

ACTION TRANSMITTAL No. 2019-04

DATE: January 7, 2019
TO: Transportation Advisory Board
FROM: Technical Advisory 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 Decision
REQUESTED ACTION: TAC recommended that TAB over-program up 10.5%, utilizing the recommended additional projects for either of the two remaining funding scenarios
RECOMMENDED MOTION: That TAB over-program up to 10.5% and fund one of two remaining scenarios with the TAC recommended additional projects

BACKGROUND AND PURPOSE OF ACTION:

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

1. The Transportation Advisory Board reduced the number of scenarios to be considered by the technical committees from seven to two. The remaining two scenarios include an amended version of the Base Scenario, referred to as the Base Plus Scenario, and the Expansion-Heavy Scenario.

To develop the Base Plus Scenario, TAB adjusted the Base Scenario to add the St. Paul/HOURCAR project at \$4.0 M, fully fund Ramsey County's Lexington Parkway Connection Project (\$2.24 M), and fully fund Washington County's Helmo/Bielenberg Bridge project (\$4.4 M); eliminate Hennepin County's Osseo Road project (\$6.12) and Minneapolis's ITS project (\$3 M); and reduce MVTA's Orange Line Connector project to (from \$2.7 M to \$1.5 million) and Metro Transit's Route 6 (from \$7.0 M to \$6.7 M). The motion included providing favorable treatment to the Osseo Road project in the 2020 Regional Solicitation.

2. The Base Plus Scenario was approved as the preferred of the two scenarios on a vote of 17 in favor and 12 against.
3. TAB requested that the technical committees provide a recommendation on the level of over-programmed funds that should be included within a selected funding scenario and any other technical considerations within the scenarios. The two scenarios TAB recommended for further review by the technical committee over-program at 8.4% for the Base Plus Scenario and 8.7% for the Expansion Heavy Scenario.

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 COMMENTS AND ACTION:

Funding and Programming Committee

At its December 20, 2018, meeting, the Funding & Programming Committee voted unanimously to recommend that TAB award funding reflective of 10% over-programming. Regarding over-programming, MnDOT asked that guidance be developed by staff to help decide which projects would be delayed or receive delayed repayment if not enough projects drop out of the program relative to the funding available. This guidance does not need to be completed by the time the projects are awarded and will be completed in the coming months.

Members wanted to see the updated geographic balance tables before stating a preference on a scenario or any over-programming options and therefore deferred any such action to TAC.

Members had technical questions regarding the part of TAB's December 19, 2018, action calling for Hennepin County's Osseo Road Project to receive favorable treatment in the 2020 Regional Solicitation. It was noted that this language was not part of the original Hennepin County proposal to TAB. Instead, Hennepin County wanted to be guaranteed 2024 funding.

TAC

At its January 2, 2019, meeting, the Technical Advisory Committee reviewed the two scenarios forwarded by TAB. MVTA provided a revised scope of work and budget for the partial funding amount (attached).

TAC considered options for additional over-programming. Table 1 shows the current over-programming level of each scenario along with possible options for over-programming to a higher level.

Table 1: Overprogramming Options

Base Plus Scenario

| Option | Description | Additional Funding Needed | Overprogramming % |
|---------------|--|----------------------------------|--------------------------|
| | Scenario as approved by TAB | \$0 | 8.7% |
| 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% |
| Option 4 | Add partially-funded Hennepin County Osseo Road Project (does not include Options 1, 2, or 3) | \$3M | 10.5% |

Expansion-Heavy Scenario

| Option | Description | Funding Needed | Overprogramming % |
|-----------|--|----------------|-------------------|
| | Scenario as approved by TAB | \$0 | 8.4% |
| 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% |

TAC made two recommendations via two separate motions:

1. To over-program up to 10.5%.
2. That TAB select one of two over-programming options as follows:
 - a. Base Plus Scenario with over-programming Option 2
 - Fully fund the MVTA Orange Line Connector (increase from \$1,500,000 to \$2,744,000)
 - Fully fund Metro Transit Route 6 (increase from \$6,724,000 to \$7,000,000)
 - Add Apple Valley Safe Routes to School (\$198,240)
 - Add Bloomington Safe Routes to School (\$301,782)
 - b. Expansion-Heavy Scenario with over-programming Option 2
 - Add Burnsville Cliff Road at I-35W South Ramps Roadway Reconstruction/Modernization project (\$2,632,000)
 - Add Apple Valley Safe Routes to School (\$198,240)
 - Add Bloomington Safe Routes to School (\$301,782)

TAC recommended the over-programming option 2 because it fully funds projects rather than partially funds additional projects and provides additional geographic balance.

While no vote was taken, TAC members expressed concern with TAB's directive to provide "favorable treatment" to Hennepin County's Osseo Road project. Given the quantitative nature of the Regional Solicitation, members felt that the project should compete for federal funding on equal terms with other agencies in the 2020 funding cycle.

No recommendation was provided between the two remaining funding scenarios with over-programming option 2, but TAC offered the following benefits of each scenario as shown on the next page.

| Base Plus Scenario Benefits | Expansion-Heavy Scenario Benefits |
|--|--|
| <ol style="list-style-type: none"> 1. Funds the Saint Paul HOURCAR unique project and Metro Transit Route 6 transit modernization project on Hennepin Avenue. 2. Provides geographic balance by including a roadway project for Washington County. | <ol style="list-style-type: none"> 1. Funds a currently missing I-35W on-ramp on the Anoka/Ramsey County border and the Southwest Transit Prime Service Transit Expansion. 2. Provides geographic balance by including a roadway project for Washington County. The geographic balance of projects more closely aligns with population when compared to the Base Plus scenario. 3. Avoids the issue of “favorable treatment” for Hennepin County Osseo project since the project was never included in this scenario. 4. Follows traditional approach of picking projects within a competitive scoring process--no large unique projects that reduce available funds for other projects. |

