

Regional Solicitation Scenario Development Process

TAC Meeting 5/6/2015

The following describes the process and considerations by TAC Funding and Programming at its April 16, 2015 meeting.

Note: Project # refers to the ranking of a project on the attached project lists for the three scenarios.

Overview Considerations:

1. Preliminary funding scenarios were created by allocating the \$143.57 million of 2018 and 2019 funds to each mode based on the midpoint of the TAB-approved modal funding ranges. These ranges were based on historic averages for each mode.
 - A. Roadways Including Multimodal Elements (48%-68% of funds)
 - B. Transit and TDM Projects (22%-32% of funds)
 - C. Bicycle and Pedestrian Facilities (10%-20% of funds)
2. As a starting point, money was allocated to projects within each sub-category of each mode based on the dollar value of the projects. This is reflected in the Mid-Level Base Scenario (Scenario A).
3. Per TAB's direction, \$7 million is set aside for TMO/TDM funding (\$5.8 million for base-level TDM funding for Metro Transit and the TMOs and \$1.2 million for the competitive TDM solicitation). This \$7 million set-aside is reflected in all three of the preliminary funding scenarios shown in the attached tables.
4. As in all past solicitations and the development of this year's scenarios, the point breaks have been used to assist in "drawing lines" for funding recommendations. However, there is not a good natural break in the scores for the Multiuse Trails and Bicycle Facilities category.
5. No A-Minor Arterial Connector projects are funded in any preliminary funding scenario.
6. While some of the 2017 federal funds have been assigned to a specific mode or sub-mode, some additional funds have not been assigned:
 - A. \$18,270,000 in STP funds. There was approximately \$8 million to \$11 million of roadway STP funding available for 2017 when the Regional Solicitation was released in October 2014. Additional funds are based on changes in expected federal funding availability to Minnesota and include any amounts available due to project withdrawals or program-year extensions. All three preliminary scenarios distribute the full \$18,270,000.
 - B. \$7,560,000 in CMAQ funds. TAB assigned \$4,320,000 for Roadway System Management projects when the regional solicitation application was released in October 2014. An additional \$3,240,000 is available due to MnDOT re-estimation of 2017 funds. All three preliminary scenarios distribute the full \$7,560,000.
7. On April 24, 2015, the City of Coon Rapids withdrew its Coon Rapids Boulevard Trail project, Multiuse Trails and Bicycles Facilities #6, from consideration due to drainage and right-of-way issues. This project was asking for \$1.1 million in federal funds. How this withdrawal is addressed is explained in the summaries of each scenario below.

Key Questions:

1. *What is an appropriate level of over-programming?* All three funding scenarios are over-programmed, ranging from approximately \$5.3 million to \$6.5 million (3.8%-4.5%).
2. *Which scenarios should be forwarded to TAB?* TAC can forward one or more of the scenarios detailed below.

Scenario A: Mid-Level Base Scenario (pg 8-13)

1. This scenario targets the mid-point of the modal ranges established by TAB. Within each mode, sub-categories are funded by targeting the proportion of funding amount to the proportion of the funding requested.
2. This scenario is somewhat expansion-heavy due to the following factors:
 - A limited number of project applications requested 2017 funding rendered placement of such projects on the rank lists spotty.
 - Projects in the “Roadway Expansion” sub-category had higher-rated projects requesting funding for that year. This leads to the scenario starting with funding three Roadway Expansion projects with 2017 money.
3. As initially considered by the TAC Funding & Programming Committee on April 16, this scenario was over-programmed by \$4.5 million. As a result of allocating funds to two Multiuse Trails and Bicycle Facilities projects tied at rank #11, total over-programming is now \$6.5 million. This scenario therefore has gone from having the lowest level of over-programming to the highest level.
4. The withdrawn Coon Rapids project, Multiuse Trails and Bicycle Facilities #6, is replaced by Pedestrian Facilities project #3. This is because the next available Multiuse Trails and Bicycle Facilities project, #13 is \$1.4 million. At \$1 million, Pedestrian Facilities project #3 is more conducive to the budget, particularly considering this scenario is the most over-programmed.
5. There appears to be good geographic balance with this scenario.

Scenario B: Mid-Level Scenario - Roadway Expansion-Heavy (pg 14-19)

1. This scenario reflects a preference toward more Roadway Expansion projects.
2. Versus Scenario A, three Roadway Expansion projects (#11 - #13) are added along with Bridge project #2. This \$2.8 million Bridge project was selected because the next available Roadway Expansion project #14 at \$7 million would result in over-programming of 8%. Five Roadway Reconstruction/Modernization projects (#4 - #8) are removed.
3. The withdrawn Coon Rapids project, Multiuse Trails and Bicycle Facilities #6, is replaced by Pedestrian Facilities project #3. The reason is that the two next available Multiuse Trails and Bicycles Facilities projects, either of which would roughly replace the withdrawn project, are tied at rank #11 with 781 points each. With no way to differentiate between those two projects, staff suggests going to the Pedestrian Facilities list.

Scenario C: Mid-Level Scenario - Roadway Reconstruction/Modernization-Heavy (pg 20-25)

1. This scenario reflects a preference toward Roadway Reconstruction/Modernization and Bridge projects while reducing the number of Roadway Expansion projects.
2. Versus Scenario A, one Roadway Reconstruction/Modernization project (#9) is added along with four Bridge projects (#2 - #5). The reason for this is that removal of a 2017 project

from the Roadway Expansion list necessitated re-assigning that money to another roadway project. The best fit was Bridge project #4. Therefore projects #2 and #3 are funded. Bridge project #5 is shown as funded because at \$2.5 million, it better fits into the funding range than the next Roadway Reconstruction/Modernization project, #10, which is \$6 million.

Three Roadway Expansion projects (#8 - #10) are removed.

3. The withdrawn Coon Rapids project, Multiuse Trails and Bicycle Facilities #6, is replaced by Pedestrian Facilities project #3. The reason is that the two next available Multiuse Trails and Bicycles Facilities projects, either of which would roughly replace the withdrawn project, are tied at rank #11 with 781 points each. With no way to differentiate between those two projects, staff suggests going to the Pedestrian Facilities list.

Notes on all Three Scenarios

1. Table 1 shows the general shift away from Roadway Expansion projects in Scenarios A and C (includes 2017, 2018, and 2019 funds) as compared to the last five solicitations.

Table 1: Roadways Historical Comparison

| Funding Sub-Category | Historic Percentages (2003-2011) | Scenario A* | Scenario B* | Scenario C* |
|--------------------------------------|----------------------------------|-------------|-------------|-------------|
| Roadway Expansion | 66% | 52% | 69% | 33% |
| Roadway Reconstruction/Modernization | 16% ** | 33% | 13% | 38% |
| Bridges (Preservation) | 11% | 6% | 9% | 20% |
| System Management | 7% | 9% | 9% | 9% |
| Total | 100% | 100% | 100% | 100% |

* Includes 2017 projects.

** Based on a review of past project descriptions of funded projects.

2. Table 2 shows that the proposed allocation of bicycle and pedestrian projects is fairly similar to past solicitations. Safe Routes to School is a new sub-category.

Table 2: Bicycle and Pedestrian Historical Comparison

| Funding Sub-Category | Historic Percentages (2003-2011 Solicitations) | All Three Scenarios |
|--|--|---------------------|
| Multiuse Trails and Bicycle Facilities | 88% | 89% |
| Pedestrian Facilities | 12% | 7% |
| Safe Routes to School | N/A | 4% |
| Total | 100% | 100% |

3. A new sub-category, Transit Modernization, was added to this year's Regional Solicitation to reflect Council policy direction. Only one Transit Modernization project was submitted, while 12 projects were submitted in the Transit Expansion sub-category. Therefore, as in the past, the preliminary transit projects proposed in all the preliminary scenarios focus on expansion. The Transit Modernization project is shown as funded in each scenario.
4. All Roadway System Management projects are funded in each scenario. This is because traditionally \$3.5 million per year has been allocated to Roadway System Management. The

entire list of projects is just over \$10 million for three years. Further, much of the Roadway System Management funding is for 2017 and the only Roadway System Management project that applied for 2017 funds was the project ranked #10.

5. Each scenario shows Multiuse Trails and Bicycle Facilities project #10 and Safe Routes to School project #3 funded with 2017 funds that were left over after funding three roadway projects. The amount left over would not have paid for another roadway project. This change was made by staff following the April Funding & Programming Committee meeting.
6. At the April Funding & Programming Committee meeting, staff was asked to determine the proportion of roadway funding that is spent on multi-modal project elements. This is shown in Table 3.

Table 3: Proportion of Funds used for Multi-Modal Elements

| | Scenario A | | Scenario B | | Scenario C | |
|-----------------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|
| | Value | % | Value | % | Value | % |
| Project Value* | \$221,114,294 | 100% | \$229,752,631 | 100% | \$233,274,232 | 100% |
| Transit Elements ** | \$400,000 | 0.18% | \$400,000 | 0.17% | \$400,000 | 0.17% |
| Bicycle/Pedestrian Elements ** | \$7,887,968 | 3.57% | \$6,246,068 | 2.72% | \$8,972,406 | 3.85% |
| Total Multi-Modal Elements | \$8,287,968 | 3.75% | \$6,646,068 | 2.89% | \$9,372,406 | 4.02% |

* Project Value is based on value of TOTAL project, as opposed to federal portion.

** Based on applicant budget breakouts.

TABLE OF CONTENTS

| | |
|--|----|
| Scenario A, Base Scenario: | 8 |
| Scenario B, Roadway Expansion-Heavy Scenario: | 14 |
| Scenario C, Roadway Reconstruction/Modernization-Heavy Scenario: | 20 |

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Roadway Expansion

| Rank | ID | Applicant | Project Name | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|-------------|------|-------------------|--------------------|--------------|
| 1 | 2003 | Scott County | TH 169 and TH 41 Interchange | NFPA | 2019 | \$7,000,000 | \$7,000,000 | 690 |
| 2 | 2251 | Eagan | Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway in Eagan | Expander | 2017 | \$3,600,000 | N/A | 649 |
| 3 | 2179 | Washington County | TH 36/Hadley Avenue (CSAH 35) Interchange Project | NFPA | 2019 | \$7,000,000 | \$14,000,000 | 612 |
| 4 | 2240 | Dakota County | CSAH 42/TH 52 Interchange | NFPA | 2017 | \$7,000,000 | N/A | 595 |
| 5 | 2089 | Washington County | Washington Co CSAH 13 Expansion & Multi-Modal | Expander | 2019 | \$2,636,800 | \$16,636,800 | 580 |
| 6 | 2043 | Hennepin County | CSAH 81 (Bottineau Boulevard) Expansion | Expander | 2019 | \$7,000,000 | \$23,636,800 | 559 |
| 7 | 2265 | Dakota County | Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26 | Expander | 2018 | \$2,000,000 | \$25,636,800 | 554 |
| 8 | 2286 | Bloomington | East Bush Lake Road I-494 Westbound Entrance Ramp | Reliever | 2017 | \$7,000,000 | N/A | 547 |
| 9 | 2294 | Anoka County | CSAH 78 Expansion from 139th Ln to CSAH 18 | Expander | 2019 | \$7,000,000 | \$32,636,800 | 543 |
| 10 | 1984 | Carver County | Trunk Highway 41 Expansion | Expander | 2018 | \$7,000,000 | \$39,636,800 | 540 |
| 11 | 2237 | Dakota County | CSAH 28 Connector | Expander | 2017 | \$5,611,760 | \$45,248,560 | 510 |
| 12 | 2001 | Scott County | CSAH 27 Reconstruction | Expander | 2019 | \$7,000,000 | \$52,248,560 | 509 |
| 13 | 2223 | Richfield | 77th Street TH 77 Underpass | Reliever | 2017 | \$7,000,000 | \$59,248,560 | 507 |
| 14 | 2002 | Scott County | CSAH 16 Reconstruction | Reliever | 2019 | \$7,000,000 | \$66,248,560 | 486 |
| 15 | 2098 | Maple Grove | CSAH 610 | Expander | 2017 | \$7,000,000 | \$73,248,560 | 475 |
| 16 | 1983 | Carver County | TH 212 Expansion | NFPA | 2018 | \$7,000,000 | \$80,248,560 | 471 |
| 17 | 1985 | Carver County | CSAH 10 (Chaska) Expansion | Expander | 2019 | \$7,000,000 | \$87,248,560 | 467 |
| 18 | 2297 | Anoka County | CSAH 116 Jefferson St - Highway 65 Ham Lake | Reliever | 2018 | \$6,000,000 | \$93,248,560 | 462 |
| 19 | 2216 | Chanhausen | TH 101 Expansion | Expander | 2019 | \$7,000,000 | \$100,248,560 | 455 |
| 20 | 2136 | St. Paul | Pierce Butler Route East Extension - Phase II | Augmentor | 2019 | \$7,000,000 | \$107,248,560 | 451 |
| 21 | 2238 | Rogers | Rogers - CSAH 116 Extension to CSAH 81 | Expander | 2019 | \$2,929,990 | \$110,178,550 | 368 |
| 22 | 2004 | Scott County | CSAH 42 Reconstruction | Expander | 2019 | \$5,269,600 | \$115,448,150 | 363 |
| 23 | 2293 | Anoka County | Anoka County CSAH 54 Expansion | Reliever | 2018 | \$3,247,440 | \$118,695,590 | 220 |

