

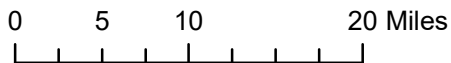
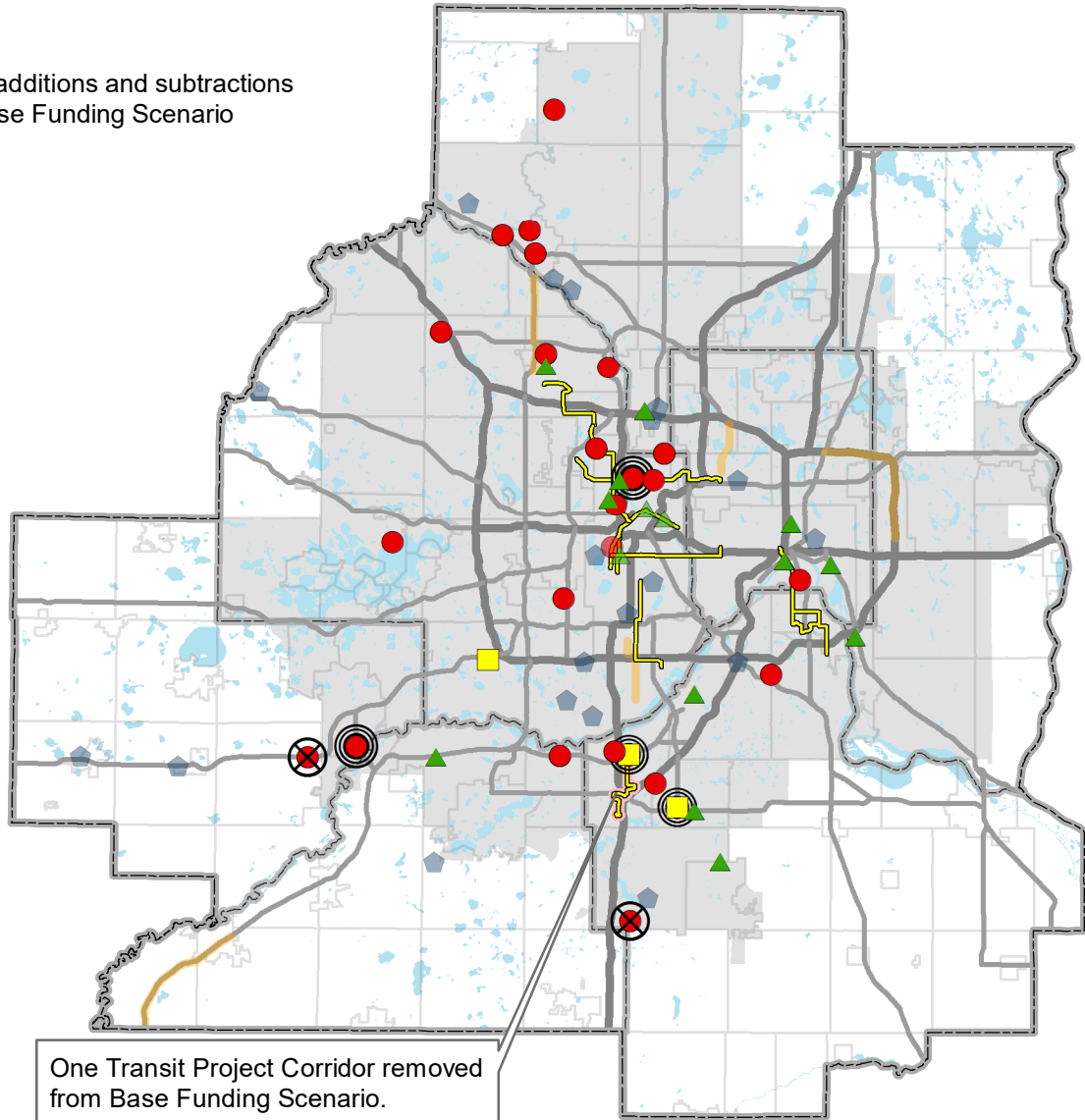
-  Bicycle and Pedestrian
-  Bicycle and Pedestrian Additions

Total Regional Solicitation Projects: 55

Locations of 2018 Regional Solicitation Projects: Modernization-Heavy Funding Scenario

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Map shows project additions and subtractions compared to the 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