ROUTING

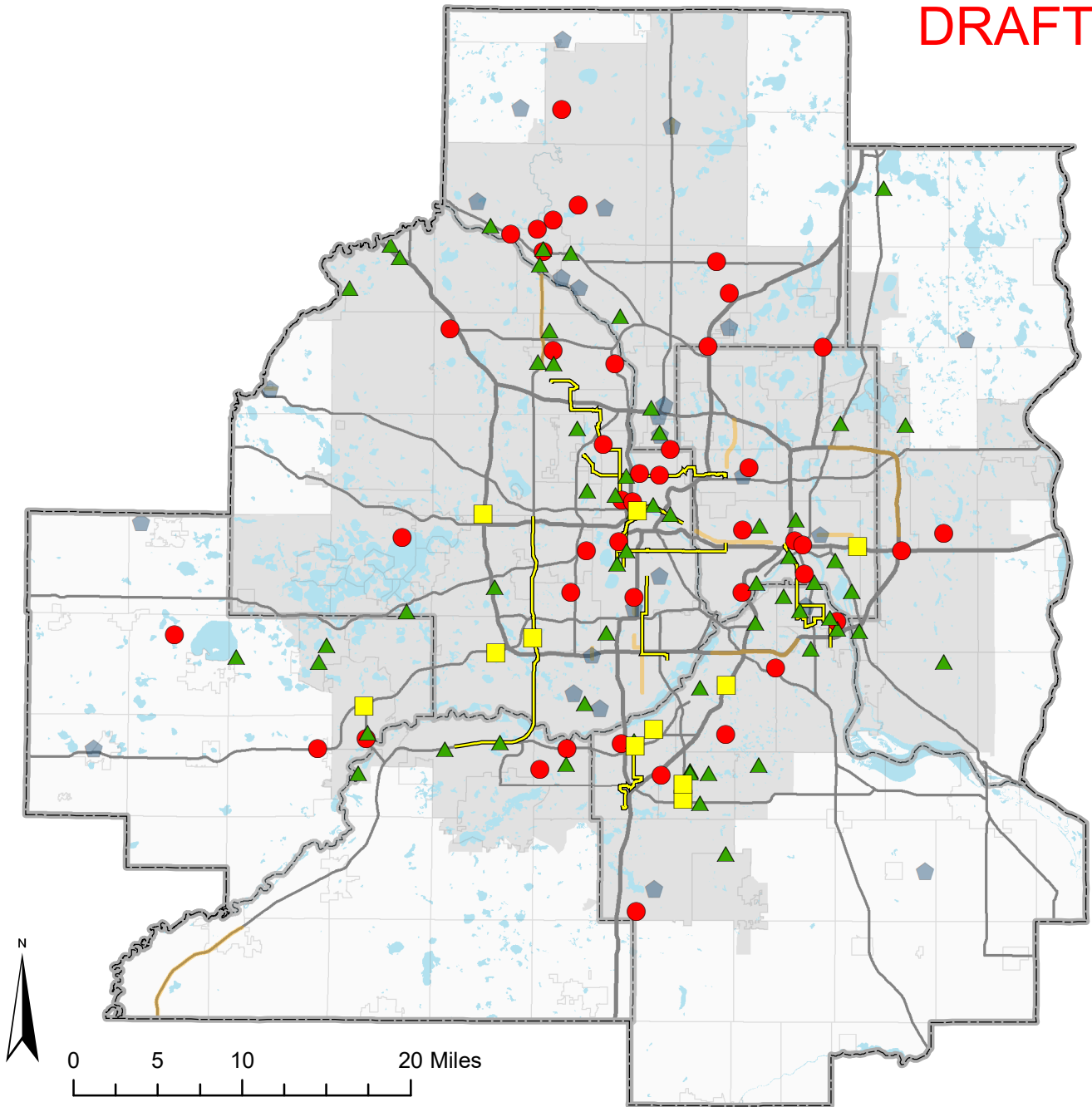
| TO | ACTION REQUESTED | DATE COMPLETED |
|-------------------------------------|--------------------|----------------|
| TAC Funding & Programming Committee | Review & Recommend | 12-20-2018 |
| Technical Advisory Committee | Review & Recommend | 1-2-2019 |
| Transportation Advisory Board | Review & Approve | |

MVTA Partial Project Funding Proposal

| | Original Grant Request | Scope Revision for Partial Funding (Fund one bus, extend life of a retired vehicle & reduce service plan by 50%) |
|------------------------|---------------------------------------|---|
| Federal Funding | \$2,744,000 | \$1,500,000 |
| Local Match | \$686,000 | \$375,000 |
| Total Project | \$3,430,000 | \$1,875,000 |
| Capital | Two 40' buses at \$1,030,000 total | One 40' bus at \$515,000 and extend the life of an MVTA vehicle scheduled for retirement |
| Operating | About \$800,000/year for three years | About \$400,000/year for three years |
| Service Detail | 30" frequency | 60" frequency, with potential for 30" peaks |