Roadway Reconstruction/Modernization

| Rank | ID | Applicant | Project Name | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|-------------|------|-------------------|--------------------|--------------|
| 1 | 1952 | Hennepin County | CSAH 3 (Lake Street) Reconstruction | Augmentor | 2018 | \$2,844,000 | \$2,844,000 | 826 |
| 2 | 2186 | Minneapolis | 8th Street South Reconstruction | Reliever | 2019 | \$6,445,000 | \$9,289,000 | 724 |
| 3 | 2020 | Ramsey County | I-94/Dale Street Interchange Reconstruction | Augmentor | 2019 | \$5,565,626 | \$14,854,626 | 688 |
| 4 | 2187 | Minneapolis | Broadway Street NE Reconstruction | Reliever | 2018 | \$3,265,600 | \$18,120,226 | 684 |
| 5 | 2006 | Scott County | CSAH 42 and TH 13 Intersection Reconstruction | NFPA | 2018 | \$5,600,000 | \$23,720,226 | 671 |
| 6 | 2217 | Dakota County | CSAH 26 and CSAH 43 Intersection Improvements | Reliever | 2018 | \$2,000,000 | \$25,720,226 | 668 |
| 7 | 2134 | Brooklyn Ctr EDA | Brooklyn Boulevard Reconstruction/Modernization | Reliever | 2018 | \$7,000,000 | \$32,720,226 | 667 |
| 8 | 2171 | Ramsey County | White Bear Ave Reconstruction- I-94 to Beech | Augmentor | 2017 | \$3,130,210 | \$35,850,436 | 659 |
| 9 | 2105 | Champlin | US 169 in Champlin | NFPA | 2019 | \$6,473,147 | \$42,323,583 | 647 |
| 10 | 2007 | Scott County | CSAH 21 and TH 13 Intersection Reconstruction | Expander | 2019 | \$6,000,000 | \$48,323,583 | 629 |
| 11 | 2296 | Anoka County | CSAH 11 Reconstruction from CSAH 1 to CSAH 3 | Expander | 2019 | \$7,000,000 | \$55,323,583 | 551 |
| | 2011 | Hennepin County | CSAH 3 (Excelsior Boulevard) Reconstruction | Reliever | 2019 | \$5,520,000 | \$60,843,583 | 551 |
| 13 | 1987 | Carver County | Carver County CSAH 13 Reconstruction | Expander | 2018 | \$5,396,000 | \$66,239,583 | 518 |
| 14 | 2005 | Scott County | CSAH 8 Reconstruction | Connector | 2019 | \$4,400,000 | \$70,639,583 | 511 |
| 15 | 1986 | Carver County | CSAH 10 (Waconia) Reconstruction | Expander | 2017 | \$7,000,000 | \$77,639,583 | 492 |
| | 2192 | Ramsey County | Ramsey Co Rd C/Hennepin CSAH 94 Reconstruction | Augmentor | 2019 | \$4,496,848 | \$82,136,431 | 492 |
| 17 | 2295 | Anoka County | CSAH 56 Railroad Grade Separation | Expander | 2018 | \$7,000,000 | \$89,136,431 | 481 |
| 18 | 2290 | Washington County | CSAH 21/Stagecoach Trail | Connector | 2019 | \$4,800,000 | \$93,936,431 | 396 |
| 19 | 2156 | Dakota County | CSAH 86 from CSAH 23 to TH 3 in Dakota County | Connector | 2019 | \$3,200,000 | \$97,136,431 | 389 |
| 20 | 2157 | Dakota County | CSAH 86 from TH 3 to CSAH 47 in Dakota County MN | Connector | 2018 | \$5,500,000 | \$102,636,431 | 380 |
| 21 | 2241 | Dakota County | Reconst CSAH 23 from Eveleth Ave. to CSAH 86 | Connector | 2018 | \$7,000,000 | \$109,636,431 | 336 |

FY 2017 STP Funds

| | |
|--------------------------|--------------|
| Available | \$18,270,000 |
| Projects | \$18,236,432 |
| Remaining (or over-prog) | \$33,568 |

FY 2017 CMAQ Funds for System Management

| | |
|--------------------------|-------------|
| Available | \$7,560,000 |
| Projects | \$7,581,719 |
| Remaining (or over-prog) | (\$21,719) |

TAB-Approved Modal Funding Mid-Point of Range (\$83,270,600)

| | App Value | % | Scenario Cost | % |
|--------------------------|---------------|------|---------------|------|
| Expansion | \$136,295,590 | 49% | \$39,636,800 | 47% |
| Reconstruction | \$109,636,431 | 39% | \$35,850,436 | 42% |
| System Management | \$10,033,719 | 4% | \$2,452,000 | 3% |
| Bridge | \$24,658,153 | 9% | \$7,000,000 | 8% |
| TOTAL | \$280,623,893 | 100% | \$84,939,236 | 100% |
| REMAINING (or over-prog) | | | (\$1,668,636) | |

Adjusted for inclusion of 2017

| | App Value | % | Scenario Cost | % |
|-------------------|---------------|------|---------------|------|
| Expansion | \$136,295,590 | 49% | \$57,236,800 | 52% |
| Reconstruction | \$109,636,431 | 39% | \$35,850,436 | 33% |
| System Management | \$10,033,719 | 4% | \$10,033,719 | 9% |
| Bridge | \$24,658,153 | 9% | \$7,000,000 | 6% |
| TOTAL | \$280,623,893 | 100% | \$110,120,955 | 100% |

Roadway System Management

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|---------------|--|-------|-------------------|--------------------|--------------|
| 1 | 2111 | MnDOT | TH 61 (Hastings) | 2019 | \$204,000 | \$204,000 | 750 |
| 2 | 2094 | MnDOT | TH 47 (Columbia Heights, Spring Lake Park, Blaine) | 2018 | \$1,016,000 | \$1,220,000 | 726 |
| 3 | 2260 | Dakota County | Dakota Co CSAHs 26 28 31 43 (Eagan) Roadway Traffic Flow Improvements | 2018 | \$1,232,000 | \$2,452,000 | 712 |
| 4 | 1996 | Ramsey County | Highway 96 Traffic Signal Timing and Intersection Upgrades (Arden Hills, Shoreview, North Oaks, Vadnais Heights, White Bear Lake, White Bear Twsp) | 17-18 | \$1,893,519 | \$4,345,519 | 614 |
| 5 | 2109 | MnDOT | TH 120 (Maplewood, Oakdale, N. St. P., White Bear Lake, Mahtomedi) | 17-19 | \$804,000 | \$5,149,519 | 596 |
| 6 | 2231 | Dakota County | Dakota County CSAHs 46 (160th) & 31 (Pilot Knob Rd) Roadway Traffic Flow Improvements (Apple Valley, Lakeville) | 17-18 | \$1,015,000 | \$6,164,519 | 561 |
| 7 | 2110 | MnDOT | TH 55 (Hastings) | 17-19 | \$288,000 | \$6,452,519 | 553 |
| 8 | 2108 | MnDOT | TH 41 (Chaska, Chanhassen) | 17-18 | \$564,000 | \$7,016,519 | 510 |
| 9 | 2088 | St Paul # | Saint Paul Downtown Traffic Signal Enhancements Program | 17-18 | \$2,222,800 | \$9,239,319 | 465 |
| 10 | 2243 | Scott County | Scott County Traffic Management System (Shakopee) | 2017 | \$794,400 | \$10,033,719 | 408 |

Transit

Bridges

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------------|---|------|-------------------|--------------------|--------------|
| 1 | 2163 | St Paul | Reconstruction of Kellogg/3rd Street Bridge Nos. 62080 and 62080A | 2018 | \$7,000,000 | \$7,000,000 | 826 |
| 2 | 2127 | Hennepin County | CSAH 35 (Portland Avenue) over the Midtown Greenway; Bridge Number: | 2019 | \$2,815,200 | \$9,815,200 | 802 |
| 3 | 2221 | Hennepin County | CSAH 152 over the Midtown Greenway; Bridge Number: 90437 | 2019 | \$3,170,400 | \$12,985,600 | 772 |
| 4 | 2188 | Minneapolis | 10th Avenue SE River Bridge Rehabilitation | 2017 | \$7,000,000 | \$19,985,600 | 734 |
| 5 | 2014 | Hennepin County | NB CSAH 81 (Bridge No. 27008) over Lowry Ave/Victory Memorial | 2018 | \$2,487,756 | \$22,473,356 | 680 |
| 6 | 2235 | Hennepin County | SB CSAH 81 (Bridge No. 27007) over Lowry Ave/Victory Memorial | 2018 | \$2,184,797 | \$24,658,153 | 669 |

TAB-Approved Modal Funding Mid-Point of Range (\$83,270,600)

| | App Value | % | Scenario Cost | % |
|--------------------------|---------------|------|---------------|------|
| Expansion | \$136,295,590 | 49% | \$39,636,800 | 47% |
| Reconstruction | \$109,636,431 | 39% | \$35,850,436 | 42% |
| System Management | \$10,033,719 | 4% | \$2,452,000 | 3% |
| Bridge | \$24,658,153 | 9% | \$7,000,000 | 8% |
| TOTAL | \$280,623,893 | 100% | \$84,939,236 | 100% |
| REMAINING (or over-prog) | | | (\$1,668,636) | |

FY 2017 CMAQ Funds for System Management

| | |
|--------------------------|-------------|
| Available | \$7,560,000 |
| Projects | \$7,581,719 |
| Remaining (or over-prog) | (\$21,719) |

TRANSIT PROJECTS

Transit Expansion

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 1 | 2142 | Metro Transit | Chicago Avenue Corridor Bus and Technology Improvements | 2018 | \$7,000,000 | \$7,000,000 | 950 |
| 2 | 2143 | Metro Transit | Emerson-Fremont Avenue Corridor Bus and Technology Improvements | 2018 | \$6,597,681 | \$13,597,681 | 866 |
| 3 | 2139 | Metro Transit | Penn Avenue Corridor Bus and Technology Improvements | 2018 | \$6,778,060 | \$20,375,741 | 850 |
| 4 | 2242 | St Louis Park | Beltline LRT Station Park & Ride Structure | 2018 | \$7,000,000 | \$27,375,741 | 739 |
| 5 | 2300 | Metro Transit | Route 62 service expansion | 2018 | \$3,132,818 | \$30,508,559 | 632 |
| 6 | 2256 | MVTA | Minnesota River Valley 169 Connector | 2018 | \$2,792,684 | \$33,301,243 | 618 |
| 7 | 2185 | Metro Transit | Route 2 service expansion | 2018 | \$4,789,025 | \$38,090,268 | 598 |
| 8 | 2176 | SouthWest Transit | 169 Park and Ride | 2018 | \$7,000,000 | \$45,090,268 | 566 |
| 9 | 2155 | Metro Transit | Eden & Vernon Park and Ride Facility | 2018 | \$4,438,702 | \$49,528,970 | 525 |
| 10 | 2302 | Metro Transit | Cottage Grove to downtown St. Paul Weekday Offpeak Service | 2018 | \$2,489,616 | \$52,018,586 | 523 |
| 11 | 2191 | SouthWest Transit | Two Electric Buses | 2018 | \$1,600,000 | \$53,618,586 | 478 |
| 12 | 2193 | Metro Transit | Highway 36 Corridor Park-and-Ride | 2018 | \$7,000,000 | \$60,618,586 | 338 |

Transit Modernization

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------------------------|--|------|-------------------|--------------------|--------------|
| 1 | 1999 | MN Valley Transit Authority | Apple Valley Transit Station Modernization | 2019 | \$5,288,000 | \$5,288,000 | 904 |

TMO/TDM

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|----|-----------|--------------|--------------|-------------------|--------------------|--------------|
| 0 | - | - | TMO/TDM* | 2017 2018 | \$7,000,000 | \$7,000,000 | - |

*\$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.