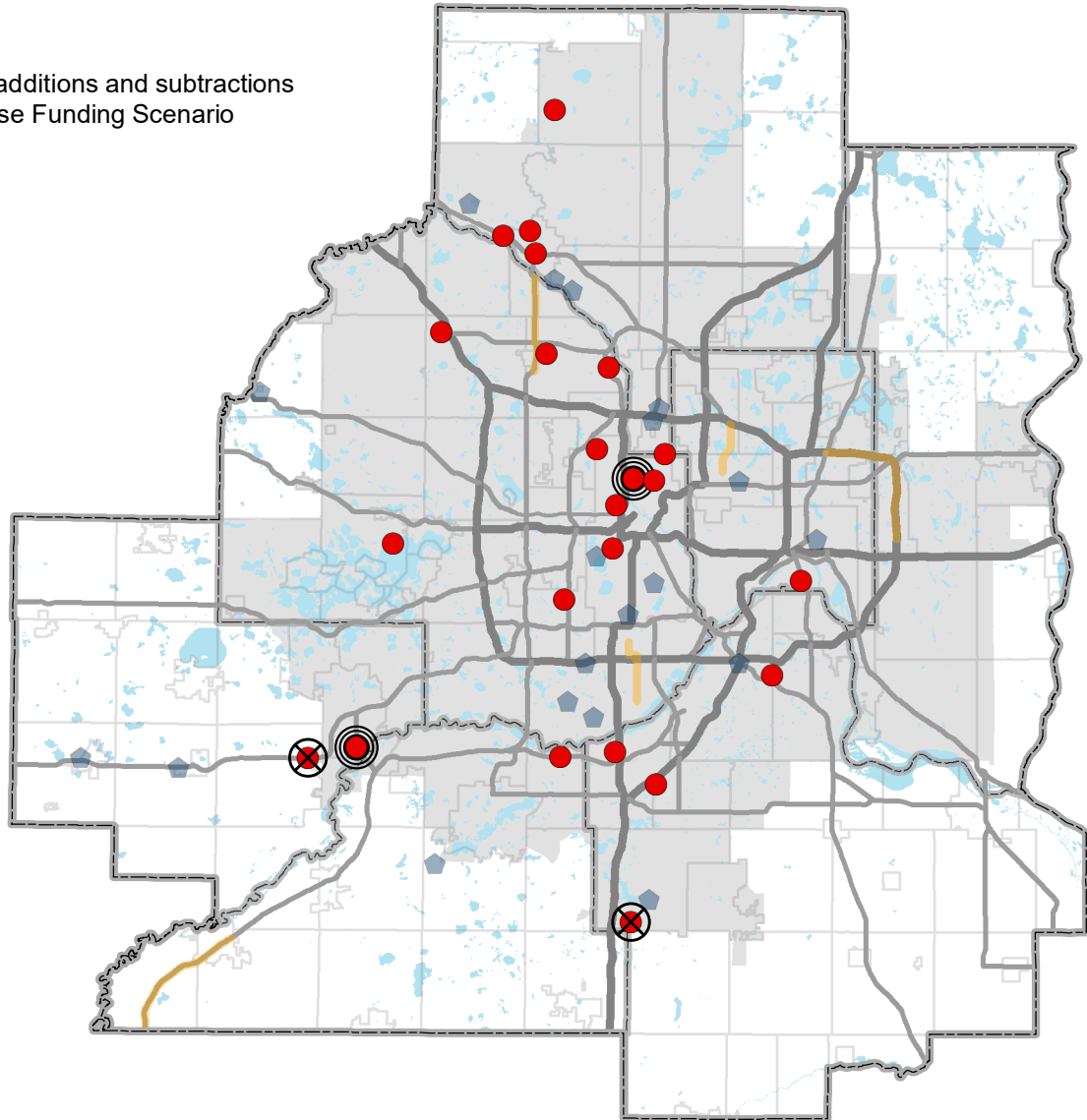
- Roadways
- Roadway Additions
- Roadway Subtraction
- Bicycle and Pedestrian
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 49
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Modernization-Heavy Funding Scenario - Roadways