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

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Legend

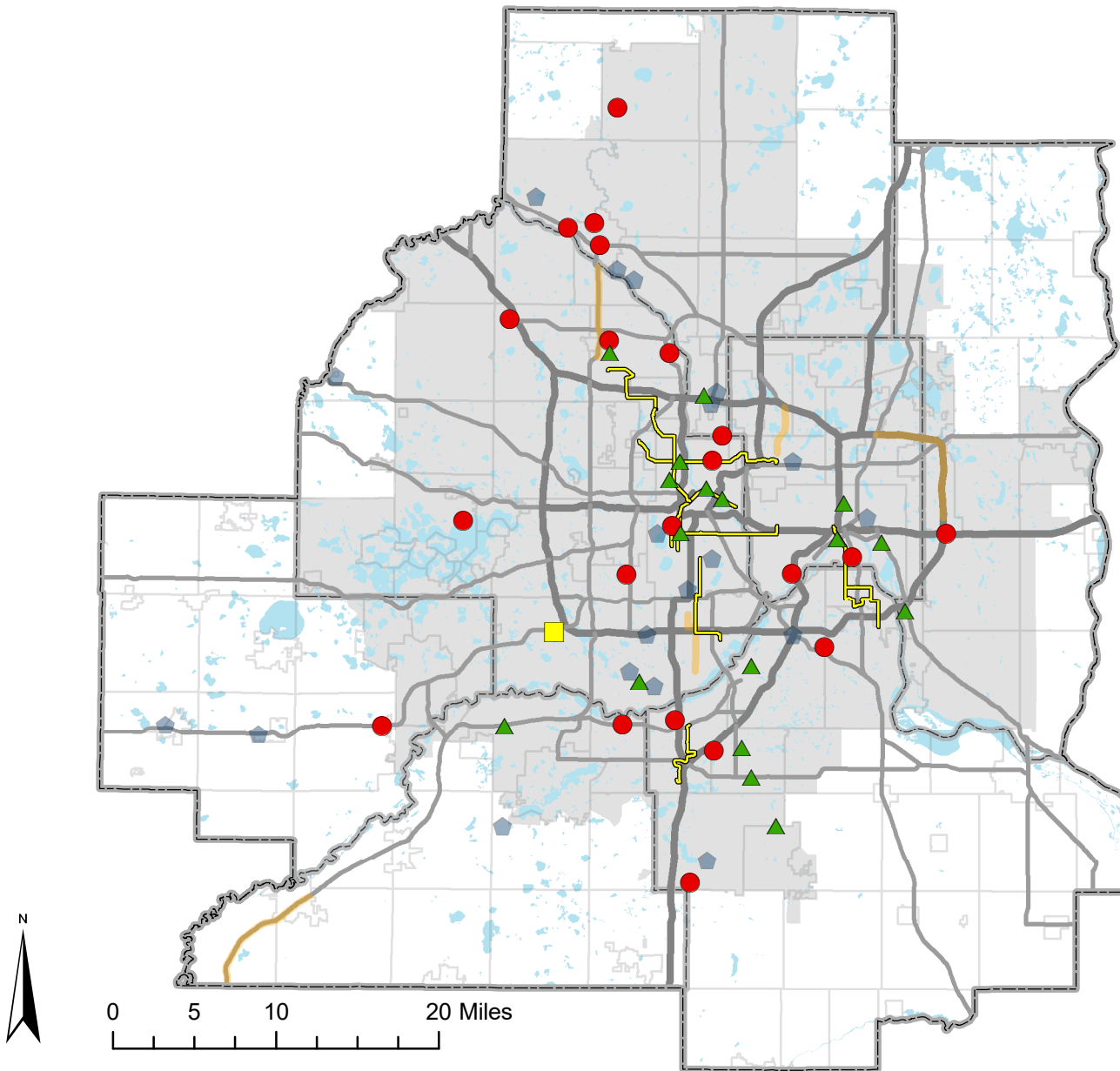
- Interstate Highways
- State, US Highways and County Roads
- County Boundaries
- City Boundaries
- Lakes and Rivers
- Urbanized Area

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 Plus 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

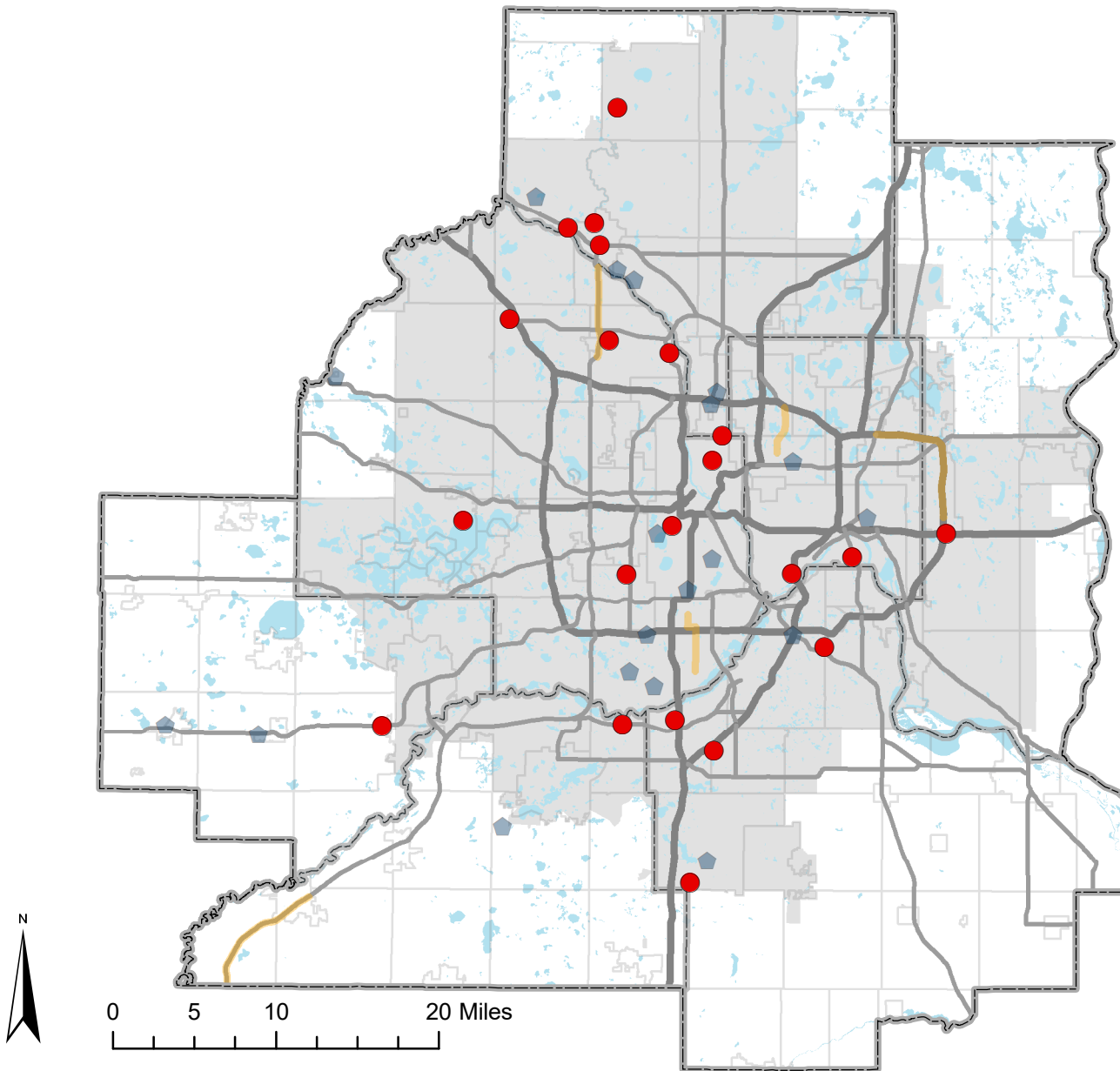
- Roadways
- Bicycle and Pedestrian
- Transit
- Transit Project Corridors
- HSIP Projects
- HSIP Project Corridors

Total Regional Solicitation Projects: 49

**Total Highway Safety Improvement Program
Projects: 25**

Locations of 2018 Regional Solicitation Projects: Base Plus 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

