

ACTION TRANSMITTAL No. 2019-04

DATE: December 13, 2018, AMENDED December 20, 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 provide input to TAC on the remaining two funding scenarios provided by TAB.

NOTE: At its December 19, 2018, meeting, the Transportation Advisory Board (TAB) reduced the number of scenarios to be considered by the technical committees from five to two. The remaining two scenarios include an amended version of the Base Scenario (i.e., the Base Plus Scenario) and the already-existing Expansion-Heavy Scenario. On a split vote, TAB also voted to express a preference toward the Base Plus Scenario.

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

1. Base Plus Scenario (Blue): 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.

At its December 19, 2018, meeting, TAB forwarded this scenario with adjustments designed to improve the geographic spread of projects:

- Add Ramsey County's Lexington Parkway Connection project at \$2.24M
- Add Washington County's Helmo/Bielenberg Bridge project at \$4.4M
- Add \$4 million (partial funding) to the City of St. Paul/HOURCAR unique project request
- Reduce funding for the MVTA Orange Line Connector project request from \$2.744 Million to \$1.5 Million
- Reduce funding for the Metro Transit Route 6 from \$7M to \$6.724M
- Eliminate the Hennepin County Osseo Road project at \$6.12M
- Eliminate the Minneapolis ITS project at \$3M

This amended scenario was proposed by Hennepin County, which voluntarily gave up its Osseo Road project (at \$6.12 Million), so the TAB motion included giving "favorable treatment" in the 2020 Regional Solicitation. The details on what "favorable treatment" means would need to be explored further by Council staff and the technical committees. Adding back the Osseo Road project as part of the 2018 Regional Solicitation would bring total overprogramming in this scenario to over 12%.

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. TAB forwarded this scenario without inclusion of the St. Paul/HOURCAR unique project request. TAB's preference toward the Base Plus Scenario was due in part to the elimination of Metro Transit's Route 6 modernization project from this scenario relative to the Base Plus Scenario. This is a \$7 million project that would bring program-level flexibility to over 12% with the Expansion-Heavy Scenario.

Table 1 shows the current program-level flexibility of each scenario along with possible uses of funding with additional flexibility.

Table 1: Overprogramming Options

Base Plus Scenario 8.7% Overprogramming

Option	Description	Funding Needed	Overprogramming %
Option 1	Fully fund MVTA Orange Line Connector Project Fully fund Metro Transit Route 6	\$1.52M	9.5%
Option 2	Fully fund MVTA Orange Line Connector Project Fully fund Metro Transit Route 6 Add Apple Valley and Bloomington Safe Routes to School projects	\$2.02M	\$9.8%
Option 3	Add Minneapolis ITS Project (does not include Options 1 or 2)	\$3M	10.5%

Expansion-Heavy Scenario 8.4% Overprogramming

Option	Description	Funding Needed	Overprogramming %
Option 1	Add Burnsville Cliff Road/I-35W project	\$2.632M	9.9%
Option 2	Add Burnsville Cliff Road/I-35W project Add Apple Valley and Bloomington Safe Routes to School projects	\$3.132M	10.2%

Other Assumptions or Observations:

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 9% 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 over-programming 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 2). 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 2: 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.

At the December 19, 2018, TAB meeting, the following actions were taken:

1. The Base Scenario was adjusted to add the St. Paul/HOURCAR project at \$4,000,000, fully fund Ramsey County's Lexington Parkway Connection Project (\$2,240,000), and fully fund Washington County's Helmo/Bielenberg Bridge project; eliminate Hennepin County's Osseo Road project and Minneapolis's ITS project; and reduce MVTA's Orange Line Connector project to \$1.5 million and Metro Transit's Route 6 to \$6,724,000. This includes providing preferential treatment to the Osseo Road project in the 2020 Regional Solicitation. This scenario (Base Plus Scenario) and the Expansion-Heavy Scenario were forwarded to the Funding & Programming Committee and TAC for their feedback.
2. The Base Plus Scenario is the preferred of the two scenarios.