DRAFT

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



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 Category

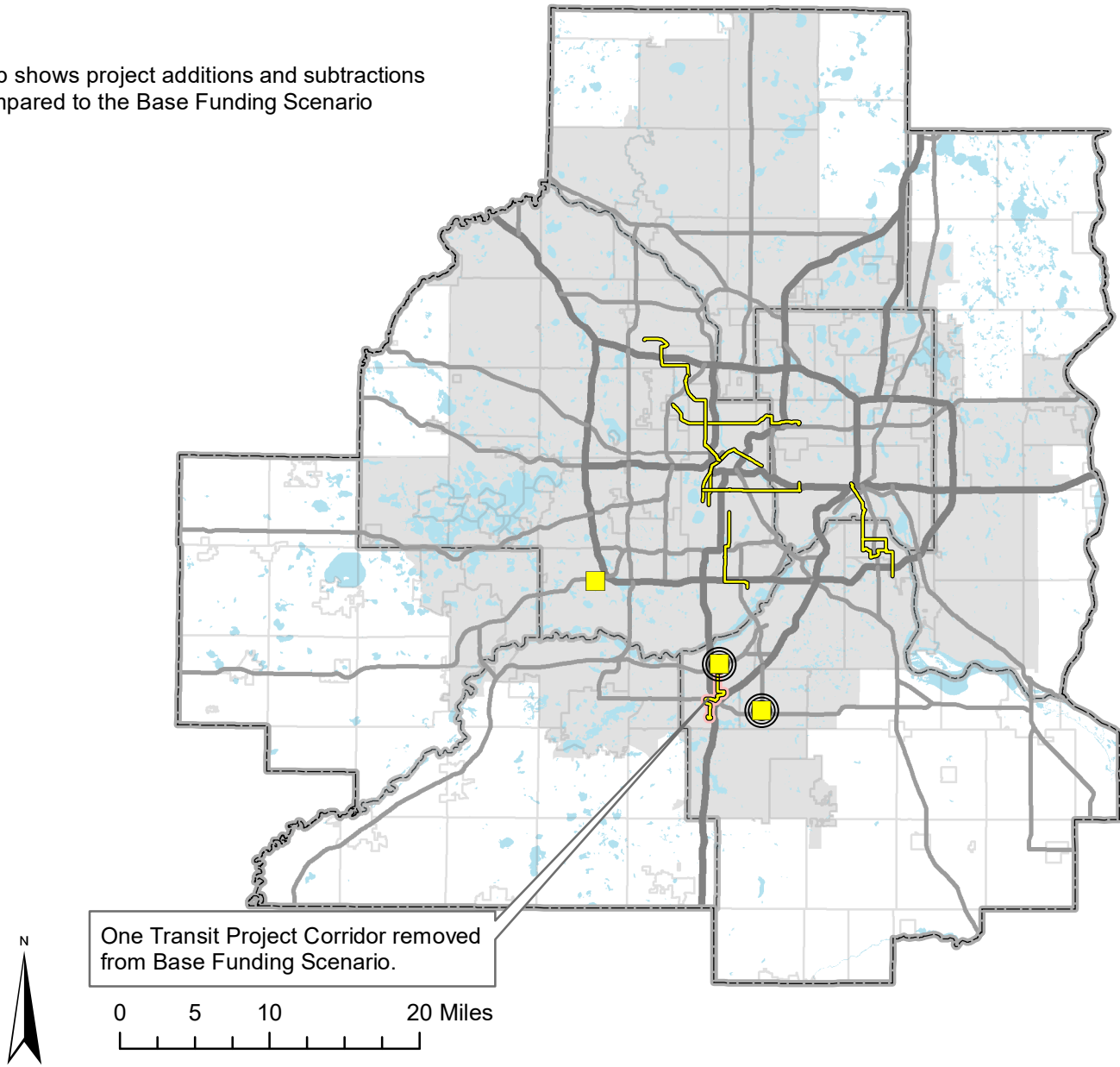
- Roadways
- Roadway Additions
- Roadway Subtractions
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 49
Total Highway Safety Improvement Program
Projects: 25

Locations of 2018 Regional Solicitation Projects: Modernization-Heavy Funding Scenario - Transit