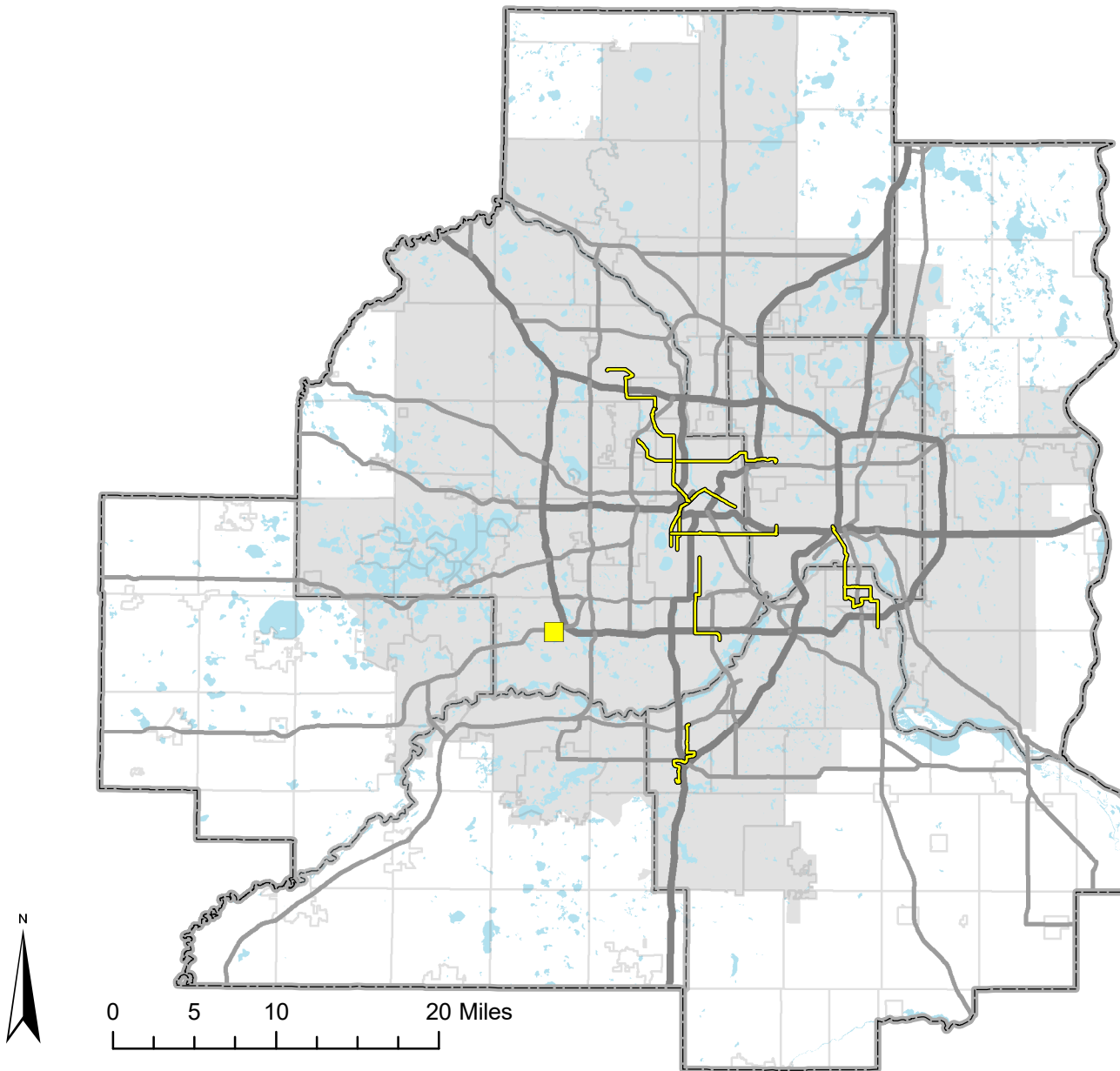
Modal Funding Category

- Roadways
- HSIP Projects
- HSIP Project Corridors

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

Locations of 2018 Regional Solicitation Projects: Base Plus 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