TAB-Approved Modal Funding Mid-Point of Range (\$38,763,900)

| | App Value | % | Scenario Cost | % |
|--------------------------|--------------|------|---------------|------|
| Transit Expansion | \$53,618,586 | 81% | \$27,375,741 | 69% |
| Transit Modernization | \$5,288,000 | 8% | \$5,288,000 | 13% |
| TMO/TDM | \$7,000,000 | 11% | \$7,000,000 | 18% |
| TOTAL | \$65,906,586 | 100% | \$39,663,741 | 100% |
| REMAINING (or over-prog) | | | (\$899,841) | |

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|------------------------|--|------|-------------------|--------------------|--------------|
| 1 | 2086 | Hennepin County | Southwest LRT Regional Trail Crossings | 2018 | \$5,500,000 | \$5,500,000 | 899 |
| 2 | 2220 | Minneapolis | University of Minnesota Protected Bikeways | 2018 | \$953,976 | \$6,453,976 | 885 |
| 3 | 2233 | Minneapolis | High Quality Connection - Midtown Greenway to Lake | 2018 | \$2,880,000 | \$9,333,976 | 848 |
| 4 | 2189 | St Paul | Margaret St Bicycle Boulevard & McKnight Trail | 2018 | \$1,251,549 | \$10,585,525 | 847 |
| 5 | 2114 | MnDOT | 5th St. SE Pedestrian/Bicycle Bridge Replacement | 2018 | \$2,089,738 | \$12,675,263 | 841 |
| 6 | 2184 | Coon Rapids | Coon Rapids Boulevard Trail Project | 2018 | \$1,100,000 | - | 835 |
| 7 | 2160 | St Paul | Indian Mounds Regional Park Trail | 2019 | \$1,326,400 | \$14,001,663 | 832 |
| 8 | 2015 | 3 Rivers Park District | Nine Mile Creek Regional Trail: West Edina Segment | 2018 | \$5,500,000 | \$19,501,663 | 809 |
| 9 | 2102 | Carver County | TH 5 Regional Trail from CSAH 17 to CSAH 101 | 2018 | \$321,520 | \$19,823,183 | 785 |
| 10 | 2230 | Fridley | West Moore Lake Trail and Bicycle Lanes | 2018 | \$458,832 | \$20,282,015 | 782 |
| 11 | 2115 | MN-DNR | Gateway State Trail - Hadley Ave Tunnel | 2019 | \$1,000,000 | \$21,282,015 | 781 |
| | 2103 | Carver County | TH 5 Regional Trail from Minnewashta to Century | 2018 | \$1,103,840 | \$22,385,855 | 781 |
| 13 | 2123 | Burnsville | Lake Marion Greenway CR 42 Underpass & Connection | 2018 | \$1,480,000 | \$23,865,855 | 779 |
| 14 | 2288 | Bloomington | France Avenue Trail | 2019 | \$2,704,614 | \$26,570,469 | 778 |
| 15 | 2149 | Dakota County | MN River Greenway - Eagan South (Big Rivers Reg Trail) | 2018 | \$3,320,000 | \$29,890,469 | 775 |
| 16 | 2101 | Carver County | Lake Minnetonka LRT Trail – Stieger boat launch to Rolling Acres | 2019 | \$399,040 | \$30,289,509 | 773 |
| 17 | 2131 | West St Paul | W St. Paul River to River Greenway Robert St Overpass | 2018 | \$2,240,000 | \$32,529,509 | 762 |
| 18 | 2215 | Chanhassen | MN River Bluffs LRT Regional Trail Bridge | 2019 | \$1,807,200 | \$34,336,709 | 749 |
| 19 | 2104 | Carver County | Lake Waconia Regional Park Connection | 2019 | \$745,520 | \$35,082,229 | 744 |
| 20 | 2138 | St Paul | Bruce Vento Bridge | 2019 | \$5,500,000 | \$40,582,229 | 732 |
| 21 | 2255 | Dakota County | North Creek Regional Greenway - CSAH 42 Underpass | 2019 | \$1,000,000 | \$41,582,229 | 716 |
| 22 | 2306 | Wayzata | Wayzata Cycletrack | 2018 | \$185,440 | \$41,767,669 | 714 |
| 23 | 2195 | Rosemount | Rosemount Greenway Downtown Connection | 2019 | \$1,360,000 | \$43,127,669 | 712 |
| 24 | 2154 | Farmington | North Creek Greenway - Farmington Gap | 2019 | \$936,000 | \$44,063,669 | 707 |
| 25 | 2236 | Lakeville | Lakeville Lake Marion Greenway Ritter Farm Gap | 2018 | \$840,000 | \$44,903,669 | 659 |
| 26 | 2090 | Washington County | CSAH 9/Gateway State Trail Tunnel | 2018 | \$859,200 | \$45,762,869 | 626 |
| 27 | 2120 | Cottage Grove | 70th Street (CSAH 22) Pedestrian Underpass | 2018 | \$1,075,000 | \$46,837,869 | 559 |
| 28 | 2254 | Dakota County | Mississippi River Regional Trail - Rosemount East | 2018 | \$2,240,000 | \$49,077,869 | 549 |
| 29 | 2133 | Shakopee | Quarry Lake Trail and US 169 Ped/Bike Bridge | 2018 | \$2,039,496 | \$51,117,365 | 530 |
| 30 | 2124 | Anoka County | Rum River Regional Trail in Anoka County | 2018 | \$964,000 | \$52,081,365 | 486 |
| 31 | 2194 | Rosemount | Vermillion Highlands Greenway CSAH 42 Underpass | 2019 | \$1,560,000 | \$53,641,365 | 449 |

Pedestrian Facilities

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 1 | 2137 | Hennepin County | CSAH 3 (Lake Street) Streetscape | 2018 | \$640,000 | \$640,000 | 866 |
| 2 | 2219 | Minneapolis | North Loop Pedestrian Facilities | 2018 | \$1,000,000 | \$1,640,000 | 787 |
| 3 | 2210 | Minneapolis | Emerson & Fremont Pedestrian Enhancements | 2018 | \$1,000,000 | \$2,640,000 | 760 |
| 4 | 2298 | Bloomington | Bloomington Sidewalk Gap Infill Project | 2018 | \$525,826 | \$3,165,826 | 645 |
| 5 | 2132 | West St Paul | West St. Paul Oakdale and Marie Streetscaping | 2018 | \$1,000,000 | \$4,165,826 | 637 |
| 6 | 2218 | Dakota County | CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project | 2018 | \$1,000,000 | \$5,165,826 | 590 |
| 7 | 2273 | Minneapolis | 40th Street Pedestrian Bridge Over I-35W | 2018 | \$1,000,000 | \$6,165,826 | 529 |
| 8 | 2291 | Jordan | Grade-Separated Bicycle & Pedestrian Crossing of Hw 169 | 2018 | \$1,000,000 | \$7,165,826 | 477 |
| 9 | 2096 | Washington County | Trail dev, signal mods for ped crossings & ped refuge - Newport | 2018 | \$290,400 | \$7,456,226 | 309 |

Safe Routes to School

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|------|-------------------|--------------------|--------------|
| 1 | 2263 | Bloomington | City of Bloomington Safe Routes to School Improvements | 2018 | \$208,992 | \$208,992 | 868 |
| 2 | 2301 | Forest Lake | Forest Lake Safe Routes to School Infrastructure Project | 2018 | \$744,892 | \$953,884 | 792 |
| 3 | 2117 | Washington County | Development of pedestrian and bicycle trail along CSAH19 | 2018 | \$177,600 | \$1,131,484 | 720 |

TAB-Approved Modal Funding Mid-Point of Range (\$21,535,500)

| | App Value | % | Scenario Cost | % |
|--------------------------|--------------|------|---------------|------|
| Trail/Bike | \$53,641,365 | 86% | \$21,927,023 | 86% |
| Pedestrian | \$7,456,226 | 12% | \$2,640,000 | 10% |
| SRTS | \$1,131,484 | 2% | \$953,884 | 4% |
| TOTAL | \$62,229,075 | 100% | \$25,520,907 | 100% |
| REMAINING (or over-prog) | | | (\$3,985,407) | |

Adjusted for Inclusion of 2017

| | App Value | % | Scenario Cost | % |
|------------|--------------|------|---------------|------|
| Trail/Bike | \$53,641,365 | 86% | \$22,385,855 | 86% |
| Pedestrian | \$7,456,226 | 12% | \$2,640,000 | 10% |
| SRTS | \$1,131,484 | 2% | \$1,131,484 | 4% |
| TOTAL | \$62,229,075 | 100% | \$26,157,339 | 100% |

SUMMARY INFORMATION

| NUMBER OF PROJECTS | | | | Number of Projects Funded | | | | | Dollar Value of Projects Funded | |
|--------------------|------------------|---------------|--------------|---------------------------|----------|-----------|-----------|---------------|---------------------------------|---------------|
| COUNTY | Population* | Pop % | Applications | Roadway | Transit | Bike/Ped | Total | % | Total | % |
| Anoka | 330,844 | 11.6% | 9 | 2 | | 1 | 3 | 5.9% | \$8,474,832 | 5.0% |
| Carver | 91,042 | 3.2% | 12.5 | 2 | | 2 | 4 | 7.8% | \$8,989,360 | 5.3% |
| Dakota | 398,552 | 14.0% | 24.5 | 8 | 1 | | 9 | 17.6% | \$22,627,000 | 13.4% |
| Hennepin | 1,152,425 | 40.4% | 36.5 | 6 | 4 | 9 | 19 | 37.3% | \$80,703,047 | 47.8% |
| Ramsey | 508,640 | 17.8% | 11.5 | 5.5 | | 2 | 7.5 | 14.7% | \$22,792,104 | 13.5% |
| Scott | 129,928 | 4.6% | 11 | 3 | | | 3 | 5.9% | \$13,394,400 | 7.9% |
| Washington | 238,136 | 8.4% | 11 | 2.5 | | 3 | 5.5 | 10.8% | \$11,961,292 | 7.1% |
| TOTAL | 2,849,567 | 100.0% | 116 | 29 | 5 | 17 | 51 | 100.0% | \$168,942,035 | 100.0% |

*2010 US Census

| COUNTY | CITY | Total Projects | Total Funds |
|-------------------|---------------------|----------------|----------------------|
| Anoka | | 3.0 | \$8,474,832 |
| | 4 Cities | 1.0 | \$1,016,000 |
| | Andover | 1.0 | \$7,000,000 |
| | Fridley | 1.0 | \$458,832 |
| Carver | | 4.0 | \$8,989,360 |
| | Chaska/Chan | 1.0 | \$564,000 |
| | Chaska | 1.0 | \$7,000,000 |
| | Chanhassen | 1.0 | \$321,520 |
| | Chanhassen/Victoria | 1.0 | \$1,103,840 |
| Dakota | | 9.0 | \$22,627,000 |
| | Inver Grove Heights | 1.0 | \$2,000,000 |
| | Eagan | 3.0 | \$6,832,000 |
| | Apple Vly/Lakeville | 1.0 | \$1,015,000 |
| | Hastings | 2.0 | \$492,000 |
| | Rosemount | 1.0 | \$7,000,000 |
| | Apple Valley | 1.0 | \$5,288,000 |
| Hennepin | | 19.0 | \$80,703,047 |
| | Bloomington | 1.0 | \$7,000,000 |
| | Brooklyn Park | 1.0 | \$7,000,000 |
| | Brooklyn Center | 1.0 | \$7,000,000 |
| | Minneapolis | 3.0 | \$12,554,600 |
| | Mpls/Rich/Bloom | 1.0 | \$7,000,000 |
| | Mpls/BknCtr | 2.0 | \$13,375,741 |
| | St. Louis Park | 1.0 | \$7,000,000 |
| | Bloomington | 1.0 | \$208,992 |
| | Mkta/Edina | 1.0 | \$5,500,000 |
| | Hop/St.L Park | 1.0 | \$5,500,000 |
| | Minneapolis | 6.0 | \$8,563,714 |
| Ramsey | | 7.5 | \$22,792,104 |
| | St. Paul | 4.0 | \$17,918,636 |
| | 6 Cities/Twps | 1.0 | \$1,893,519 |
| | 5 cities | 0.5 | \$402,000 |
| | St. Paul | 2.0 | \$2,577,949 |
| Scott | | 3.0 | \$13,394,400 |
| | Savage/Prior Lake | 1.0 | \$5,600,000 |
| | Shakopee | 1.0 | \$794,400 |
| | Jackson Twp | 1.0 | \$7,000,000 |
| Washington | | 5.5 | \$11,961,292 |
| | Woodbury/Oakdale | 1.0 | \$2,636,800 |
| | Oakdale | 1.0 | \$7,000,000 |
| | 5 Cities | 0.5 | \$402,000 |
| | Forest Lake | 1.0 | \$744,892 |
| | Cottage Grove | 1.0 | \$177,600 |
| | Oakdale | 1.0 | \$1,000,000 |
| TOTAL | | 51.0 | \$168,942,035 |

SCENARIO SUMMARY





| | Mid-Point of Range | Scenario | Difference | Over-Program |
|--|----------------------|----------------------|---------------|----------------------|
| Roadway Projects Including Multimodal Elements | \$83,270,600 | \$84,939,236 | (\$1,668,636) | - |
| Transit Projects | \$38,763,900 | \$39,663,741 | (\$899,841) | - |
| Bicycle and Pedestrian Facilities | \$21,535,500 | \$25,520,907 | (\$3,985,407) | - |
| TOTAL | \$143,570,000 | \$150,123,884 | | (\$6,553,884) |

Location of Selected Projects by Modal Categories in Scenario A

(Includes 2017, 2018, and 2019 Projects)