DRAFT

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



Reference Items

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

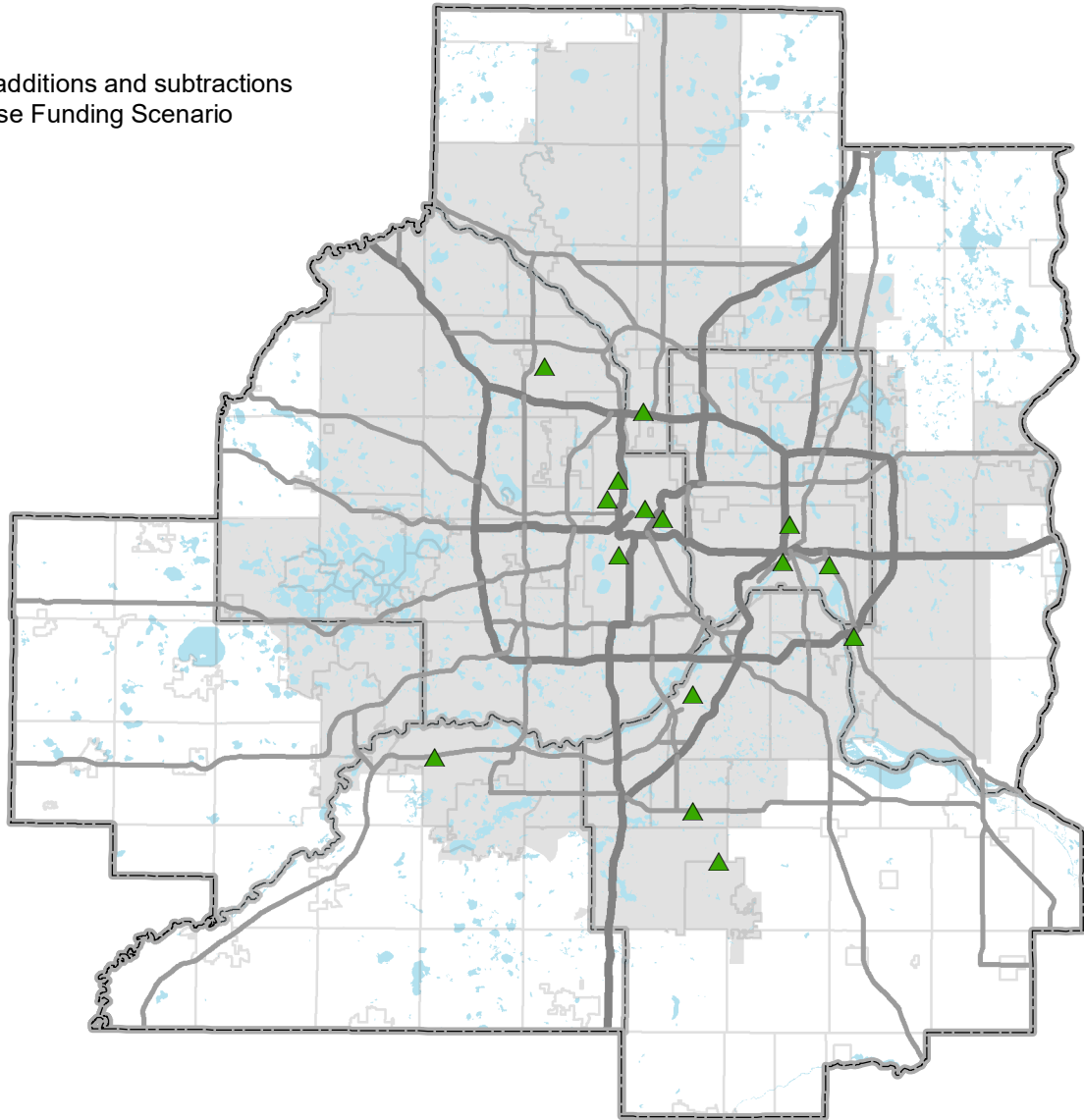
Modal Funding Category

- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 49

Locations of 2018 Regional Solicitation Projects: **DRAFT** Modernization-Heavy Funding Scenario - Bicycle and Pedestrian

Map shows project additions and subtractions compared to the 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