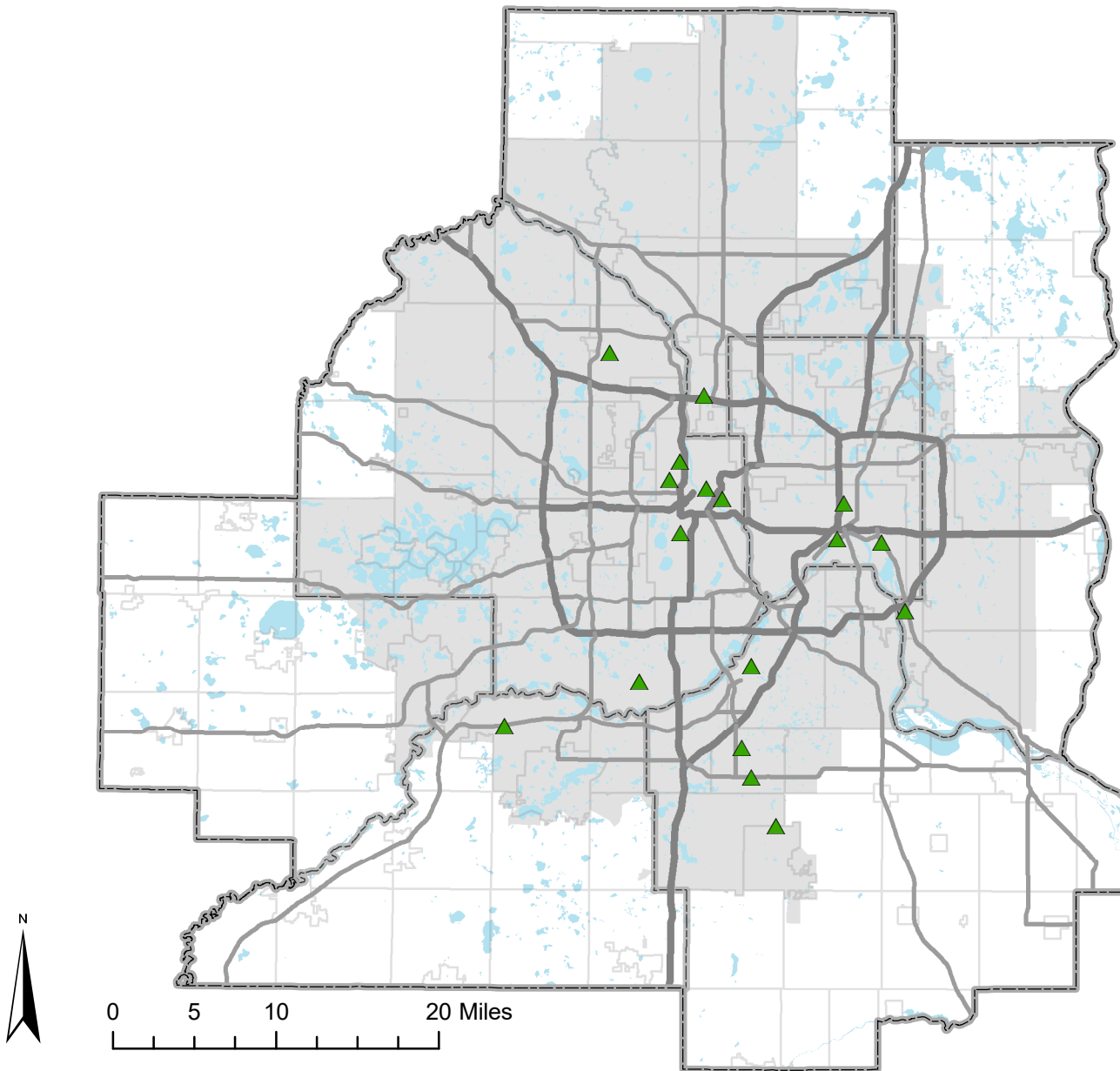
Modal Funding Category

- ▭ Transit
- Transit Project Corridors

Total Regional Solicitation Projects: 49

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

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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

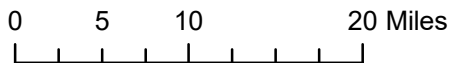
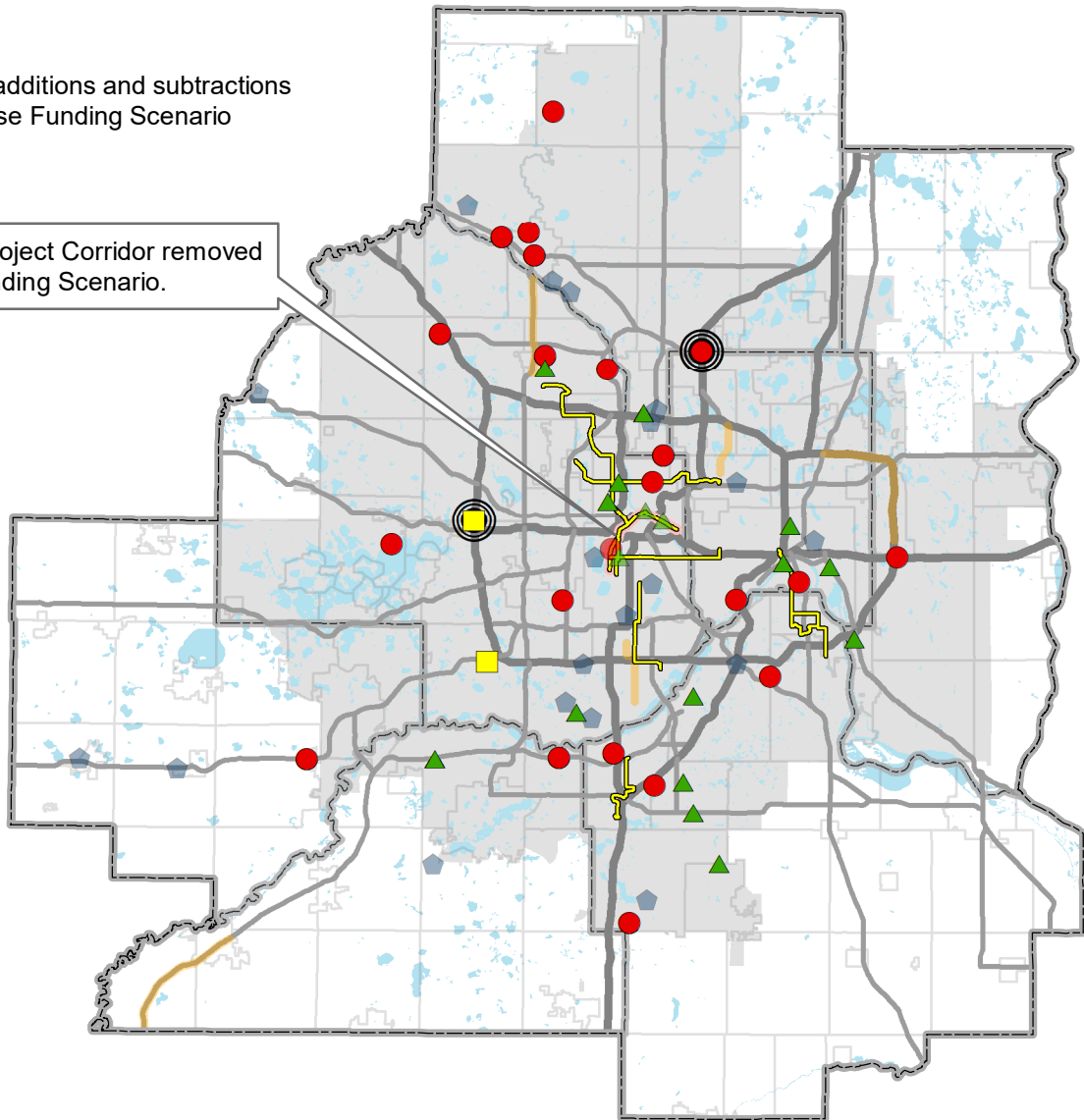
Total Regional Solicitation Projects: 49