DRAFT: May 1, 2015

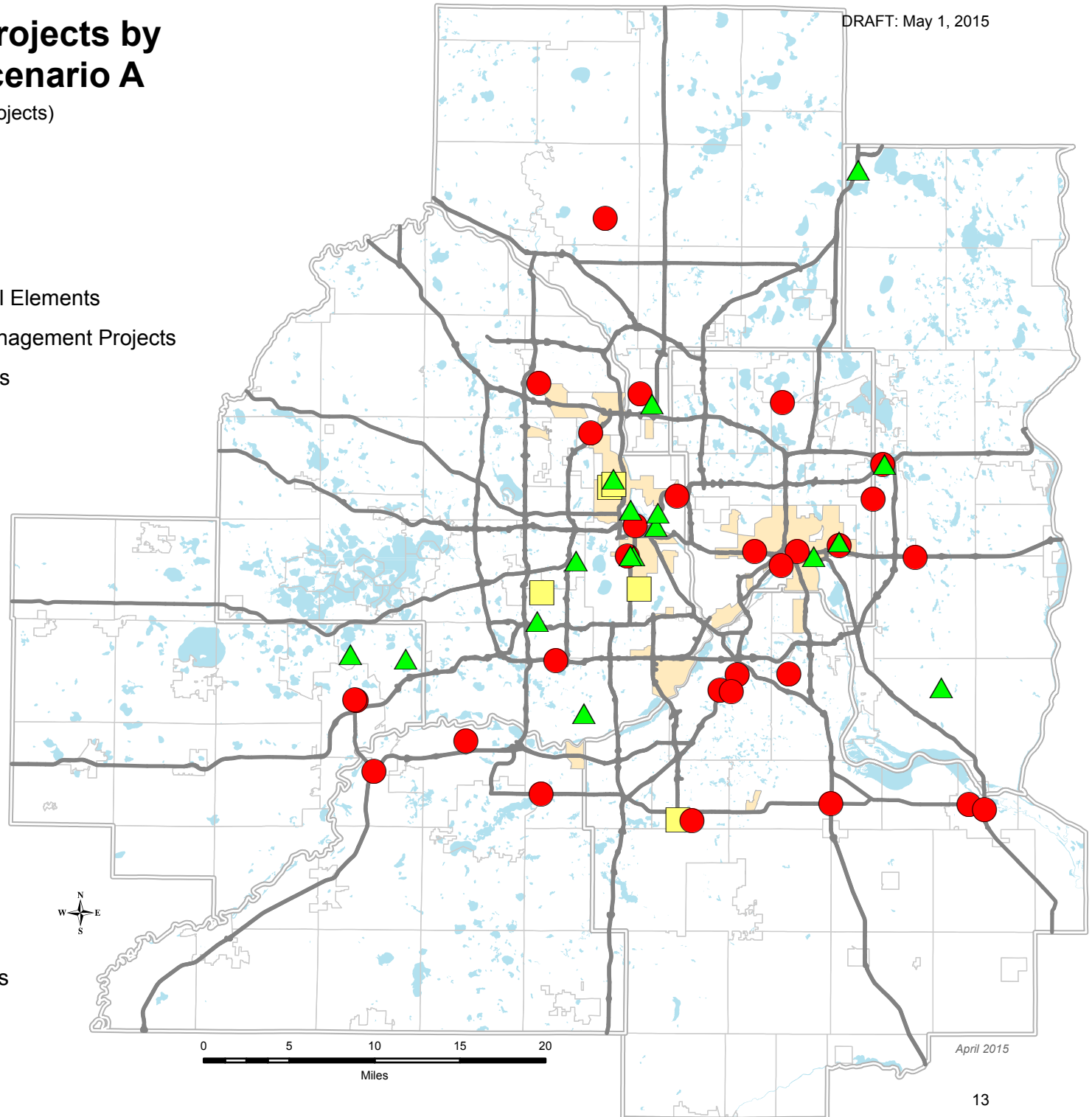
Modal Funding Category

-  Roadways Including Multimodal Elements
-  Transit and Travel Demand Management Projects
-  Bicycle and Pedestrian Facilities
-  Areas of Concentrated Poverty

DRAFT

Reference Items

-  Principal Arterials
-  County Boundaries
-  City and Township Boundaries
-  Lakes and Rivers



DRAFT: May 1, 2015

ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Roadway Expansion

| Rank | ID | Applicant | Project Name | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|-------------|------|-------------------|--------------------|--------------|
| 1 | 2003 | Scott County | TH 169 and TH 41 Interchange | NFPA | 2019 | \$7,000,000 | \$7,000,000 | 690 |
| 2 | 2251 | Eagan | Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway in Eagan | Expander | 2017 | \$3,600,000 | N/A | 649 |
| 3 | 2179 | Washington County | TH 36/Hadley Avenue (CSAH 35) Interchange Project | NFPA | 2019 | \$7,000,000 | \$14,000,000 | 612 |
| 4 | 2240 | Dakota County | CSAH 42/TH 52 Interchange | NFPA | 2017 | \$7,000,000 | N/A | 595 |
| 5 | 2089 | Washington County | Washington Co CSAH 13 Expansion & Multi-Modal | Expander | 2019 | \$2,636,800 | \$16,636,800 | 580 |
| 6 | 2043 | Hennepin County | CSAH 81 (Bottineau Boulevard) Expansion | Expander | 2019 | \$7,000,000 | \$23,636,800 | 559 |
| 7 | 2265 | Dakota County | Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26 | Expander | 2018 | \$2,000,000 | \$25,636,800 | 554 |
| 8 | 2286 | Bloomington | East Bush Lake Road I-494 Westbound Entrance Ramp | Reliever | 2017 | \$7,000,000 | N/A | 547 |
| 9 | 2294 | Anoka County | CSAH 78 Expansion from 139th Ln to CSAH 18 | Expander | 2019 | \$7,000,000 | \$32,636,800 | 543 |
| 10 | 1984 | Carver County | Trunk Highway 41 Expansion | Expander | 2018 | \$7,000,000 | \$39,636,800 | 540 |
| 11 | 2237 | Dakota County | CSAH 28 Connector | Expander | 2017 | \$5,611,760 | \$45,248,560 | 510 |
| 12 | 2001 | Scott County | CSAH 27 Reconstruction | Expander | 2019 | \$7,000,000 | \$52,248,560 | 509 |
| 13 | 2223 | Richfield | 77th Street TH 77 Underpass | Reliever | 2017 | \$7,000,000 | \$59,248,560 | 507 |
| 14 | 2002 | Scott County | CSAH 16 Reconstruction | Reliever | 2019 | \$7,000,000 | \$66,248,560 | 486 |
| 15 | 2098 | Maple Grove | CSAH 610 | Expander | 2017 | \$7,000,000 | \$73,248,560 | 475 |
| 16 | 1983 | Carver County | TH 212 Expansion | NFPA | 2018 | \$7,000,000 | \$80,248,560 | 471 |
| 17 | 1985 | Carver County | CSAH 10 (Chaska) Expansion | Expander | 2019 | \$7,000,000 | \$87,248,560 | 467 |
| 18 | 2297 | Anoka County | CSAH 116 Jefferson St - Highway 65 Ham Lake | Reliever | 2018 | \$6,000,000 | \$93,248,560 | 462 |
| 19 | 2216 | Chanhassen | TH 101 Expansion | Expander | 2019 | \$7,000,000 | \$100,248,560 | 455 |
| 20 | 2136 | St. Paul | Pierce Butler Route East Extension - Phase II | Augmentor | 2019 | \$7,000,000 | \$107,248,560 | 451 |
| 21 | 2238 | Rogers | Rogers - CSAH 116 Extension to CSAH 81 | Expander | 2019 | \$2,929,990 | \$110,178,550 | 368 |
| 22 | 2004 | Scott County | CSAH 42 Reconstruction | Expander | 2019 | \$5,269,600 | \$115,448,150 | 363 |
| 23 | 2293 | Anoka County | Anoka County CSAH 54 Expansion | Reliever | 2018 | \$3,247,440 | \$118,695,590 | 220 |

Roadway Reconstruction/Modernization

| Rank | ID | Applicant | Project Name | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|-------------|------|-------------------|--------------------|--------------|
| 1 | 1952 | Hennepin County | CSAH 3 (Lake Street) Reconstruction | Augmentor | 2018 | \$2,844,000 | \$2,844,000 | 826 |
| 2 | 2186 | Minneapolis | 8th Street South Reconstruction | Reliever | 2019 | \$6,445,000 | \$9,289,000 | 724 |
| 3 | 2020 | Ramsey County | I-94/Dale Street Interchange Reconstruction | Augmentor | 2019 | \$5,565,626 | \$14,854,626 | 688 |
| 4 | 2187 | Minneapolis | Broadway Street NE Reconstruction | Reliever | 2018 | \$3,265,600 | \$18,120,226 | 684 |
| 5 | 2006 | Scott County | CSAH 42 and TH 13 Intersection Reconstruction | NFPA | 2018 | \$5,600,000 | \$23,720,226 | 671 |
| 6 | 2217 | Dakota County | CSAH 26 and CSAH 43 Intersection Improvements | Reliever | 2018 | \$2,000,000 | \$25,720,226 | 668 |
| 7 | 2134 | Brooklyn Ctr EDA | Brooklyn Boulevard Reconstruction/Modernization | Reliever | 2018 | \$7,000,000 | \$32,720,226 | 667 |
| 8 | 2171 | Ramsey County | White Bear Ave Reconstruction- I-94 to Beech | Augmentor | 2017 | \$3,130,210 | \$35,850,436 | 659 |
| 9 | 2105 | Champlin | US 169 in Champlin | NFPA | 2019 | \$6,473,147 | \$42,323,583 | 647 |
| 10 | 2007 | Scott County | CSAH 21 and TH 13 Intersection Reconstruction | Expander | 2019 | \$6,000,000 | \$48,323,583 | 629 |
| 11 | 2296 | Anoka County | CSAH 11 Reconstruction from CSAH 1 to CSAH 3 | Expander | 2019 | \$7,000,000 | \$55,323,583 | 551 |
| | 2011 | Hennepin County | CSAH 3 (Excelsior Boulevard) Reconstruction | Reliever | 2019 | \$5,520,000 | \$60,843,583 | 551 |
| 13 | 1987 | Carver County | Carver County CSAH 13 Reconstruction | Expander | 2018 | \$5,396,000 | \$66,239,583 | 518 |
| 14 | 2005 | Scott County | CSAH 8 Reconstruction | Connector | 2019 | \$4,400,000 | \$70,639,583 | 511 |
| 15 | 1986 | Carver County | CSAH 10 (Waconia) Reconstruction | Expander | 2017 | \$7,000,000 | \$77,639,583 | 492 |
| | 2192 | Ramsey County | Ramsey Co Rd C/Hennepin CSAH 94 Reconstruction | Augmentor | 2019 | \$4,496,848 | \$82,136,431 | 492 |
| 17 | 2295 | Anoka County | CSAH 56 Railroad Grade Separation | Expander | 2018 | \$7,000,000 | \$89,136,431 | 481 |
| 18 | 2290 | Washington County | CSAH 21/Stagecoach Trail | Connector | 2019 | \$4,800,000 | \$93,936,431 | 396 |
| 19 | 2156 | Dakota County | CSAH 86 from CSAH 23 to TH 3 in Dakota County | Connector | 2019 | \$3,200,000 | \$97,136,431 | 389 |
| 20 | 2157 | Dakota County | CSAH 86 from TH 3 to CSAH 47 in Dakota County MN | Connector | 2018 | \$5,500,000 | \$102,636,431 | 380 |
| 21 | 2241 | Dakota County | Reconst CSAH 23 from Eveleth Ave. to CSAH 86 | Connector | 2018 | \$7,000,000 | \$109,636,431 | 336 |

FY 2017 STP Funds

| | |
|--------------------------|--------------|
| Available | \$18,270,000 |
| Projects | \$18,236,432 |
| Remaining (or over-prog) | \$33,568 |

FY 2017 CMAQ Funds for System Management

| | |
|--------------------------|-------------|
| Available | \$7,560,000 |
| Projects | \$7,581,719 |
| Remaining (or over-prog) | (\$21,719) |

TAB-Approved Modal Funding Mid-Point of Range (\$83,270,600)

| | App Value | % | Scenario Cost | % |
|--------------------------|---------------|------|---------------|------|
| Expansion | \$136,295,590 | 49% | \$59,248,560 | 69% |
| Reconstruction | \$109,636,431 | 39% | \$14,854,626 | 17% |
| System Management | \$10,033,719 | 4% | \$2,452,000 | 3% |
| Bridge | \$24,658,153 | 9% | \$9,815,200 | 11% |
| TOTAL | \$280,623,893 | 100% | \$86,370,386 | 100% |
| REMAINING (or over-prog) | | | (\$3,099,786) | |

Adjusted for inclusion of 2017

| | App Value | % | Scenario Cost | % |
|-------------------|---------------|------|---------------|------|
| Expansion | \$136,295,590 | 49% | \$76,848,560 | 69% |
| Reconstruction | \$109,636,431 | 39% | \$14,854,626 | 13% |
| System Management | \$10,033,719 | 4% | \$10,033,719 | 9% |
| Bridge | \$24,658,153 | 9% | \$9,815,200 | 9% |
| TOTAL | \$280,623,893 | 100% | \$111,552,105 | 100% |