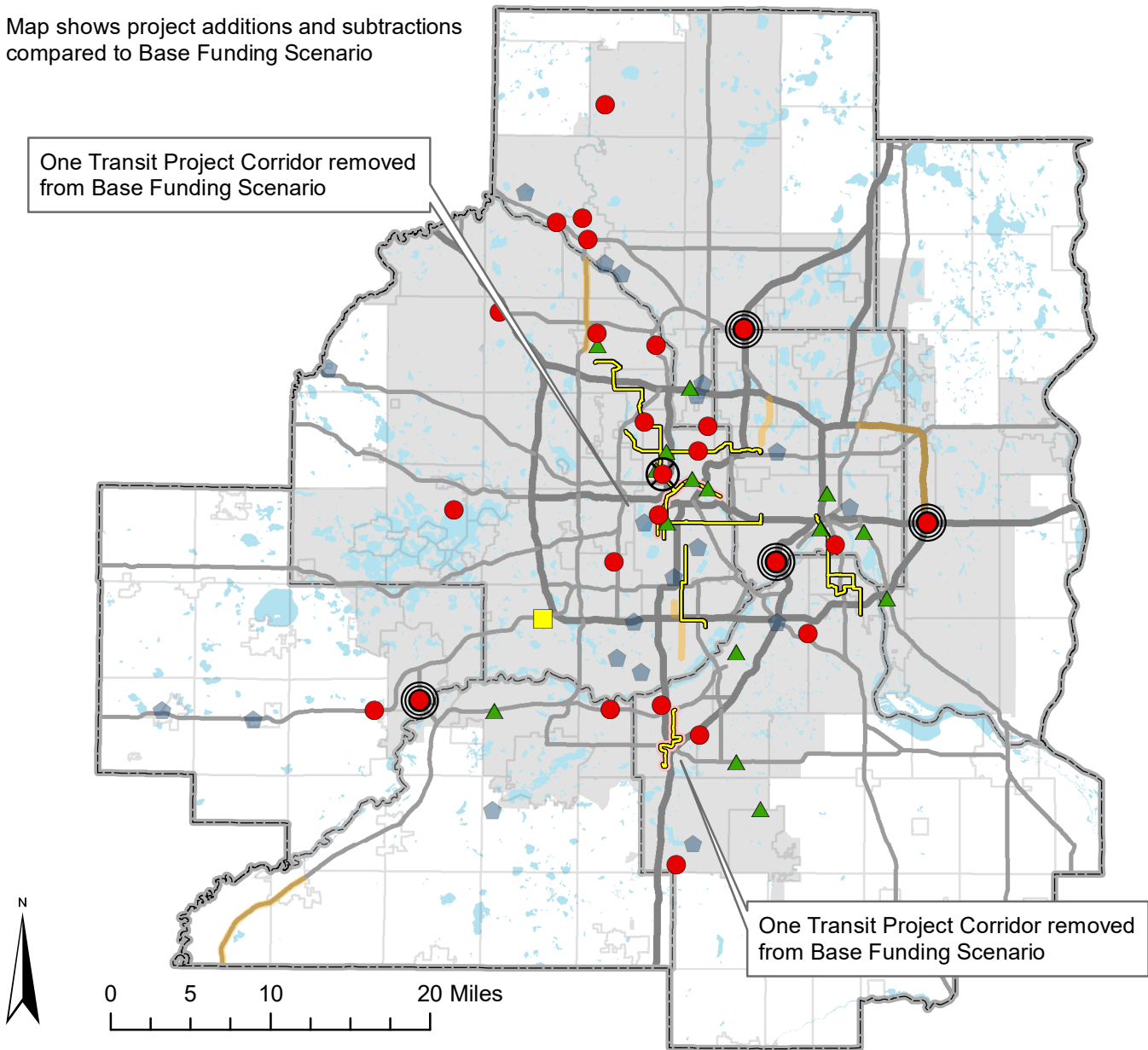
- ▲ Bicycle and Pedestrian

Total Regional Solicitation Projects: 49

Locations of 2018 Regional Solicitation Projects: Roadway Funding Scenario

DRAFT

Map shows project additions and subtractions compared to Base Funding Scenario



Reference Items

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

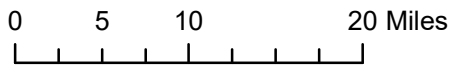
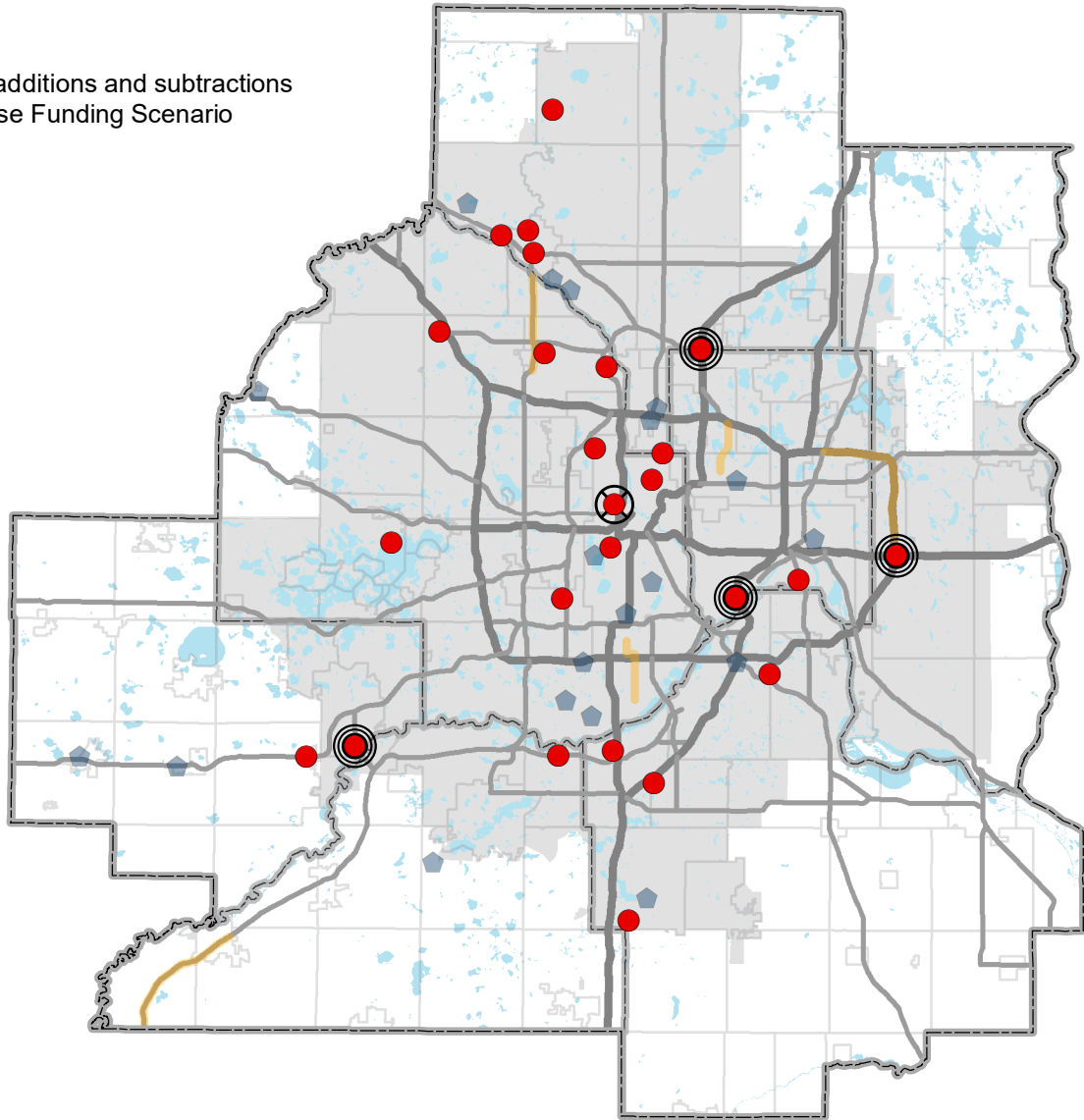
Modal Funding Category

- Roadways
- ⊙ Roadway Additions
- ⊙ Roadway Subtraction
- ▲ Bicycle and Pedestrian
- Transit
- Transit Project Corridors
- ◆ HSIP Projects
- HSIP Project Corridors