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

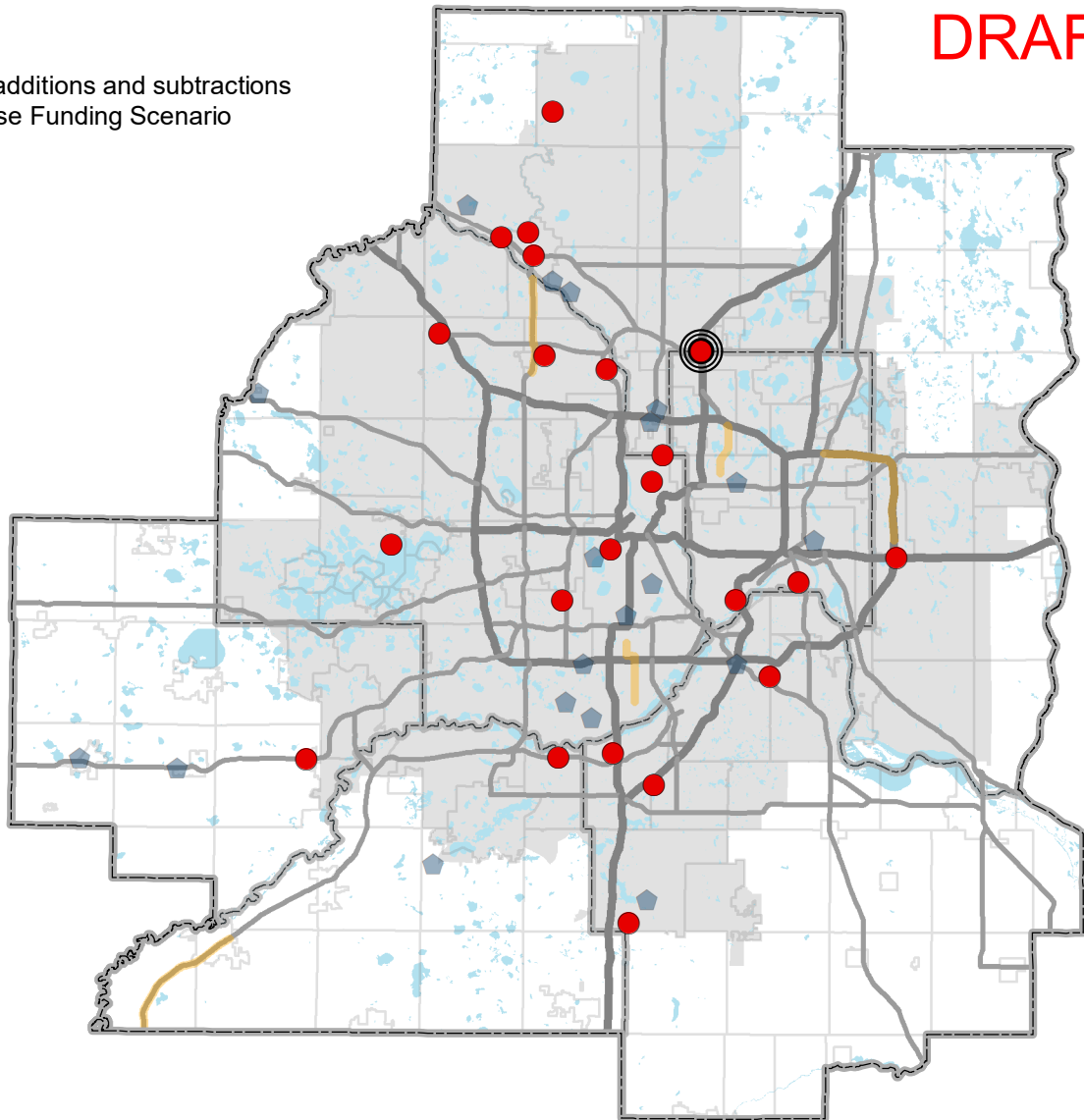
- Roadways
- Roadway Addition
- Roadway Subtraction
- Bicycle and Pedestrian
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction
- HSIP Projects
- HSIP Project Corridors

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

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

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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 Addition
- Roadway Subtraction
- HSIP Projects
- HSIP Project Corridors

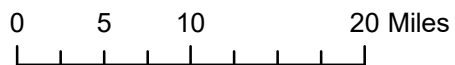
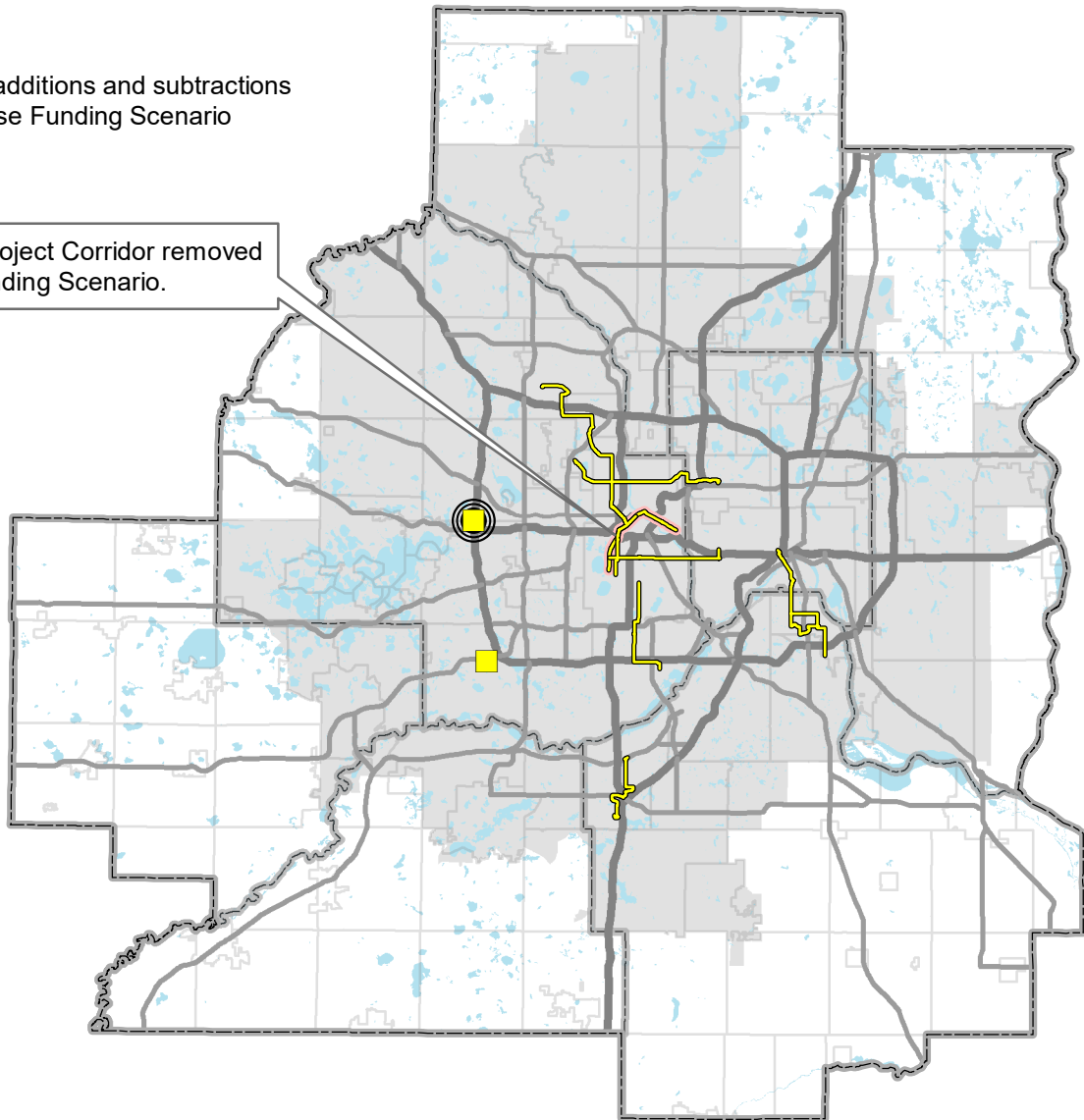
Total Regional Solicitation Projects: 48
Total Highway Safety Improvement Program
Projects: 25