Scenario B: Mid-Level Roadway Expansion-Heavy Scenario

Roadway System Management

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|---------------|--|-------|-------------------|--------------------|--------------|
| 1 | 2111 | MnDOT | TH 61 (Hastings) | 2019 | \$204,000 | \$204,000 | 750 |
| 2 | 2094 | MnDOT | TH 47 (Columbia Heights, Spring Lake Park, Blaine) | 2018 | \$1,016,000 | \$1,220,000 | 726 |
| 3 | 2260 | Dakota County | Dakota Co CSAHs 26 28 31 43 (Eagan) Roadway Traffic Flow Improvements | 2018 | \$1,232,000 | \$2,452,000 | 712 |
| 4 | 1996 | Ramsey County | Highway 96 Traffic Signal Timing and Intersection Upgrades (Arden Hills, Shoreview, North Oaks, Vadnais Heights, White Bear Lake, White Bear Twsp) | 17-18 | \$1,893,519 | \$4,345,519 | 614 |
| 5 | 2109 | MnDOT | TH 120 (Maplewood, Oakdale, N. St. P., White Bear Lake, Mahtomedi) | 17-19 | \$804,000 | \$5,149,519 | 596 |
| 6 | 2231 | Dakota County | Dakota County CSAHs 46 (160th) & 31 (Pilot Knob Rd) Roadway Traffic Flow Improvements (Apple Valley, Lakeville) | 17-18 | \$1,015,000 | \$6,164,519 | 561 |
| 7 | 2110 | MnDOT | TH 55 (Hastings) | 17-19 | \$288,000 | \$6,452,519 | 553 |
| 8 | 2108 | MnDOT | TH 41 (Chaska, Chanhassen) | 17-18 | \$564,000 | \$7,016,519 | 510 |
| 9 | 2088 | St Paul | Saint Paul Downtown Traffic Signal Enhancements Program | 17-18 | \$2,222,800 | \$9,239,319 | 465 |
| 10 | 2243 | Scott County | Scott County Traffic Management System (Shakopee) | 2017 | \$794,400 | \$10,033,719 | 408 |

Bridges

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------------|---|------|-------------------|--------------------|--------------|
| 1 | 2163 | St Paul | Reconstruction of Kellogg/3rd Street Bridge Nos. 62080 and 62080A | 2018 | \$7,000,000 | \$7,000,000 | 826 |
| 2 | 2127 | Hennepin County | CSAH 35 (Portland Avenue) over the Midtown Greenway; Bridge Number: | 2019 | \$2,815,200 | \$9,815,200 | 802 |
| 3 | 2221 | Hennepin County | CSAH 152 over the Midtown Greenway; Bridge Number: 90437 | 2019 | \$3,170,400 | \$12,985,600 | 772 |
| 4 | 2188 | Minneapolis | 10th Avenue SE River Bridge Rehabilitation | 2017 | \$7,000,000 | \$19,985,600 | 734 |
| 5 | 2014 | Hennepin County | NB CSAH 81 (Bridge No. 27008) over Lowry Ave/Victory Memorial | 2018 | \$2,487,756 | \$22,473,356 | 680 |
| 6 | 2235 | Hennepin County | SB CSAH 81 (Bridge No. 27007) over Lowry Ave/Victory Memorial | 2018 | \$2,184,797 | \$24,658,153 | 669 |

Note: Projects above the red lines are funded in Scenario A: Mid-Range Base

TAB-Approved Modal Funding Mid-Point of Range (\$83,270,600)

| | App Value | % | Scenario Cost | % |
|--------------------------|----------------------|-------------|---------------------|-------------|
| Expansion | \$136,295,590 | 49% | \$59,248,560 | 69% |
| Reconstruction | \$109,636,431 | 39% | \$14,854,626 | 17% |
| System Management | \$10,033,719 | 4% | \$2,452,000 | 3% |
| Bridge | \$24,658,153 | 9% | \$9,815,200 | 11% |
| TOTAL | \$280,623,893 | 100% | \$86,370,386 | 100% |
| REMAINING (or over-prog) | | | (\$3,099,786) | |

FY 2017 CMAQ Funds for System Management

| | |
|--------------------------|-------------|
| Available | \$7,560,000 |
| Projects | \$7,581,719 |
| Remaining (or over-prog) | (\$21,719) |

TRANSIT PROJECTS

Transit Expansion

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 1 | 2142 | Metro Transit | Chicago Avenue Corridor Bus and Technology Improvements | 2018 | \$7,000,000 | \$7,000,000 | 950 |
| 2 | 2143 | Metro Transit | Emerson-Fremont Avenue Corridor Bus and Technology Improvements | 2018 | \$6,597,681 | \$13,597,681 | 866 |
| 3 | 2139 | Metro Transit | Penn Avenue Corridor Bus and Technology Improvements | 2018 | \$6,778,060 | \$20,375,741 | 850 |
| 4 | 2242 | St Louis Park | Beltline LRT Station Park & Ride Structure | 2018 | \$7,000,000 | \$27,375,741 | 739 |
| 5 | 2300 | Metro Transit | Route 62 service expansion | 2018 | \$3,132,818 | \$30,508,559 | 632 |
| 6 | 2256 | MVTA | Minnesota River Valley 169 Connector | 2018 | \$2,792,684 | \$33,301,243 | 618 |
| 7 | 2185 | Metro Transit | Route 2 service expansion | 2018 | \$4,789,025 | \$38,090,268 | 598 |
| 8 | 2176 | SouthWest Transit | 169 Park and Ride | 2018 | \$7,000,000 | \$45,090,268 | 566 |
| 9 | 2155 | Metro Transit | Eden & Vernon Park and Ride Facility | 2018 | \$4,438,702 | \$49,528,970 | 525 |
| 10 | 2302 | Metro Transit | Cottage Grove to downtown St. Paul Weekday Offpeak Service | 2018 | \$2,489,616 | \$52,018,586 | 523 |
| 11 | 2191 | SouthWest Transit | Two Electric Buses | 2018 | \$1,600,000 | \$53,618,586 | 478 |
| 12 | 2193 | Metro Transit | Highway 36 Corridor Park-and-Ride | 2018 | \$7,000,000 | \$60,618,586 | 338 |

Transit Modernization

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------------------------|--|------|-------------------|--------------------|--------------|
| 1 | 1999 | MN Valley Transit Authority | Apple Valley Transit Station Modernization | 2019 | \$5,288,000 | \$5,288,000 | 904 |

TMO/TDM

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|----|-----------|--------------|--------------|-------------------|--------------------|--------------|
| 0 | - | - | TMO/TDM* | 2017 2018 | \$7,000,000 | \$7,000,000 | - |

*\$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.

Note: Projects above the red lines are funded in Scenario A: Mid-Range Base

TAB-Approved Modal Funding Mid-Point of Range (\$38,763,900)

| | App Value | % | Scenario Cost | % |
|--------------------------|---------------------|-------------|---------------------|-------------|
| Transit Expansion | \$53,618,586 | 81% | \$27,375,741 | 69% |
| Transit Modernization | \$5,288,000 | 8% | \$5,288,000 | 13% |
| TMO/TDM | \$7,000,000 | 11% | \$7,000,000 | 18% |
| TOTAL | \$65,906,586 | 100% | \$39,663,741 | 100% |
| REMAINING (or over-prog) | | | (\$899,841) | |

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|------------------------|--|------|-------------------|--------------------|--------------|
| 1 | 2086 | Hennepin County | Southwest LRT Regional Trail Crossings | 2018 | \$5,500,000 | \$5,500,000 | 899 |
| 2 | 2220 | Minneapolis | University of Minnesota Protected Bikeways | 2018 | \$953,976 | \$6,453,976 | 885 |
| 3 | 2233 | Minneapolis | High Quality Connection - Midtown Greenway to Lake | 2018 | \$2,880,000 | \$9,333,976 | 848 |
| 4 | 2189 | St Paul | Margaret St Bicycle Boulevard & McKnight Trail | 2018 | \$1,251,549 | \$10,585,525 | 847 |
| 5 | 2114 | MnDOT | 5th St. SE Pedestrian/Bicycle Bridge Replacement | 2018 | \$2,089,738 | \$12,675,263 | 841 |
| 6 | 2184 | Coon Rapids | Coon Rapids Boulevard Trail Project | 2018 | \$1,100,000 | - | 835 |
| 7 | 2160 | St Paul | Indian Mounds Regional Park Trail | 2019 | \$1,326,400 | \$14,001,663 | 832 |
| 8 | 2015 | 3 Rivers Park District | Nine Mile Creek Regional Trail: West Edina Segment | 2018 | \$5,500,000 | \$19,501,663 | 809 |
| 9 | 2102 | Carver County | TH 5 Regional Trail from CSAH 17 to CSAH 101 | 2018 | \$321,520 | \$19,823,183 | 785 |
| 10 | 2230 | Fridley | West Moore Lake Trail and Bicycle Lanes | 2018 | \$458,832 | \$20,282,015 | 782 |
| 11 | 2115 | MN-DNR | Gateway State Trail - Hadley Ave Tunnel | 2019 | \$1,000,000 | \$21,282,015 | 781 |
| | 2103 | Carver County | TH 5 Regional Trail from Minnewashta to Century | 2018 | \$1,103,840 | \$22,385,855 | 781 |
| 13 | 2123 | Burnsville | Lake Marion Greenway CR 42 Underpass & Connection | 2018 | \$1,480,000 | \$23,865,855 | 779 |
| 14 | 2288 | Bloomington | France Avenue Trail | 2019 | \$2,704,614 | \$26,570,469 | 778 |
| 15 | 2149 | Dakota County | MN River Greenway - Eagan South (Big Rivers Reg Trail) | 2018 | \$3,320,000 | \$29,890,469 | 775 |
| 16 | 2101 | Carver County | Lake Minnetonka LRT Trail – Stieger boat launch to Rolling Acres | 2019 | \$399,040 | \$30,289,509 | 773 |
| 17 | 2131 | West St Paul | W St. Paul River to River Greenway Robert St Overpass | 2018 | \$2,240,000 | \$32,529,509 | 762 |
| 18 | 2215 | Chanhassen | MN River Bluffs LRT Regional Trail Bridge | 2019 | \$1,807,200 | \$34,336,709 | 749 |
| 19 | 2104 | Carver County | Lake Waconia Regional Park Connection | 2019 | \$745,520 | \$35,082,229 | 744 |
| 20 | 2138 | St Paul | Bruce Vento Bridge | 2019 | \$5,500,000 | \$40,582,229 | 732 |
| 21 | 2255 | Dakota County | North Creek Regional Greenway - CSAH 42 Underpass | 2019 | \$1,000,000 | \$41,582,229 | 716 |
| 22 | 2306 | Wayzata | Wayzata Cycletrack | 2018 | \$185,440 | \$41,767,669 | 714 |
| 23 | 2195 | Rosemount | Rosemount Greenway Downtown Connection | 2019 | \$1,360,000 | \$43,127,669 | 712 |
| 24 | 2154 | Farmington | North Creek Greenway - Farmington Gap | 2019 | \$936,000 | \$44,063,669 | 707 |
| 25 | 2236 | Lakeville | Lakeville Lake Marion Greenway Ritter Farm Gap | 2018 | \$840,000 | \$44,903,669 | 659 |
| 26 | 2090 | Washington County | CSAH 9/Gateway State Trail Tunnel | 2018 | \$859,200 | \$45,762,869 | 626 |
| 27 | 2120 | Cottage Grove | 70th Street (CSAH 22) Pedestrian Underpass | 2018 | \$1,075,000 | \$46,837,869 | 559 |
| 28 | 2254 | Dakota County | Mississippi River Regional Trail - Rosemount East | 2018 | \$2,240,000 | \$49,077,869 | 549 |
| 29 | 2133 | Shakopee | Quarry Lake Trail and US 169 Ped/Bike Bridge | 2018 | \$2,039,496 | \$51,117,365 | 530 |
| 30 | 2124 | Anoka County | Rum River Regional Trail in Anoka County | 2018 | \$964,000 | \$52,081,365 | 486 |
| 31 | 2194 | Rosemount | Vermillion Highlands Greenway CSAH 42 Underpass | 2019 | \$1,560,000 | \$53,641,365 | 449 |

Pedestrian Facilities

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 1 | 2137 | Hennepin County | CSAH 3 (Lake Street) Streetscape | 2018 | \$640,000 | \$640,000 | 866 |
| 2 | 2219 | Minneapolis | North Loop Pedestrian Facilities | 2018 | \$1,000,000 | \$1,640,000 | 787 |
| 3 | 2210 | Minneapolis | Emerson & Fremont Pedestrian Enhancements | 2018 | \$1,000,000 | \$2,640,000 | 760 |
| 4 | 2298 | Bloomington | Bloomington Sidewalk Gap Infill Project | 2018 | \$525,826 | \$3,165,826 | 645 |
| 5 | 2132 | West St Paul | West St. Paul Oakdale and Marie Streetscaping | 2018 | \$1,000,000 | \$4,165,826 | 637 |
| 6 | 2218 | Dakota County | CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project | 2018 | \$1,000,000 | \$5,165,826 | 590 |
| 7 | 2273 | Minneapolis | 40th Street Pedestrian Bridge Over I-35W | 2018 | \$1,000,000 | \$6,165,826 | 529 |
| 8 | 2291 | Jordan | Grade-Separated Bicycle & Pedestrian Crossing of Hw 169 | 2018 | \$1,000,000 | \$7,165,826 | 477 |
| 9 | 2096 | Washington County | Trail dev, signal mods for ped crossings & ped refuge - Newport | 2018 | \$290,400 | \$7,456,226 | 309 |