ROUTING

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

DRAFT FUNDING SCENARIO
ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Total Funds with 8% Overprogramming **\$194M**
 Total Funds with 10% Overprogramming **\$197M**

Funding Range - 48-68% (\$93M - \$132M)
 Midpoint -\$112M

Roadway Expansion

Rank	ID	Applicant	County	City	Project Name	Funct Class	Base Plus (10 Projects)	Expansion-Heavy (11 Projects)	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			\$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			\$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			\$7,000,000	\$19,307,000	\$19,750,000	682
4	10914	Maple Grove	Hennepin	Maple Grove	CSAH 610/I-94 Interchange	Expander			\$7,000,000	\$13,477,000	\$26,750,000	526
5	10832	Brooklyn Park	Hennepin	Brooklyn Park	West Broadway Avenue Roadway Expansion	Reliever			\$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			\$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			\$7,000,000	\$32,340,000	\$47,750,000	455
8*	10919	Dakota County	Dakota	Lakeville	CSAH 70 Expansion	Expander			\$7,000,000	\$10,500,000	\$54,750,000	454
9	10764	Ramsey County	Ramsey	St. Paul	Lexington Parkway Connection	Augmentor			\$2,240,000	\$560,000	\$56,990,000	444
10	11001	Washington County	Washington	Oakdale, Woodbury	Helmo/Bielenberg Bridge	Reliever			\$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			\$6,120,680	\$1,530,170	\$67,510,680	387
12#	10972	St. Paul	Ramsey	St. Paul	Troutbrook Road in St. Paul	Principal Arterial			\$4,500,000	\$1,200,000	\$72,010,680	382
13	10822	Anoka County	Anoka	Blaine	125th Ave Expansion in Blaine	Principal Arterial			\$3,604,000	\$901,000	\$75,614,680	373
14	10823	Anoka County	Anoka	Blaine	Lexington Ave NE Expansion in Blaine	Expander			\$5,132,000	\$1,283,000	\$80,746,680	356
15	10821	Anoka County	Anoka	Andover	7th Avenue Expansion in Andover	Expander			\$6,593,600	\$1,648,400	\$87,340,280	347
16	10818	Anoka County	Anoka	Andover	Round Lake Blvd Roadway Expansion in Andover	Expander			\$2,898,400	\$724,600	\$90,238,680	330
17	10873	Ramsey County	Ramsey, Anoka	Various	I-35E/County Road J Interchange	Expander			\$7,000,000	\$2,818,294	\$97,238,680	284

Roadway Reconstruction/Modernization

Rank	ID	Applicant	County	City	Project Name	Funct Class	Base Plus (6 Projects)	Expansion-Heavy (5-6 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	11039	State of MN	Anoka	Anoka	Highway 169/47/10 Interchange	PA/PA/Connector			\$7,000,000	\$20,337,654	\$7,000,000	841
2	10828	Minneapolis	Hennepin	Minneapolis	Hennepin Ave Reconstruction	Augmentor			\$7,000,000	\$10,440,816	\$14,000,000	839
3	10614	Hennepin County	Hennepin	Minneapolis	Lowry Ave NE Reconstruction	Augmentor			\$7,000,000	\$3,490,000	\$21,000,000	594
4#	10777	Minneapolis	Hennepin	St. Anthony, MPLS, Columbia Hts	37th Ave NE Reconstruction	Augmentor			\$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			\$1,868,000	\$467,000	\$29,868,000	568
6	10969	Burnsville	Dakota	Burnsville	Cliff Road at I-35W South Ramps Improvement Project	Reliever			\$2,632,000	\$658,200	\$32,500,000	560
7	10831	Hennepin County	Hennepin	Minneapolis	Osseo Road Reconstruction	Reliever			\$6,120,000	\$1,530,000	\$38,620,000	554
8*	10971	Chaska	Carver	Chaska	Highway 41 Improvements	Princ. Arterial			\$7,000,000	\$6,180,000	\$45,620,000	543
9	10937	Hennepin County	Hennepin	Minneapolis	Marshall Street NE Reconstruction	Reliever			\$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			\$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			\$3,134,000	\$784,700	\$60,358,000	499
12	10887	Scott County	Scott	Savage, Shakopee	McColl Drive Reconstruction	Reliever			\$6,394,400	\$1,598,600	\$66,752,400	491
13	10615	Hennepin County	Hennepin	St. Louis Park	Minnetonka Blvd Reconstruction Project	Augmentor			\$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			\$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			\$2,413,920	\$603,480	\$77,975,520	311