Locations of 2018 Regional Solicitation Projects: 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 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

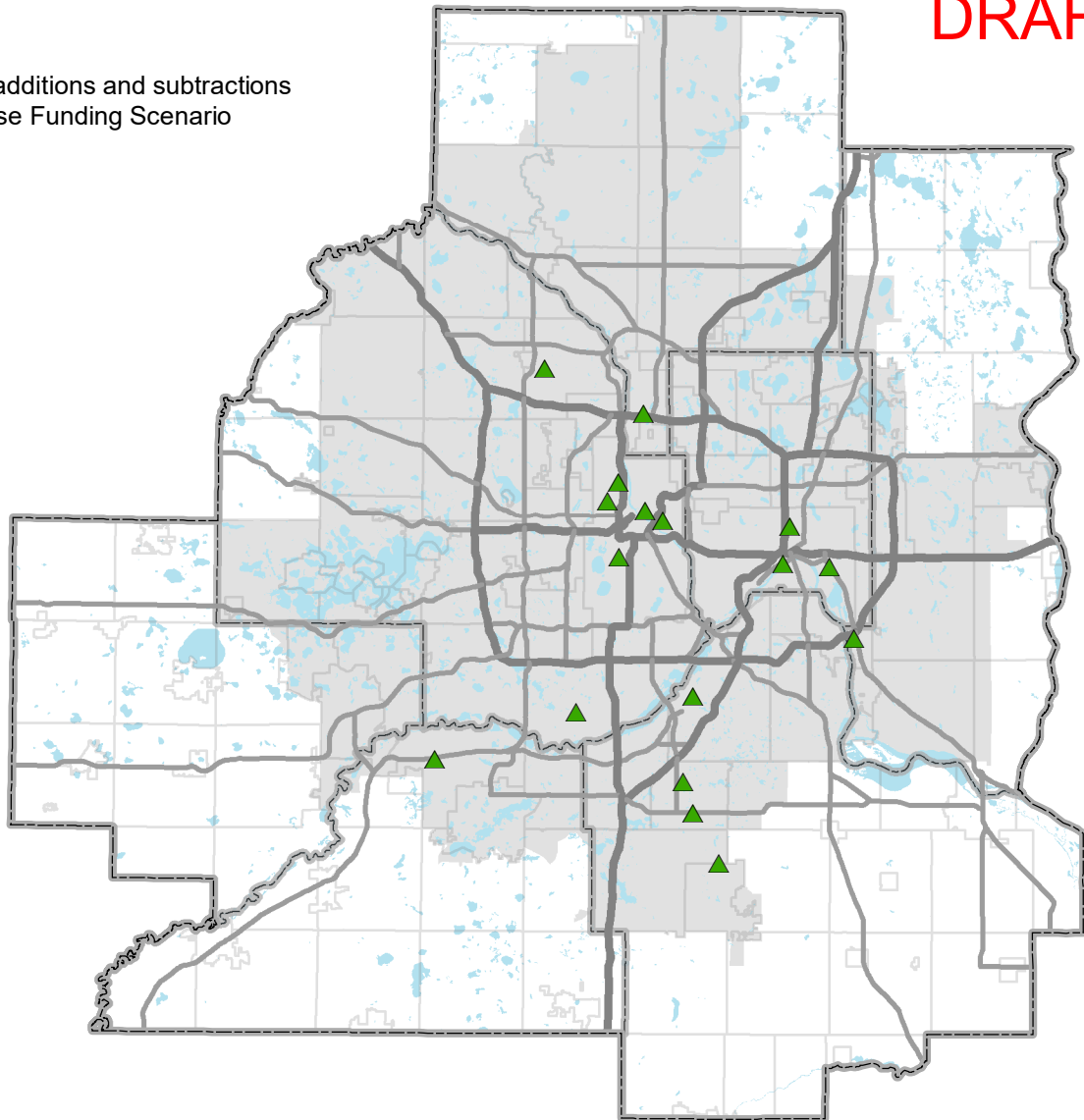
- Transit
- Transit Addition
- Transit Project Corridor
- Transit Project Corridor Subtraction

Total Regional Solicitation Projects: 48

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

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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

- ▲ 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.

COUNTY DISTRIBUTION (BASE PLUS 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 | 10% | \$17,820,416 | 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 | 4 | 0 | 9.5 | 19% | \$28,049,195 | 15% | 14% | 11% |
| Hennepin | 43.00 | 8 | 6.5 | 7 | 0.5 | 22 | 45% | \$103,374,666 | 54% | 41% | 53% |
| Ramsey | 15.50 | 2 | 1.5 | 3 | 0.5 | 7 | 14% | \$21,524,175 | 11% | 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 | 2.5% | 8% | 5% |
| Region-wide* | 2.00 | 0 | 1 | 0 | 2 | 3 | 6% | \$7,585,000 | | | |
| TOTAL | 124 | 21 | 11 | 17 | 3 | 52 | 100% | \$198,750,731 | 100% | 100% | 100% |