Safe Routes to School

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|------|-------------------|--------------------|--------------|
| 1 | 2263 | Bloomington | City of Bloomington Safe Routes to School Improvements | 2018 | \$208,992 | \$208,992 | 868 |
| 2 | 2301 | Forest Lake | Forest Lake Safe Routes to School Infrastructure Project | 2018 | \$744,892 | \$953,884 | 792 |
| 3 | 2117 | Washington County | Development of pedestrian and bicycle trail along CSAH19 | 2018 | \$177,600 | \$1,131,484 | 720 |

Note: Projects above the red lines are funded in Scenario A: Mid-Range Base

TAB-Approved Modal Funding Mid-Point of Range (\$21,535,500)

| | App Value | % | Scenario Cost | % |
|--------------------------|--------------|------|---------------|------|
| Trail/Bike | \$53,641,365 | 86% | \$19,823,183 | 85% |
| Pedestrian | \$7,456,226 | 12% | \$2,640,000 | 11% |
| SRTS | \$1,131,484 | 2% | \$953,884 | 4% |
| TOTAL | \$62,229,075 | 100% | \$23,417,067 | 100% |
| REMAINING (or over-prog) | | | (\$1,881,567) | |

Adjusted for inclusion of 2017

| | App Value | % | Scenario Cost | % |
|------------|--------------|------|---------------|------|
| Trail/Bike | \$53,641,365 | 86% | \$18,192,277 | 83% |
| Pedestrian | \$7,456,226 | 12% | \$2,640,000 | 12% |
| SRTS | \$1,131,484 | 2% | \$1,131,484 | 5% |
| TOTAL | \$62,229,075 | 100% | \$21,963,761 | 100% |

SUMMARY BY COUNTY

| NUMBER OF PROJECTS | | | | Number of Projects Funded | | | | | Dollar Value of Projects Funded | |
|--------------------|------------------|---------------|--------------|---------------------------|----------|-----------|-----------|---------------|---------------------------------|---------------|
| COUNTY | Population* | Pop % | Applications | Roadway | Transit | Bike/Ped | Total | % | Total | % |
| Anoka | 330,844 | 11.6% | 9 | 2 | | 1 | 3 | 6.3% | \$8,474,832 | 5.0% |
| Carver | 91,042 | 3.2% | 12.5 | 2 | | 1 | 3 | 6.3% | \$7,885,520 | 4.7% |
| Dakota | 398,552 | 14.0% | 24.5 | 8 | 1 | | 9 | 18.8% | \$26,238,760 | 15.6% |
| Hennepin | 1,152,425 | 40.4% | 36.5 | 6 | 4 | 9 | 19 | 39.6% | \$80,252,647 | 47.7% |
| Ramsey | 508,640 | 17.8% | 11.5 | 4.5 | | 2 | 6.5 | 13.5% | \$19,661,894 | 11.7% |
| Scott | 129,928 | 4.6% | 11 | 3 | | | 3 | 6.3% | \$14,794,400 | 8.8% |
| Washington | 238,136 | 8.4% | 11 | 2.5 | | 2 | 4.5 | 9.4% | \$10,961,292 | 6.5% |
| TOTAL | 2,849,567 | 100.0% | 116 | 28 | 5 | 15 | 48 | 100.0% | \$168,269,345 | 100.0% |

*2010 US Census

SCENARIO SUMMARY

| | Mid-Point of Range | Scenario | Difference | Over-Program |
|--------------|----------------------|----------------------|---------------|----------------------|
| Roadway P | \$83,270,600 | \$86,370,386 | (\$3,099,786) | - |
| Transit Pro | \$38,763,900 | \$39,663,741 | (\$899,841) | - |
| Bicycle and | \$21,535,500 | \$23,417,067 | (\$1,881,567) | - |
| TOTAL | \$143,570,000 | \$149,451,194 | | (\$5,881,194) |





| COUNTY | CITY | Total Projects | Total Funds |
|-------------------|---------------------|----------------|----------------------|
| Anoka | | 3.0 | \$8,474,832 |
| | 4 Cities | 1.0 | \$1,016,000 |
| | Andover | 1.0 | \$7,000,000 |
| | Fridley | 1.0 | \$458,832 |
| Carver | | 3.0 | \$7,885,520 |
| | Chaska/Chan | 1.0 | \$564,000 |
| | Chaska | 1.0 | \$7,000,000 |
| | Chanhassen | 1.0 | \$321,520 |
| Dakota | | 9.0 | \$26,238,760 |
| | Inver Grove Heights | 2.0 | \$7,611,760 |
| | Eagan | 2.0 | \$4,832,000 |
| | Apple Vly/Lakeville | 1.0 | \$1,015,000 |
| | Hastings | 2.0 | \$492,000 |
| | Rosemount | 1.0 | \$7,000,000 |
| | Apple Valley | 1.0 | \$5,288,000 |
| Hennepin | | 19.0 | \$80,252,647 |
| | Bloomington | 1.0 | \$7,000,000 |
| | Brooklyn Park | 1.0 | \$7,000,000 |
| | Richfield | 1.0 | \$7,000,000 |
| | Minneapolis | 3.0 | \$12,104,200 |
| | Mpls/Rich/Bloom | 1.0 | \$7,000,000 |
| | Mpls/BknCtr | 2.0 | \$13,375,741 |
| | St. Louis Park | 1.0 | \$7,000,000 |
| | Bloomington | 1.0 | \$208,992 |
| | Mkta/Edina | 1.0 | \$5,500,000 |
| | Hop/St.L Park | 1.0 | \$5,500,000 |
| | Minneapolis | 6.0 | \$8,563,714 |
| Ramsey | | 6.5 | \$19,661,894 |
| | St. Paul | 3.0 | \$14,788,426 |
| | 6 Cities/Twps | 1.0 | \$1,893,519 |
| | 5 cities | 0.5 | \$402,000 |
| | St. Paul | 2.0 | \$2,577,949 |
| Scott | | 3.0 | \$14,794,400 |
| | Credi River Twsp | 1.0 | \$7,000,000 |
| | Shakopee | 1.0 | \$794,400 |
| | Jackson Twp | 1.0 | \$7,000,000 |
| Washington | | 4.5 | \$10,961,292 |
| | Woodbury/Oakdale | 1.0 | \$2,636,800 |
| | Oakdale | 1.0 | \$7,000,000 |
| | 5 Cities | 0.5 | \$402,000 |
| | Forest Lake | 1.0 | \$744,892 |
| | Cottage Grove | 1.0 | \$177,600 |
| TOTAL | | 48.0 | \$168,269,345 |

Location of Selected Projects by Modal Categories in Scenario B

(Includes 2017, 2018, and 2019 Projects)





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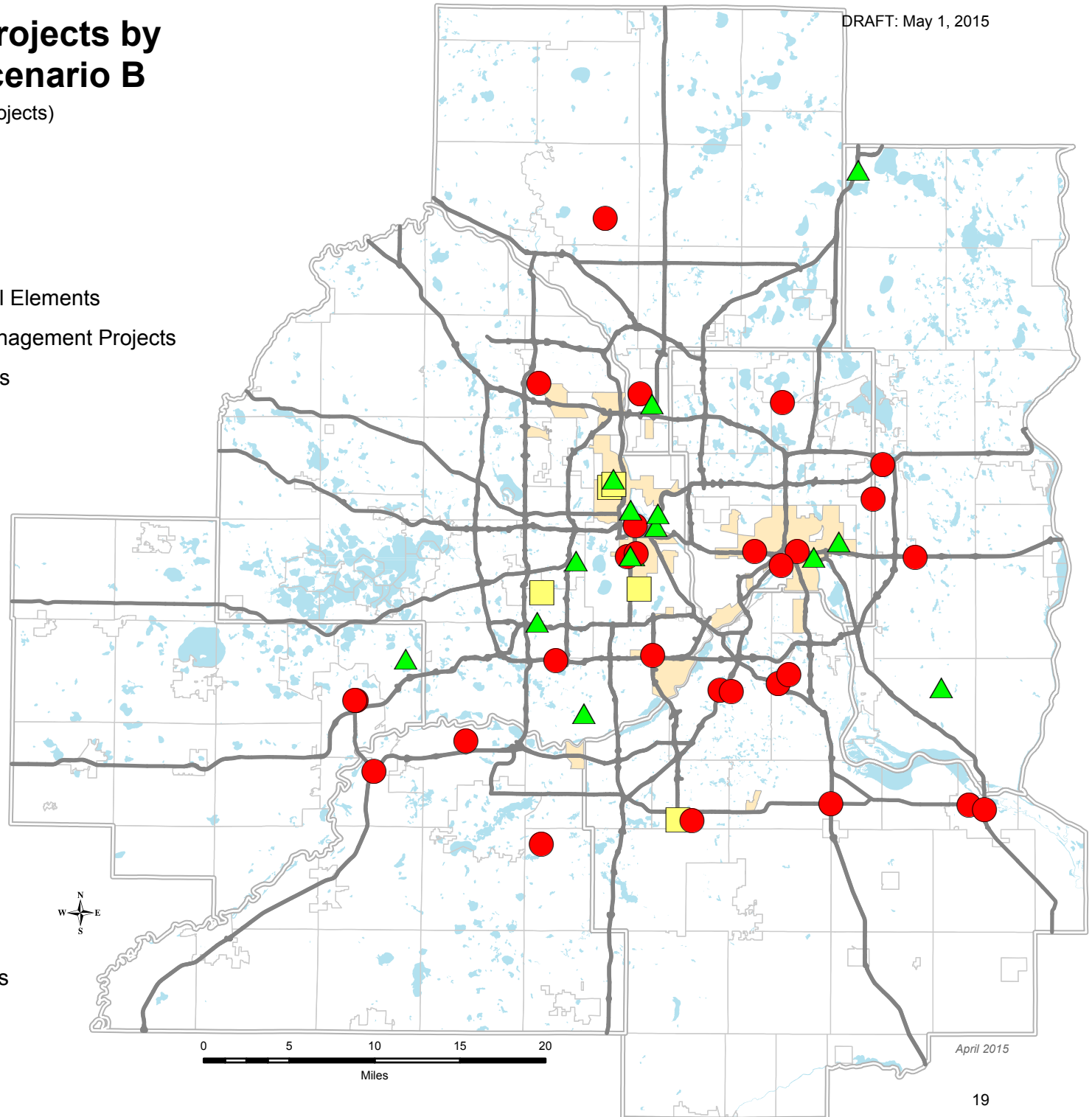
Modal Funding Category

-  Roadways Including Multimodal Elements
-  Transit and Travel Demand Management Projects
-  Bicycle and Pedestrian Facilities
-  Areas of Concentrated Poverty

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Reference Items

-  Principal Arterials
-  County Boundaries
-  City and Township Boundaries
-  Lakes and Rivers



ROADWAY PROJECTS INCLUDING MULTIMODAL ELEMENTS

Roadway Expansion

| Rank | ID | Applicant | Project Name | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|-------------|------|-------------------|--------------------|--------------|
| 1 | 2003 | Scott County | TH 169 and TH 41 Interchange | NFPA | 2019 | \$7,000,000 | \$7,000,000 | 690 |
| 2 | 2251 | Eagan | Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway in Eagan | Expander | 2017 | \$3,600,000 | N/A | 649 |
| 3 | 2179 | Washington County | TH 36/Hadley Avenue (CSAH 35) Interchange Project | NFPA | 2019 | \$7,000,000 | \$14,000,000 | 612 |
| 4 | 2240 | Dakota County | CSAH 42/TH 52 Interchange | NFPA | 2017 | \$7,000,000 | N/A | 595 |
| 5 | 2089 | Washington County | Washington Co CSAH 13 Expansion & Multi-Modal | Expander | 2019 | \$2,636,800 | \$16,636,800 | 580 |
| 6 | 2043 | Hennepin County | CSAH 81 (Bottineau Boulevard) Expansion | Expander | 2019 | \$7,000,000 | \$23,636,800 | 559 |
| 7 | 2265 | Dakota County | Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26 | Expander | 2018 | \$2,000,000 | \$25,636,800 | 554 |
| 8 | 2286 | Bloomington | East Bush Lake Road I-494 Westbound Entrance Ramp | Reliever | 2017 | \$7,000,000 | \$32,636,800 | 547 |
| 9 | 2294 | Anoka County | CSAH 78 Expansion from 139th Ln to CSAH 18 | Expander | 2019 | \$7,000,000 | \$39,636,800 | 543 |
| 10 | 1984 | Carver County | Trunk Highway 41 Expansion | Expander | 2018 | \$7,000,000 | \$46,636,800 | 540 |
| 11 | 2237 | Dakota County | CSAH 28 Connector | Expander | 2017 | \$5,611,760 | \$52,248,560 | 510 |
| 12 | 2001 | Scott County | CSAH 27 Reconstruction | Expander | 2019 | \$7,000,000 | \$59,248,560 | 509 |
| 13 | 2223 | Richfield | 77th Street TH 77 Underpass | Reliever | 2017 | \$7,000,000 | \$66,248,560 | 507 |
| 14 | 2002 | Scott County | CSAH 16 Reconstruction | Reliever | 2019 | \$7,000,000 | \$73,248,560 | 486 |
| 15 | 2098 | Maple Grove | CSAH 610 | Expander | 2017 | \$7,000,000 | \$80,248,560 | 475 |
| 16 | 1983 | Carver County | TH 212 Expansion | NFPA | 2018 | \$7,000,000 | \$87,248,560 | 471 |
| 17 | 1985 | Carver County | CSAH 10 (Chaska) Expansion | Expander | 2019 | \$7,000,000 | \$94,248,560 | 467 |
| 18 | 2297 | Anoka County | CSAH 116 Jefferson St - Highway 65 Ham Lake | Reliever | 2018 | \$6,000,000 | \$100,248,560 | 462 |
| 19 | 2216 | Chanhassen | TH 101 Expansion | Expander | 2019 | \$7,000,000 | \$107,248,560 | 455 |
| 20 | 2136 | St. Paul | Pierce Butler Route East Extension - Phase II | Augmentor | 2019 | \$7,000,000 | \$114,248,560 | 451 |
| 21 | 2238 | Rogers | Rogers - CSAH 116 Extension to CSAH 81 | Expander | 2019 | \$2,929,990 | \$117,178,550 | 368 |
| 22 | 2004 | Scott County | CSAH 42 Reconstruction | Expander | 2019 | \$5,269,600 | \$122,448,150 | 363 |
| 23 | 2293 | Anoka County | Anoka County CSAH 54 Expansion | Reliever | 2018 | \$3,247,440 | \$125,695,590 | 220 |