Traffic Management Technologies

Rank	ID	Applicant	County	City	Project Name	Base Plus (2 Projects)	Expansion-Heavy (2 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10587	St Paul	Ramsey	St. Paul	West Side Signalized Intersection Control Enhancements			\$1,465,600	\$366,400	\$1,465,600	941
2	11034	Dakota County	Dakota	Apple Valley, Burnsville	CSAH 38 Roadway System Management			\$1,440,000	\$360,000	\$2,905,600	883
3	10907	Minneapolis	Hennepin	Minneapolis	ITS Upgrades and Enhancements			\$3,000,000	\$750,000	\$5,905,600	866

Bridges

Rank	ID	Applicant	County	City	Project Name	Funct Class	Base Plus (3 Projects)	Expansion-Heavy (3 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10676	Hennepin County	Hennepin	Edina	Vernon Ave Bridge	Reliever			\$7,000,000	\$2,150,000	\$7,000,000	819
2#	10650	Hennepin County	Hennepin	Orono	Shoreline Dr Bridge	Expander			\$2,200,000	\$550,000	\$9,200,000	703
3	10910	Ramsey County	Ramsey	St. Paul	Lexington Parkway Bridges	Augmentor			\$7,000,000	\$2,192,114	\$16,200,000	676
4#	10992	St. Paul	Ramsey	St. Paul	Kellogg Blvd Bridge	Reliever			\$7,000,000	\$56,903,000	\$23,200,000	676
5	10926	Hennepin County	Hennepin	Minneapolis	Washington Ave N Bridge	Reliever			\$2,312,000	\$578,000	\$25,512,000	550
6#	10900	Ramsey County	Ramsey	Roseville	County Road C Bridge	Augmentor			\$5,609,716	\$1,402,429	\$31,121,716	550
7#	10816	Anoka County	Anoka	Oak Grove	Viking Boulevard Bridge	Connector			\$1,436,296	\$359,074	\$32,558,012	545
8#	11019	Minneapolis	Hennepin	Minneapolis	Nicollet Avenue Bridge	Reliever			\$7,000,000	\$15,200,000	\$39,558,012	373

Total Modal Funding for Each Scenario 8% Overprogramming **\$107,431,896** **\$110,920,576**

- * Project has 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).
- # Project applied for funding in past funding cycles.
- Blue shading indicates projects funded in the Base Plus Funding Scenario.
- Orange shading indicates projects funded in the Expansion-Heavy Funding Scenario.

DRAFT FUNDING SCENARIO

TRANSIT AND TRAVEL DEMAND MANAGEMENT PROJECTS

Transit Expansion

Total Funds with 8% Overprogramming

\$194M

Total Funds with 10% Overprogramming

\$197M

Returned Extra Transit Funds

\$2.2M

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

Midpoint - \$52M

Rank	ID	Applicant	County	City	Project Name	Base Plus (6 Projects)	Expansion-Heavy (7 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10932	Metro Transit	Hennepin	Brooklyn Park, Brooklyn Center	Route 724 Transit Service Expansion			\$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			\$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			\$4,312,583	\$1,078,146	\$12,063,901	741
4	10923	Metro Transit	Hennepin	Minneapolis	Route 4 Transit Service Expansion			\$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			\$3,672,800	\$918,200	\$17,827,516	510
6	10870	MVTA	Dakota	Burnsville	Orange Line Connector Bus Service	Partial Funding \$1.5M		\$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			\$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			\$6,962,538	\$1,740,634	\$33,134,054	421
9	11032	SouthWest Transit	Hennepin	Eden Prairie	Golden Triangle Area Bus Transfer Station			\$1,600,000	\$400,000	\$34,734,054	363

Transit Modernization

Rank	ID	Applicant	County	City	Project Name	Base Plus (4 Projects)	Expansion-Heavy (3 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10980	Metro Transit	Hennepin	Minneapolis, Richfield, Bloomington	Chicago-Portland Avenue Corridor Bus Stop Modernization			\$7,000,000	\$1,750,000	\$7,000,000	893
2	10649	Metro Transit	Hennepin	Minneapolis	Emerson and Fremont Avenue Bus Stop Modernization			\$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			\$7,000,000	\$1,750,000	\$21,000,000	854
4	10647	Metro Transit	Hennepin	Minneapolis	Route 6 Corridor Bus and Stop Modernization	Partial Funding \$6.724M		\$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			\$3,520,000	\$880,000	\$31,520,000	422
6	10990	MVTA	Dakota	Burnsville	Burnsville Transit Station Modernization			\$616,000	\$154,000	\$32,136,000	412
7	10890	MVTA	Dakota	Burnsville	Burnsville Bus Garage Modernization			\$5,417,306	\$1,354,327	\$37,553,306	375
8	10991	MVTA	Dakota	Eagan	Eagan Transit Station Modernization			\$412,000	\$103,000	\$37,965,306	370
9	10963	Dakota County	Dakota	Apple Valley	140th St. Pedestrian Bridge for Red Line			\$2,350,000	\$587,500	\$40,315,306	354
10	10999	SW Transit	Carver	Chaska	Solar Array at East Creek Station			\$2,960,000	\$740,000	\$43,275,306	305