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

Locations of 2018 Regional Solicitation Projects: Roadways-Heavy Funding Scenario - Roadways DRAFT

Map shows project additions and subtractions compared to the 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

- Roadways
- Roadway Additions
- Roadway Subtraction
- HSIP Projects
- HSIP Project Corridors

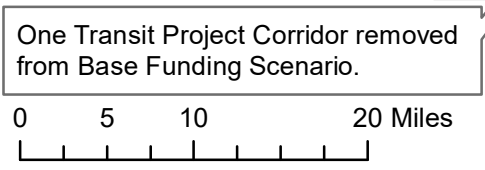
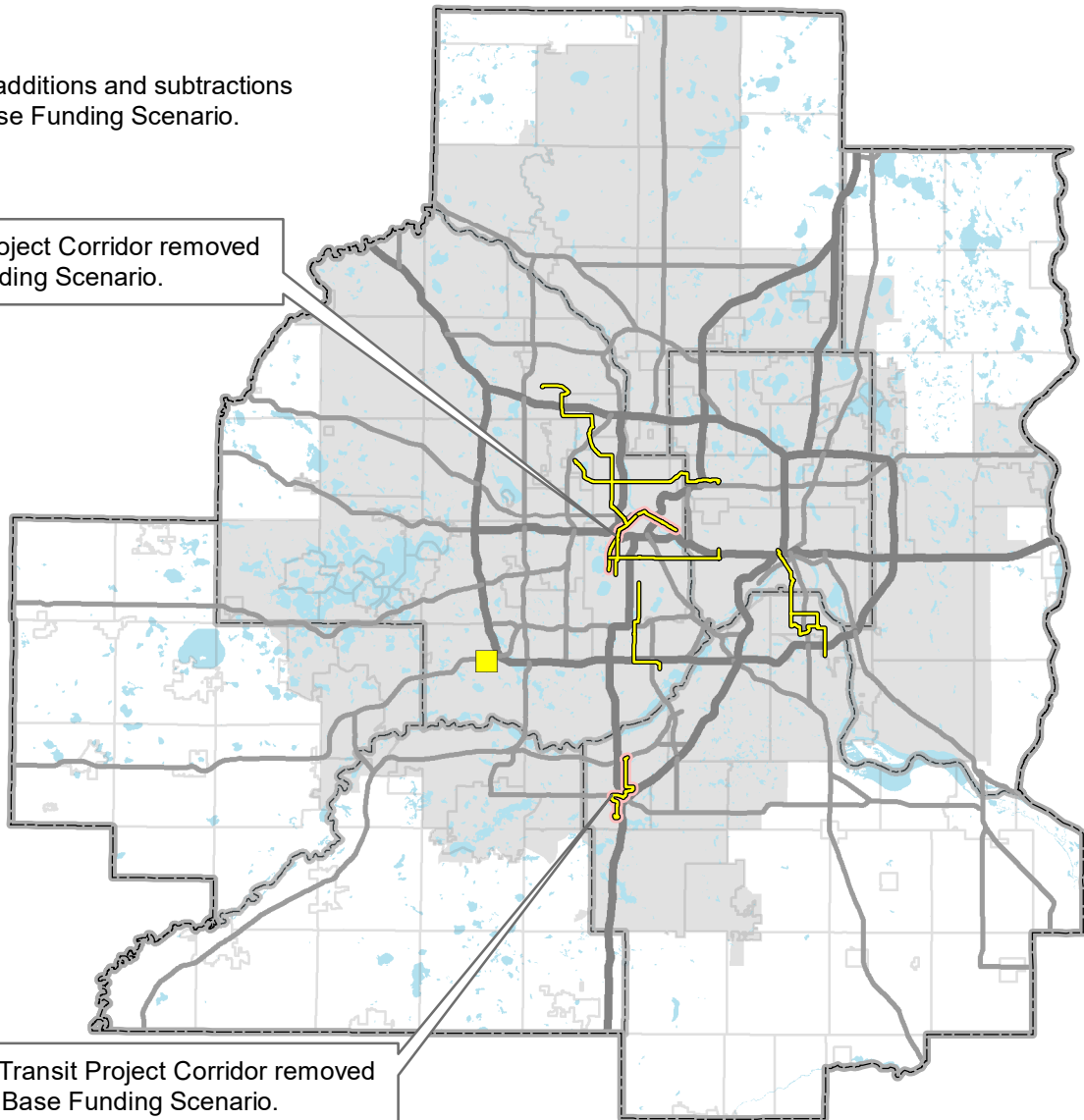
Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program Projects: 25

Locations of 2018 Regional Solicitation Projects: Roadway-Heavy Funding Scenario - Transit

DRAFT

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




One Transit Project Corridor removed from 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