Roadway Reconstruction/Modernization

| Rank | ID | Applicant | Project Name | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|-------------|------|-------------------|--------------------|--------------|
| 1 | 1952 | Hennepin County | CSAH 3 (Lake Street) Reconstruction | Augmentor | 2018 | \$2,844,000 | \$2,844,000 | 826 |
| 2 | 2186 | Minneapolis | 8th Street South Reconstruction | Reliever | 2019 | \$6,445,000 | \$9,289,000 | 724 |
| 3 | 2020 | Ramsey County | I-94/Dale Street Interchange Reconstruction | Augmentor | 2019 | \$5,565,626 | \$14,854,626 | 688 |
| 4 | 2187 | Minneapolis | Broadway Street NE Reconstruction | Reliever | 2018 | \$3,265,600 | \$18,120,226 | 684 |
| 5 | 2006 | Scott County | CSAH 42 and TH 13 Intersection Reconstruction | NFPA | 2018 | \$5,600,000 | \$23,720,226 | 671 |
| 6 | 2217 | Dakota County | CSAH 26 and CSAH 43 Intersection Improvements | Reliever | 2018 | \$2,000,000 | \$25,720,226 | 668 |
| 7 | 2134 | Brooklyn Ctr EDA | Brooklyn Boulevard Reconstruction/Modernization | Reliever | 2018 | \$7,000,000 | \$32,720,226 | 667 |
| 8 | 2171 | Ramsey County | White Bear Ave Reconstruction- I-94 to Beech | Augmentor | 2017 | \$3,130,210 | \$35,850,436 | 659 |
| 9 | 2105 | Champlin | US 169 in Champlin | NFPA | 2019 | \$6,473,147 | \$42,323,583 | 647 |
| 10 | 2007 | Scott County | CSAH 21 and TH 13 Intersection Reconstruction | Expander | 2019 | \$6,000,000 | \$48,323,583 | 629 |
| 11 | 2296 | Anoka County | CSAH 11 Reconstruction from CSAH 1 to CSAH 3 | Expander | 2019 | \$7,000,000 | \$55,323,583 | 551 |
| | 2011 | Hennepin County | CSAH 3 (Excelsior Boulevard) Reconstruction | Reliever | 2019 | \$5,520,000 | \$60,843,583 | 551 |
| 13 | 1987 | Carver County | Carver County CSAH 13 Reconstruction | Expander | 2018 | \$5,396,000 | \$66,239,583 | 518 |
| 14 | 2005 | Scott County | CSAH 8 Reconstruction | Connector | 2019 | \$4,400,000 | \$70,639,583 | 511 |
| 15 | 1986 | Carver County | CSAH 10 (Waconia) Reconstruction | Expander | 2017 | \$7,000,000 | \$77,639,583 | 492 |
| | 2192 | Ramsey County | Ramsey Co Rd C/Hennepin CSAH 94 Reconstruction | Augmentor | 2019 | \$4,496,848 | \$82,136,431 | 492 |
| 17 | 2295 | Anoka County | CSAH 56 Railroad Grade Separation | Expander | 2018 | \$7,000,000 | \$89,136,431 | 481 |
| 18 | 2290 | Washington County | CSAH 21/Stagecoach Trail | Connector | 2019 | \$4,800,000 | \$93,936,431 | 396 |
| 19 | 2156 | Dakota County | CSAH 86 from CSAH 23 to TH 3 in Dakota County | Connector | 2019 | \$3,200,000 | \$97,136,431 | 389 |
| 20 | 2157 | Dakota County | CSAH 86 from TH 3 to CSAH 47 in Dakota County MN | Connector | 2018 | \$5,500,000 | \$102,636,431 | 380 |
| 21 | 2241 | Dakota County | Reconst CSAH 23 from Eveleth Ave. to CSAH 86 | Connector | 2018 | \$7,000,000 | \$109,636,431 | 336 |

FY 2017 STP Funds

| | |
|--------------------------|--------------|
| Available | \$18,270,000 |
| Projects | \$18,236,432 |
| Remaining (or over-prog) | \$33,568 |

FY 2017 CMAQ Funds for System Management

| | |
|--------------------------|-------------|
| Available | \$7,560,000 |
| Projects | \$7,581,719 |
| Remaining (or over-prog) | (\$21,719) |

TAB-Approved Modal Funding Mid-Point of Range (\$83,270,600)

| | App Value | % | Scenario Cost | % |
|--------------------------|---------------|------|---------------|------|
| Expansion | \$143,295,590 | 51% | \$25,636,800 | 30% |
| Reconstruction | \$109,636,431 | 39% | \$42,323,583 | 49% |
| System Management | \$10,033,719 | 4% | \$2,452,000 | 3% |
| Bridge | \$17,658,153 | 6% | \$15,473,356 | 18% |
| TOTAL | \$280,623,893 | 100% | \$85,885,739 | 100% |
| REMAINING (or over-prog) | | | (\$2,615,139) | |

Adjusted for inclusion of 2017

| | App Value | % | Scenario Cost | % |
|-------------------|---------------|------|---------------|------|
| Expansion | \$143,295,590 | 51% | \$36,236,800 | 33% |
| Reconstruction | \$109,636,431 | 39% | \$42,323,583 | 38% |
| System Management | \$10,033,719 | 4% | \$10,033,719 | 9% |
| Bridge | \$17,658,153 | 6% | \$22,473,356 | 20% |
| TOTAL | \$280,623,893 | 100% | \$111,067,458 | 100% |

Roadway System Management

Bold projects are funded in the mid-level scenario

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|---------------|--|-------|-------------------|--------------------|--------------|
| 1 | 2111 | MnDOT | TH 61 (Hastings) | 2019 | \$204,000 | \$204,000 | 750 |
| 2 | 2094 | MnDOT | TH 47 (Columbia Heights, Spring Lake Park, Blaine) | 2018 | \$1,016,000 | \$1,220,000 | 726 |
| 3 | 2260 | Dakota County | Dakota Co CSAHs 26 28 31 43 (Eagan) Roadway Traffic Flow Improvements | 2018 | \$1,232,000 | \$2,452,000 | 712 |
| 4 | 1996 | Ramsey County | Highway 96 Traffic Signal Timing and Intersection Upgrades (Arden Hills, Shoreview, North Oaks, Vadnais Heights, White Bear Lake, White Bear Twsp) | 17-18 | \$1,893,519 | \$4,345,519 | 614 |
| 5 | 2109 | MnDOT | TH 120 (Maplewood, Oakdale, N. St. P., White Bear Lake, Mahtomedi) | 17-19 | \$804,000 | \$5,149,519 | 596 |
| 6 | 2231 | Dakota County | Dakota County CSAHs 46 (160th) & 31 (Pilot Knob Rd) Roadway Traffic Flow Improvements (Apple Valley, Lakeville) | 17-18 | \$1,015,000 | \$6,164,519 | 561 |
| 7 | 2110 | MnDOT | TH 55 (Hastings) | 17-19 | \$288,000 | \$6,452,519 | 553 |
| 8 | 2108 | MnDOT | TH 41 (Chaska, Chanhassen) | 17-18 | \$564,000 | \$7,016,519 | 510 |
| 9 | 2088 | St Paul | Saint Paul Downtown Traffic Signal Enhancements Program | 17-18 | \$2,222,800 | \$9,239,319 | 465 |
| 10 | 2243 | Scott County | Scott County Traffic Management System (Shakopee) | 2017 | \$794,400 | \$10,033,719 | 408 |

Bridges

Bold projects are funded in the mid-level scenario

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------------|---|------|-------------------|--------------------|--------------|
| 1 | 2163 | St Paul | Reconstruction of Kellogg/3rd Street Bridge Nos. 62080 and 62080A | 2018 | \$7,000,000 | \$7,000,000 | 826 |
| 2 | 2127 | Hennepin County | CSAH 35 (Portland Avenue) over the Midtown Greenway; Bridge Number: | 2019 | \$2,815,200 | \$9,815,200 | 802 |
| 3 | 2221 | Hennepin County | CSAH 152 over the Midtown Greenway; Bridge Number: 90437 | 2019 | \$3,170,400 | \$12,985,600 | 772 |
| 4 | 2188 | Minneapolis | 10th Avenue SE River Bridge Rehabilitation | 2017 | \$7,000,000 | N/A | 734 |
| 5 | 2014 | Hennepin County | NB CSAH 81 (Bridge No. 27008) over Lowry Ave/Victory Memorial | 2018 | \$2,487,756 | \$15,473,356 | 680 |
| 6 | 2235 | Hennepin County | SB CSAH 81 (Bridge No. 27007) over Lowry Ave/Victory Memorial | 2018 | \$2,184,797 | \$17,658,153 | 669 |

*Nonmotorized, unless otherwise noted.

Note: Projects above the red lines are funded in Scenario A: Mid-Range Base

TAB-Approved Modal Funding Mid-Point of Range (\$83,270,600)

| | App Value | % | Scenario Cost | % |
|--------------------------|---------------|------|---------------|------|
| Expansion | \$136,295,590 | 49% | \$25,636,800 | 30% |
| Reconstruction | \$109,636,431 | 39% | \$42,323,583 | 49% |
| System Management | \$10,033,719 | 4% | \$2,452,000 | 3% |
| Bridge | \$24,658,153 | 9% | \$15,473,356 | 18% |
| TOTAL | \$280,623,893 | 100% | \$85,885,739 | 100% |
| REMAINING (or over-prog) | | | (\$2,615,139) | |

FY 2017 CMAQ Funds for System Management

| | |
|--------------------------|-------------|
| Available | \$7,560,000 |
| Projects | \$7,581,719 |
| Remaining (or over-prog) | (\$21,719) |

TRANSIT PROJECTS

Transit Expansion

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 1 | 2142 | Metro Transit | Chicago Avenue Corridor Bus and Technology Improvements | 2018 | \$7,000,000 | \$7,000,000 | 950 |
| 2 | 2143 | Metro Transit | Emerson-Fremont Avenue Corridor Bus and Technology Improvements | 2018 | \$6,597,681 | \$13,597,681 | 866 |
| 3 | 2139 | Metro Transit | Penn Avenue Corridor Bus and Technology Improvements | 2018 | \$6,778,060 | \$20,375,741 | 850 |
| 4 | 2242 | St Louis Park | Beltline LRT Station Park & Ride Structure | 2018 | \$7,000,000 | \$27,375,741 | 739 |
| 5 | 2300 | Metro Transit | Route 62 service expansion | 2018 | \$3,132,818 | \$30,508,559 | 632 |
| 6 | 2256 | MVTA | Minnesota River Valley 169 Connector | 2018 | \$2,792,684 | \$33,301,243 | 618 |
| 7 | 2185 | Metro Transit | Route 2 service expansion | 2018 | \$4,789,025 | \$38,090,268 | 598 |
| 8 | 2176 | SouthWest Transit | 169 Park and Ride | 2018 | \$7,000,000 | \$45,090,268 | 566 |
| 9 | 2155 | Metro Transit | Eden & Vernon Park and Ride Facility | 2018 | \$4,438,702 | \$49,528,970 | 525 |
| 10 | 2302 | Metro Transit | Cottage Grove to downtown St. Paul Weekday Offpeak Service | 2018 | \$2,489,616 | \$52,018,586 | 523 |
| 11 | 2191 | SouthWest Transit | Two Electric Buses | 2018 | \$1,600,000 | \$53,618,586 | 478 |
| 12 | 2193 | Metro Transit | Highway 36 Corridor Park-and-Ride | 2018 | \$7,000,000 | \$60,618,586 | 338 |

Transit Modernization

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------------------------|--|------|-------------------|--------------------|--------------|
| 1 | 1999 | MN Valley Transit Authority | Apple Valley Transit Station Modernization | 2019 | \$5,288,000 | \$5,288,000 | 904 |

TMO/TDM

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|----|-----------|--------------|--------------|-------------------|--------------------|--------------|
| 0 | - | - | TMO/TDM* | 2017 2018 | \$7,000,000 | \$7,000,000 | - |

*\$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.