TMO/TDM

Rank	ID	Applicant	County	City	Project Name	Base Plus (7 Projects)	Expansion-Heavy (7 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
0	-	-	-	-	TMO Set-aside for 2023-2024*			\$5,800,000	\$1,450,000	\$5,800,000	-
0	-	-	-	-	TDM Set-aside for 2023-2024*			\$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			\$160,000	\$40,000	\$160,000	810
2	10998	MOVE Minnesota	Hennepin	Minneapolis, Brooklyn Center	TDM Cultural Ambassadors in MPLS and Brooklyn Center			\$308,166	\$77,042	\$468,166	696
3	11030	Metro Transit	Hennepin, Ramsey, Dakota	Various	Shared Mobility Integration for the Metro Transit Mobile App			\$300,000	\$400,000	\$768,166	650
4	11022	University of MN	Hennepin	Minneapolis	Parking FlexPass at ABC Ramps			\$500,000	\$125,000	\$1,268,166	620
5	10913	MOVE Minnesota	Hennepin, Ramsey	Minneapolis, St. Paul	Transforming Renters' Transportation Choices, Green Line			\$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			\$319,200	\$79,800	\$1,883,980	598
7	10961	HourCar	Hennepin, Ramsey	Various	HOURCAR Community Engagement and Outreach Initiative			\$244,355	\$61,089	\$2,128,335	537
8	10860	Scott County	Scott, Carver	Various	Scott County Travel Demand Management			\$120,000	\$30,000	\$2,248,335	527
9	11048	MPLS Bicycle Coalition	Hennepin	Various	Commuter and Community Bicycle Access in Minneapolis			\$230,000	\$57,500	\$2,478,335	482
10	11031	Metro Transit	Anoka, Hennepin	Various	Bike Rack Sensors for Metro Transit buses			\$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			\$500,000	\$774,200	\$3,258,335	438
12	11029	University of MN	Hennepin, Dakota	Various	eWorkplace Phase 4 for Downtown Minneapolis			\$500,000	\$125,000	\$3,758,335	427
13	11046	Nice Ride Minnesota	Hennepin	Minneapolis	Bike Share Integration, Inclusion, and Expansion			\$300,000	\$700,020	\$4,058,335	397
Total Modal Funding for Each Scenario (Same for Both Inflation Levels)						\$51,822,029	\$51,942,029				
\$2.2M of returned extra transit funds						\$2,229,487	\$2,229,487				
Grand Total Funding for Each Scenario (Same for Both Inflation Levels)						\$54,051,516	\$54,171,516				

*\$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.

- # Project applied for funding in past funding cycles.
- Blue shading indicates projects funded in the Base Plus Funding Scenario.
- Orange shading indicates projects funded in the Expansion-Heavy Funding Scenario.

DRAFT FUNDING SCENARIO
BICYCLE AND PEDESTRIAN FACILITIES
Multiuse Trails and Bicycle Facilities

Total Funds with 8% Overprogramming \$194M
 Total Funds with 10% Overprogramming \$197M