*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 |
|-------------------|----------------------------|----------|-----------------|---|----------|--------------------------|--|-----------|
| Anoka | | | Hennepin | | | Ramsey | | |
| | Anoka | 2 | | Brooklyn Park | 2 | | St. Paul | 2 |
| | Oak Grove | 1 | | Maple Grove | 1 | | St. Paul | 3 |
| | Ramsey, Anoka | 1 | | Minneapolis | 2 | Multiple Counties | | |
| | Fridley | 1 | | St. Anthony, Columbia Hts., Minneapolis | 1 | Dakota/Ramsey | St. Paul, W. St. Paul, S. St. Paul | 1 |
| Carver | | | | Edina | 1 | Hennepin/Ramsey | Minneapolis, St. Paul, Robbinsdale, St. Anthony, Roseville | 2 |
| | Dahlgren Twp. | 1 | | Orono | 1 | Carver/Hennepin | Eden Prairie, Chaska, Chanhassen, Carver, Victoria | 1 |
| Dakota | | | | Minneapolis | 3 | Hennepin/Ramsey | Minneapolis, St. Paul | 1 |
| | Eagan, Inver Grove Heights | 1 | | Minneapolis, Richfield, Bloomington | 1 | Region-wide | | 1 |
| | Lakeville | 1 | | Brooklyn Center/Park | 1 | Region-wide | | 2 |
| | Burnsville | 1 | | Minneapolis | 5 | TOTAL | | 52 |
| | Apple Valley, Burnsville | 1 | | Brooklyn Park | 1 | | | |
| | Burnsville | 1 | | Bloomington | 1 | | | |
| | Farmington, Lakeville | 1 | | | | | | |
| | Apple Valley | 2 | | | | | | |
| | Eagan | 1 | | | | | | |
| Scott | | | | | | | | |
| | Savage | 1 | | | | | | |
| | Shakopee | 1 | | | | | | |
| Washington | | | | | | | | |
| | Newport | 1 | | | | | | |
| | Oakdale, Woodbury | 1 | | | | | | |

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% | \$20,880,756 | 11% | 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 | 4 | 0 | 9.5 | 19% | \$28,049,195 | 15% | 14% | 11% |
| Hennepin | 43.00 | 8 | 6.5 | 7 | 0 | 21.5 | 44% | \$99,974,696 | 52% | 41% | 53% |
| Ramsey | 15.50 | 2.5 | 1.5 | 3 | 0 | 7 | 14% | \$22,584,515 | 12% | 18% | 19% |
| Scott | 6.50 | 1 | 0 | 1 | 0 | 2 | 4% | \$6,700,080 | 3% | 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 | | | |
| TOTAL | 124 | 22 | 11 | 17 | 1 | 51 | 100% | \$199,471,441 | 100% | 100% | 100% |

*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 | County | City | Projects | County | City | Projects |
|-------------------|--------------------------|----------|-----------------|---|----------|--------------------------|--|-----------|
| Anoka | | | Hennepin | | | Ramsey | | |
| | Anoka | 2 | | Brooklyn Park | 2 | | St. Paul | 2.0 |
| | Ramsey, Anoka | 1 | | Maple Grove | 1 | | St. Paul | 3 |
| | Oak Grove | 1 | | Minneapolis | 2 | Multiple Counties | | |
| | Fridley | 1 | | St. Anthony, Columbia Hts., Minneapolis | 1 | Dakota/Ramsey | St. Paul, W. St. Paul, S. St. Paul | 1 |
| Carver | | | | Edina | 1 | Hennepin/Ramsey | Minneapolis, St. Paul, Robbinsdale, St. Anthony, Roseville | 2 |
| | Dahlgren Twp. | 1 | | Orono | 1 | Carver/Hennepin | Eden Prairie, Chaska, Chanhassen, Carver, Victoria | 1 |
| Dakota | | | | Eden Prairie, Maple Grove, Plymouth, Minnetonka | 1 | Anoka/Ramsey | Blaine, Shoreview | 1 |
| | Eagan/IGH | 1 | | Minneapolis | 2 | Region-wide | | 1 |
| | Lakeville | 1 | | Minneapolis, Richfield, Bloomington | 1 | Region-wide | | 1 |
| | Apple Valley, Burnsville | 1 | | Brooklyn Center/Park | 1 | TOTAL | | 51 |
| | Burnsville | 1 | | Minneapolis | 5 | | | |
| | Farmington/Lakeville | 1 | | Brooklyn Park | 1 | | | |
| | Apple Valley | 2 | | Bloomington | 1 | | | |
| | Burnsville | 1 | | | | | | |
| | Eagan | 1 | | | | | | |
| Scott | | | | | | | | |
| | Savage | 1 | | | | | | |
| | Shakopee | 1 | | | | | | |
| Washington | | | | | | | | |
| | Oakdale, Woodbury | 1 | | | | | | |
| | Newport | 1 | | | | | | |

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 Plus 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% | \$17,820,416 | 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% | \$28,049,195 | 15% | \$161,320,130 | 12% | \$64,269,895 | 10% |
| Hennepin | 1,232,483 | 41% | 53% | \$ 308,185,317 | 40% | \$ 230,107,133 | 54% | \$103,374,666 | 54% | \$641,667,116 | 46% | \$333,481,799 | 54% |
| Ramsey | 540,649 | 18% | 19% | \$ 134,020,012 | 18% | \$ 73,264,151 | 17% | \$21,524,175 | 11% | \$228,808,338 | 17% | \$94,788,326 | 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 | | \$191,167,750 | | \$1,383,066,851 | | \$617,266,771 | |

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

Does not include \$7,585,000 in region-wide projects

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% | \$20,880,756 | 11% | \$130,819,059 | 9% | \$46,325,778 | 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% | \$28,049,195 | 15% | \$161,320,130 | 12% | \$64,269,895 | 10% |
| Hennepin | 1,232,483 | 41% | 53% | \$ 308,185,317 | 40% | \$ 230,107,133 | 54% | \$99,974,696 | 52% | \$638,267,146 | 46% | \$330,081,829 | 53% |
| Ramsey | 540,649 | 18% | 19% | \$ 134,020,012 | 18% | \$ 73,264,151 | 17% | \$22,584,515 | 12% | \$229,868,678 | 17% | \$95,848,666 | 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% | \$4,860,800 | 3% | \$68,433,492 | 5% | \$25,415,456 | 4% |
| 3,033,634 | | | | \$765,800,080 | | \$426,101,039 | | \$191,886,442 | | \$1,383,787,561 | | \$617,987,481 | |

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

Does not include \$7,585,000 in region-wide projects