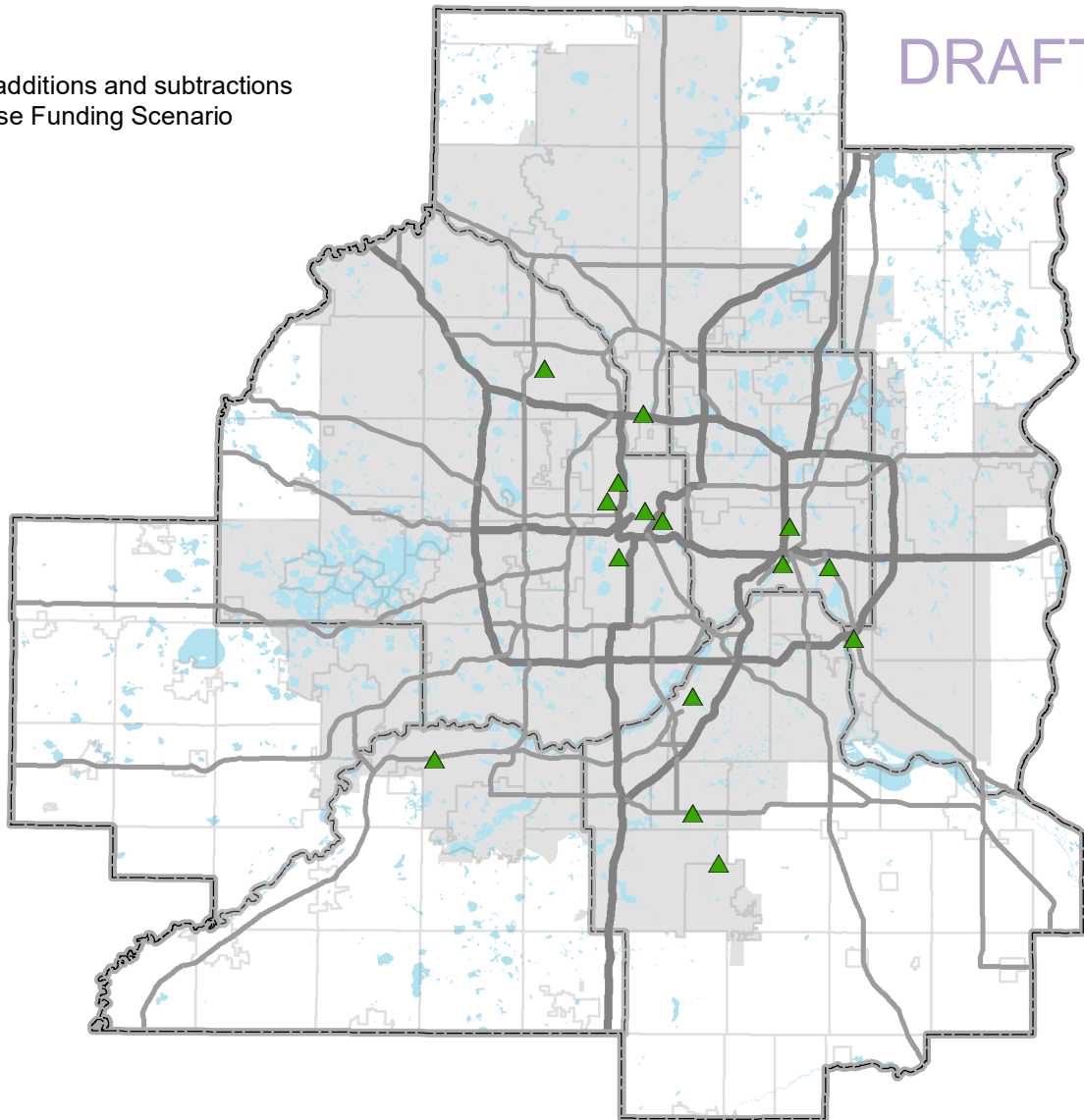
-  Transit
-  Transit Project Corridor
-  Transit Project Corridor Subtractions

Total Regional Solicitation Projects: 48

Locations of 2018 Regional Solicitation Projects: Roadway-Heavy Funding Scenario - Bicycle and Pedestrian

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

DRAFT



Reference Items

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

Modal Funding Category

- ▲ Bicycle and Pedestrian

Total Regional Solicitation Projects: 48

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
TOTAL	\$110,120,955	29	60	\$130,623,265	26	67
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		
TOTAL	\$39,664,541	5	13	\$60,067,509	9	23
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
TOTAL	\$26,157,339	17	43	\$35,323,089	21	49
UNIQUE	\$0	0		\$2,700,000	1	

2018 Regional Solicitation Applications Submitted

County	Submitted Apps
Anoka	15.50
Carver	8.50
Dakota	26.50
Hennepin	43.00
Ramsey	15.50
Scott	6.50
Washington	6.50
Region-wide*	2.00
TOTAL	124

*Regional Travel Behavior Inventory and TDM/TMO set-aside. Funding for the St. Paul unique project still being discussed by TAB.