Rank	ID	Applicant	County	City	Project Name	Base Plus (11 Projects)	Expansion-Heavy (11 Projects)	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			\$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			\$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			\$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			\$2,216,800	\$554,200	\$18,528,800	819
5	10896	Dakota County	Dakota	Farmington, Lakeville	North Creek Greenway in Lakeville and Farmington			\$480,000	\$120,000	\$19,008,800	814
6	10899	Fridley	Anoka	Fridley	Fridley 7th Street and 57th Ave Trail Connections			\$516,120	\$129,030	\$19,524,920	801
7	11050	Hennepin County	Hennepin	Minneapolis	Midtown Greenway Accessible Connections in Minneapolis			\$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			\$1,256,000	\$314,000	\$21,900,920	795
9	10894	Dakota County	Dakota	Eagan	Minnesota River Greenway in Eagan			\$3,508,000	\$877,000	\$25,408,920	794
10#	10718	Scott County	Scott	Shakopee	CSAH 17 Bicycle and Pedestrian Bridge over US 169			\$950,080	\$237,520	\$26,359,000	786
11	11004	Washington Co	Washington	Newport	CSAH 38 Multi-Use Trail in Washington County			\$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			\$4,026,278	\$1,006,570	\$30,846,078	782
13	10917	Apple Valley	Dakota	Apple Valley	Apple Valley Johnny Cake Ridge Road Trail			\$515,484	\$128,871	\$31,361,562	777
14	11025	St Paul	Ramsey	St. Paul	Sam Morgan Regional Trail Segment 1 Reconstruction in St. Pau			\$1,877,600	\$469,400	\$33,239,162	776
15	10898	Inver Grove Heights	Dakota	Inver Grove Hts	Inver Grove Heights Babcock Trail			\$300,160	\$75,040	\$33,539,322	769
16	10848	Hennepin County	Hennepin	Crystal	Bass Lake Road Multi-Use Trail in Crystal			\$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			\$1,562,348	\$390,587	\$35,558,890	759
18#	10653	Ramsey (City)	Anoka	Ramsey	Regional Mississippi Skyway Multiuse Trail Bridge in Ramsey			\$3,240,000	\$810,000	\$38,798,890	756
19	10970	Chaska	Carver	Chaska	Circle the Brick Trail Connection in Chaska			\$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			\$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			\$5,152,000	\$1,288,000	\$46,784,282	746
22	10866	Minneapolis	Hennepin	Minneapolis	36th St W Pedestrian and Bicycle Connection in Minneapolis			\$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			\$930,400	\$232,600	\$49,692,998	730
24	10941	Burnsville	Dakota	Burnsville	Highway 13 and Nicollet Avenue Pedestrian Crossing			\$2,224,000	\$556,000	\$51,916,998	728
25#	10885	Carver County	Carver	Victoria	Lake Minnetonka Regional Trail in Carver County			\$555,280	\$138,820	\$52,472,278	724
26	10915	Apple Valley	Dakota	Apple Valley	Apple Valley CSAH 38 Trail			\$4,160,288	\$1,040,072	\$56,632,566	721
27	10897	Dakota County	Dakota	Mendota Hts	River to River Greenway in Mendota Heights			\$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			\$3,360,000	\$840,000	\$61,144,566	701
29	10850	Minnetonka	Hennepin	Minnetonka	Excelsior Blvd Multi-Use Trail in Minnetonka			\$2,956,000	\$739,000	\$64,100,566	695
30	10778	Washington Co	Washington	Mahtomedi	CSAH 12 Multi-Use Trail in Washington County			\$756,979	\$189,245	\$64,857,545	678
31	10591	Shakopee	Scott	Shakopee	US 169 Bicycle and Pedestrian Bridge in Shakopee			\$2,752,000	\$688,000	\$67,609,545	673
32	10909	Anoka (City)	Anoka	Anoka	Anoka 4th Ave Trail Connection Rum River Trai			\$450,000	\$135,000	\$68,059,545	669
33#	10886	Carver County	Carver	Laketown Twp	Lake Waconia Regional Trail in Carver County			\$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			\$5,273,120	\$1,318,280	\$74,830,985	649
35	10908	Anoka (City)	Anoka	Anoka	Anoka Riverwalk West Rum River Trail			\$5,000,000	\$1,309,600	\$79,830,985	644
36	11036	Scott County	Scott	Louisville Twp	Merriam Junction Trail in Scott County			\$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			\$5,500,000	\$1,607,130	\$90,830,985	633
38#	11033	Rosemount	Dakota	Rosemount	Rosemount Greenway Downtown Trail			\$1,360,000	\$340,000	\$92,190,985	593
39	10836	Three Rivers PD	Hennepin	Rogers	Concord Exchange Pedestrian Improvements in South St. Paul			\$1,069,404	\$267,351	\$93,260,389	489
40	11049	Rogers	Hennepin	Rogers	Rogers I-94 Pedestrian Bridge			\$2,800,000	\$1,000,000	\$96,060,389	461

Pedestrian Facilities

Rank	ID	Applicant	County	City	Project Name	Base Plus (2 Projects)	Expansion-Heavy (2 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10776	Minneapolis	Hennepin	Minneapolis	Lyndale Avenue North Pedestrian Safety Improvements in Minneapolis			\$1,000,000	\$250,000	\$1,000,000	878
2	10833	Brooklyn Park	Hennepin	Brooklyn Park	West Broadway Avenue BLRT Streetscape Improvements			\$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			\$1,000,000	\$250,000	\$3,000,000	796
4	11012	St. Paul	Ramsey	St. Paul	Front Ave Sidewalk Gap Infill in St. Paul			\$376,800	\$94,200	\$3,376,800	723
5	10903	Columbia Heights	Anoka	Columbia Heights	Central Avenue Pedestrian Enhancement Project in Columbia Heights			\$1,000,000	\$830,000	\$4,376,800	721
6	10979	Richfield	Hennepin	Richfield	69th Street West Pedestrian Improvements in Richfield			\$250,000	\$250,000	\$4,626,800	676
7	11047	Scott County	Scott	Savage	CH 16 ADA Pedestrian Improvement in Savage			\$428,000	\$107,000	\$5,054,800	674
8	10902	W. St. Paul	Dakota	W. St. Paul	West St. Paul Wentworth Sidewalk Construction			\$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			\$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			\$1,000,000	\$1,800,000	\$7,318,648	594
11	11043	Carver County	Carver	Victoria	CSAH 11 Pedestrian Crossing Improvements in Victoria			\$470,720	\$117,680	\$7,789,368	504
12#	10948	Shorewood	Hennepin	Shorewood	Galpin Lake Pedestrian Improvements in Shorewood			\$1,000,000	\$250,000	\$8,789,368	453

Safe Routes to School

Rank	ID	Applicant	County	City	Project Name	Base Plus (2 Projects)	Expansion-Heavy (2 Projects)	Federal Requested	Local Match	Federal Cumulative	Total Scores
1	10921	Minneapolis	Hennepin	Minneapolis	Near North Safe Routes to School in Minneapolis			\$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			\$842,528	\$210,632	\$1,842,528	787
3	10916	Apple Valley	Dakota	Apple Valley	Greenleaf Elementary Galaxie Crossing in Apple Valley			\$198,240	\$49,560	\$2,040,768	742
4	10807	Bloomington	Hennepin	Bloomington	Bloomington 102nd Street SRTS Improvements			\$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			\$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			\$560,000	\$140,000	\$3,902,550	657
7	10964	Forest Lake	Washington	Forest Lake	Goodview Ave Pedestrian Underpass in Forest Lake			\$1,000,000	\$260,000	\$4,902,550	613
8	10724	Rogers	Hennepin	Rogers	Hassan Elementary School Trail in Rogers			\$652,000	\$325,000	\$5,554,550	562
Total Modal Funding for Each Scenario 8% Overprogramming						\$30,662,328	\$30,662,328				

Project applied for funding in past funding cycles.

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 Plus Funding Scenario.



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

\$500,022

DRAFT FUNDING SCENARIO

Unique Projects

Applicant	Project Name	Base Plus	Expansion-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	Partial Funding at \$4M		Any	\$6,667,000	\$4,000,000

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

SCENARIO SUMMARIES

8% Overprogramming

Mode	Mid-Point of Funding Range	Base Plus	% of Total \$	# of Projects	Expansion-Heavy	% of Total \$	# of Projects
Roadways	58.0%	\$107,431,896	56.6%	22	\$110,920,576	57.3%	21
Transit/TDM	27.0%	\$51,822,029	27.3%	11	\$51,942,029	26.8%	11
Bike/Ped	15.0%	\$30,662,328	16.1%	15	\$30,662,328	15.8%	15
Total	100.0%	\$189,916,253	100.0%	47	\$193,524,933	100.0%	47
Returned Extra Transit		\$2,229,487			\$2,229,487		
Unique*	N/A	\$4,585,000		2	\$585,000		1
Grand Total		\$196,730,740			\$196,339,420		
Total without Extra Transit		\$194,501,253			\$194,109,933		
Overprogramming %		8.7%			8.4%		

*Includes the Regional Travel Behavior Inventory (\$585,000). Funding for the St. Paul unique project at \$4M
 Grand Total includes \$2.2M of returned extra transit funds that are added to transit expansion projects.