Regional Solicitation Funding by County (2003-2016)

2016 Census Estimate									
County	Population	Pop %	Jobs %	2003-2013		2014-2016		Total	
Anoka	345,957	11%	7.0%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$109,938,303	9%
Carver	100,262	3%	2.0%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$57,509,532	5%
Dakota	417,486	14%	11.0%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$133,270,935	11%
Hennepin	1,232,483	41%	53.0%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$538,292,450	45%
Ramsey	540,649	18%	19.0%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$207,284,163	17%
Scott	143,680	5%	3.0%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$82,033,045	7%
Washington	253,117	8%	5.0%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$63,572,692	5%
3,033,634				\$765,800,080		\$426,101,039		\$1,191,901,119	

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Base Senario)

2016 Census Estimate										Total			
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018	2003-2018	Percent	2014-2018	Percent	
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$17,304,296	9%	\$127,242,599	9%	\$42,749,318	7%
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$27,850,955	15%	\$161,121,890	12%	\$64,071,655	10%
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$110,709,034	59%	\$649,001,483	47%	\$340,816,167	55%
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$17,284,175	9%	\$224,568,338	16%	\$90,548,326	15%
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$460,800	0.2%	\$64,033,492	5%	\$21,015,456	3%
3,033,634				\$765,800,080		\$426,101,039		\$189,147,757		\$1,381,046,858		\$615,246,778	

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Expansion-Heavy Scenario)

2016 Census Estimate										Total			
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018	2003-2018	Percent	2014-2018	Percent	
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$23,424,976	12%	\$133,363,279	10%	\$48,869,998	8%
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$25,218,955	13%	\$158,489,890	11%	\$61,439,655	10%
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$100,189,034	53%	\$638,481,483	46%	\$330,296,167	54%
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$19,524,175	10%	\$226,808,338	16%	\$92,788,326	15%
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$4,860,800	3%	\$68,433,492	5%	\$25,415,456	4%
3,033,634				\$765,800,080		\$426,101,039		\$188,756,437		\$1,380,655,538		\$614,855,458	

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Bike/Ped-Heavy Scenario)

2016 Census Estimate										Total			
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018	2003-2018	Percent	2014-2018	Percent	
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$17,304,296	9%	\$127,242,599	9%	\$42,749,318	7%
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$19,120,839	10%	\$152,391,774	11%	\$55,341,539	9%
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$112,468,036	60%	\$650,760,485	47%	\$342,575,169	56%
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$23,564,853	13%	\$230,849,016	17%	\$96,829,004	16%
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$460,800	0.2%	\$64,033,492	5%	\$21,015,456	3%
3,033,634				\$765,800,080		\$426,101,039		\$188,457,321		\$1,380,356,422		\$614,556,342	

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Modernization-Heavy Scenario)

2016 Census Estimate										Total			
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018	2003-2018	Percent	2014-2018	Percent	
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$17,820,416	9%	\$127,758,719	9%	\$43,265,438	7%
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$8,836,400	5%	\$66,345,932	5%	\$19,606,128	3%
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$22,242,995	12%	\$155,513,930	11%	\$58,463,695	9%
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$116,796,914	61%	\$655,089,364	47%	\$346,904,047	56%
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$17,284,216	9%	\$224,568,379	16%	\$90,548,367	15%
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$460,800	0%	\$64,033,492	5%	\$21,015,456	3%
3,033,634				\$765,800,080		\$426,101,039		\$190,143,839		\$1,382,042,940		\$616,242,860	

Data for population and employment based on Metropolitan Council 2016 estimates.

Regional Solicitation Funding by County (2003-2016 and Draft 2018 Roadways-Heavy Scenario)

2016 Census Estimate										Total			
County	Population	Pop %	Jobs %	2003-2013		2014-2016		2018	2003-2018	Percent	2014-2018	Percent	
Anoka	345,957	11%	7%	\$ 84,493,281	11%	\$ 25,445,022	6%	\$19,270,416	10%	\$129,208,719	9%	\$44,715,438	7%
Carver	100,262	3%	2%	\$ 46,739,804	6%	\$ 10,769,728	3%	\$12,136,400	6%	\$69,645,932	5%	\$22,906,128	4%
Dakota	417,486	14%	11%	\$ 97,050,235	13%	\$ 36,220,700	9%	\$25,106,955	13%	\$158,377,890	11%	\$61,327,655	10%
Hennepin	1,232,483	41%	53%	\$ 308,185,317	40%	\$ 230,107,133	54%	\$100,192,914	53%	\$638,485,364	46%	\$330,300,047	54%
Ramsey	540,649	18%	19%	\$ 134,020,012	18%	\$ 73,264,151	17%	\$20,973,887	11%	\$228,258,050	17%	\$94,238,038	15%
Scott	143,680	5%	3%	\$ 52,293,396	7%	\$ 29,739,649	7%	\$6,700,080	4%	\$88,733,125	6%	\$36,439,729	6%
Washington	253,117	8%	5%	\$ 43,018,036	6%	\$ 20,554,656	5%	\$4,860,800	3%	\$68,433,492	5%	\$25,415,456	4%
3,033,634				\$765,800,080		\$426,101,039		\$189,243,470		\$1,381,142,571		\$615,342,491	

Data for population and employment based on Metropolitan Council 2016 estimates.