Note: Projects above the red lines are funded in Scenario A: Mid-Range Base

TAB-Approved Modal Funding Mid-Point of Range (\$38,763,900)

| | App Value | % | Scenario Cost | % |
|--------------------------|--------------|------|---------------|------|
| Transit Expansion | \$53,618,586 | 81% | \$27,375,741 | 69% |
| Transit Modernization | \$5,288,000 | 8% | \$5,288,000 | 13% |
| TMO/TDM | \$7,000,000 | 11% | \$7,000,000 | 18% |
| TOTAL | \$65,906,586 | 100% | \$39,663,741 | 100% |
| REMAINING (or over-prog) | | | (\$899,841) | |

BICYCLE AND PEDESTRIAN FACILITIES

Multiuse Trails and Bicycle Facilities

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|------------------------|--|------|-------------------|--------------------|--------------|
| 1 | 2086 | Hennepin County | Southwest LRT Regional Trail Crossings | 2018 | \$5,500,000 | \$5,500,000 | 899 |
| 2 | 2220 | Minneapolis | University of Minnesota Protected Bikeways | 2018 | \$953,976 | \$6,453,976 | 885 |
| 3 | 2233 | Minneapolis | High Quality Connection - Midtown Greenway to Lake | 2018 | \$2,880,000 | \$9,333,976 | 848 |
| 4 | 2189 | St Paul | Margaret St Bicycle Boulevard & McKnight Trail | 2018 | \$1,251,549 | \$10,585,525 | 847 |
| 5 | 2114 | MnDOT | 5th St. SE Pedestrian/Bicycle Bridge Replacement | 2018 | \$2,089,738 | \$12,675,263 | 841 |
| 6 | 2184 | Coon Rapids | Coon Rapids Boulevard Trail Project | 2018 | \$1,100,000 | - | 835 |
| 7 | 2160 | St Paul | Indian Mounds Regional Park Trail | 2019 | \$1,326,400 | \$14,001,663 | 832 |
| 8 | 2015 | 3 Rivers Park District | Nine Mile Creek Regional Trail: West Edina Segment | 2018 | \$5,500,000 | \$19,501,663 | 809 |
| 9 | 2102 | Carver County | TH 5 Regional Trail from CSAH 17 to CSAH 101 | 2018 | \$321,520 | \$19,823,183 | 785 |
| 10 | 2230 | Fridley | West Moore Lake Trail and Bicycle Lanes | 2018 | \$458,832 | \$20,282,015 | 782 |
| 11 | 2115 | MN-DNR | Gateway State Trail - Hadley Ave Tunnel | 2019 | \$1,000,000 | \$21,282,015 | 781 |
| | 2103 | Carver County | TH 5 Regional Trail from Minnewashta to Century | 2018 | \$1,103,840 | \$22,385,855 | 781 |
| 13 | 2123 | Burnsville | Lake Marion Greenway CR 42 Underpass & Connection | 2018 | \$1,480,000 | \$23,865,855 | 779 |
| 14 | 2288 | Bloomington | France Avenue Trail | 2019 | \$2,704,614 | \$26,570,469 | 778 |
| 15 | 2149 | Dakota County | MN River Greenway - Eagan South (Big Rivers Reg Trail) | 2018 | \$3,320,000 | \$29,890,469 | 775 |
| 16 | 2101 | Carver County | Lake Minnetonka LRT Trail – Stieger boat launch to Rolling Acres | 2019 | \$399,040 | \$30,289,509 | 773 |
| 17 | 2131 | West St Paul | W St. Paul River to River Greenway Robert St Overpass | 2018 | \$2,240,000 | \$32,529,509 | 762 |
| 18 | 2215 | Chanhassen | MN River Bluffs LRT Regional Trail Bridge | 2019 | \$1,807,200 | \$34,336,709 | 749 |
| 19 | 2104 | Carver County | Lake Waconia Regional Park Connection | 2019 | \$745,520 | \$35,082,229 | 744 |
| 20 | 2138 | St Paul | Bruce Vento Bridge | 2019 | \$5,500,000 | \$40,582,229 | 732 |
| 21 | 2255 | Dakota County | North Creek Regional Greenway - CSAH 42 Underpass | 2019 | \$1,000,000 | \$41,582,229 | 716 |
| 22 | 2306 | Wayzata | Wayzata Cycletrack | 2018 | \$185,440 | \$41,767,669 | 714 |
| 23 | 2195 | Rosemount | Rosemount Greenway Downtown Connection | 2019 | \$1,360,000 | \$43,127,669 | 712 |
| 24 | 2154 | Farmington | North Creek Greenway - Farmington Gap | 2019 | \$936,000 | \$44,063,669 | 707 |
| 25 | 2236 | Lakeville | Lakeville Lake Marion Greenway Ritter Farm Gap | 2018 | \$840,000 | \$44,903,669 | 659 |
| 26 | 2090 | Washington County | CSAH 9/Gateway State Trail Tunnel | 2018 | \$859,200 | \$45,762,869 | 626 |
| 27 | 2120 | Cottage Grove | 70th Street (CSAH 22) Pedestrian Underpass | 2018 | \$1,075,000 | \$46,837,869 | 559 |
| 28 | 2254 | Dakota County | Mississippi River Regional Trail - Rosemount East | 2018 | \$2,240,000 | \$49,077,869 | 549 |
| 29 | 2133 | Shakopee | Quarry Lake Trail and US 169 Ped/Bike Bridge | 2018 | \$2,039,496 | \$51,117,365 | 530 |
| 30 | 2124 | Anoka County | Rum River Regional Trail in Anoka County | 2018 | \$964,000 | \$52,081,365 | 486 |
| 31 | 2194 | Rosemount | Vermillion Highlands Greenway CSAH 42 Underpass | 2019 | \$1,560,000 | \$53,641,365 | 449 |

Pedestrian Facilities

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 1 | 2137 | Hennepin County | CSAH 3 (Lake Street) Streetscape | 2018 | \$640,000 | \$640,000 | 866 |
| 2 | 2219 | Minneapolis | North Loop Pedestrian Facilities | 2018 | \$1,000,000 | \$1,640,000 | 787 |
| 3 | 2210 | Minneapolis | Emerson & Fremont Pedestrian Enhancements | 2018 | \$1,000,000 | \$2,640,000 | 760 |
| 4 | 2298 | Bloomington | Bloomington Sidewalk Gap Infill Project | 2018 | \$525,826 | \$3,165,826 | 645 |
| 5 | 2132 | West St Paul | West St. Paul Oakdale and Marie Streetscaping | 2018 | \$1,000,000 | \$4,165,826 | 637 |
| 6 | 2218 | Dakota County | CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project | 2018 | \$1,000,000 | \$5,165,826 | 590 |
| 7 | 2273 | Minneapolis | 40th Street Pedestrian Bridge Over I-35W | 2018 | \$1,000,000 | \$6,165,826 | 529 |
| 8 | 2291 | Jordan | Grade-Separated Bicycle & Pedestrian Crossing of Hw 169 | 2018 | \$1,000,000 | \$7,165,826 | 477 |
| 9 | 2096 | Washington County | Trail dev, signal mods for ped crossings & ped refuge - Newport | 2018 | \$290,400 | \$7,456,226 | 309 |

Safe Routes to School

| Rank | ID | Applicant | Project Name | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|------|-------------------|--------------------|--------------|
| 1 | 2263 | Bloomington | City of Bloomington Safe Routes to School Improvements | 2018 | \$208,992 | \$208,992 | 868 |
| 2 | 2301 | Forest Lake | Forest Lake Safe Routes to School Infrastructure Project | 2018 | \$744,892 | \$953,884 | 792 |
| 3 | 2117 | Washington County | Development of pedestrian and bicycle trail along CSAH19 | 2018 | \$177,600 | \$1,131,484 | 720 |

Note: Projects above the red lines are funded in Scenario A: Mid-Range Base

TAB-Approved Modal Funding Mid-Point of Range (\$21,535,500)

| | App Value | % | Scenario Cost | % |
|--------------------------|--------------|------|---------------|------|
| Trail/Bike | \$53,641,365 | 86% | \$19,823,183 | 85% |
| Pedestrian | \$7,456,226 | 12% | \$2,640,000 | 11% |
| SRTS | \$1,131,484 | 2% | \$953,884 | 4% |
| TOTAL | \$62,229,075 | 100% | \$23,417,067 | 100% |
| REMAINING (or over-prog) | | | (\$1,881,567) | |

Adjusted for inclusion of 2017

| | App Value | % | Scenario Cost | % |
|------------|--------------|------|---------------|------|
| Trail/Bike | \$53,641,365 | 86% | \$20,282,015 | 84% |
| Pedestrian | \$7,456,226 | 12% | \$2,640,000 | 11% |
| SRTS | \$1,131,484 | 2% | \$1,131,484 | 5% |
| TOTAL | \$62,229,075 | 100% | \$24,053,499 | 100% |

SUMMARY INFORMATION

| COUNTY | Population* | Pop % | Applications | Number of Projects Funded | | | | | Dollar Value of Projects Funded | |
|--------------|------------------|---------------|--------------|---------------------------|----------|-----------|-----------|---------------|---------------------------------|---------------|
| | | | | Roadway | Transit | Bike/Ped | Total | % | Total | % |
| Anoka | 330,844 | 11.6% | 9 | 1 | | 1 | 2 | 4.0% | \$1,474,832 | 0.9% |
| Carver | 91,042 | 3.2% | 12.5 | 1 | | 1 | 2 | 4.0% | \$885,520 | 0.5% |
| Dakota | 398,552 | 14.0% | 24.5 | 8 | 1 | | 9 | 18.0% | \$22,627,000 | 13.5% |
| Hennepin | 1,152,425 | 40.4% | 36.5 | 10 | 4 | 9 | 23 | 46.0% | \$95,649,550 | 57.0% |
| Ramsey | 508,640 | 17.8% | 11.5 | 5.5 | | 2 | 7.5 | 15.0% | \$22,792,104 | 13.6% |
| Scott | 129,928 | 4.6% | 11 | 3 | | | 3 | 6.0% | \$13,394,400 | 8.0% |
| Washington | 238,136 | 8.4% | 11 | 2.5 | | 1 | 3.5 | 7.0% | \$10,961,292 | 6.5% |
| TOTAL | 2,849,567 | 100.0% | 116 | 31 | 5 | 14 | 50 | 100.0% | \$167,784,698 | 100.0% |

*2010 US Census

| COUNTY | CITY | Total Projects | Total Funds |
|-------------------|---------------------|----------------|----------------------|
| Anoka | | 2.0 | \$1,474,832 |
| | 4 Cities | 1.0 | \$1,016,000 |
| | Fridley | 1.0 | \$458,832 |
| Carver | | 2.0 | \$885,520 |
| | Chaska/Chan | 1.0 | \$564,000 |
| | Chanhassen | 1.0 | \$321,520 |
| Dakota | | 9.0 | \$22,627,000 |
| | Inver Grove Heights | 1.0 | \$2,000,000 |
| | Eagan | 3.0 | \$6,832,000 |
| | Apple Vly/Lakeville | 1.0 | \$1,015,000 |
| | Hastings | 2.0 | \$492,000 |
| | Rosemount | 1.0 | \$7,000,000 |
| | Apple Valley | 1.0 | \$5,288,000 |
| Hennepin | | 23.0 | \$95,649,550 |
| | Brooklyn Park | 1.0 | \$7,000,000 |
| | Brooklyn Center | 1.0 | \$7,000,000 |
| | Champlin | 1.0 | \$6,473,147 |
| | Minneapolis | 7.0 | \$28,027,956 |
| | Mpls/Rich/Bloom | 1.0 | \$7,000,000 |
| | Mpls/BknCtr | 2.0 | \$13,375,741 |
| | St. Louis Park | 1.0 | \$7,000,000 |
| | Bloomington | 1.0 | \$208,992 |
| | Mkta/Edina | 1.0 | \$5,500,000 |
| | Hop/St.L Park | 1.0 | \$5,500,000 |
| | Minneapolis | 6.0 | \$8,563,714 |
| Ramsey | | 7.5 | \$22,792,104 |
| | St. Paul | 4.0 | \$17,918,636 |
| | 6 Cities/Twps | 1.0 | \$1,893,519 |
| | 5 cities | 0.5 | \$402,000 |
| | St. Paul | 2.0 | \$2,577,949 |
| Scott | | 3.0 | \$13,394,400 |
| | Savage/Prior Lake | 1.0 | \$5,600,000 |
| | Shakopee | 1.0 | \$794,400 |
| | Jackson Twp | 1.0 | \$7,000,000 |
| Washington | | 4.5 | \$10,961,292 |
| | Woodbury/Oakdale | 1.0 | \$2,636,800 |
| | Oakdale | 1.0 | \$7,000,000 |
| | 5 Cities | 0.5 | \$402,000 |
| | Forest Lake | 1.0 | \$744,892 |
| | Cottage Grove | 1.0 | \$177,600 |
| TOTAL | | 51.0 | \$167,784,698 |

SCENARIO SUMMARY

| | Mid-Point of Range | Scenario | Difference | Over-Program |
|--|----------------------|----------------------|---------------|----------------------|
| Roadway Projects Including Multimodal Elements | \$83,270,600 | \$85,885,739 | (\$2,615,139) | - |
| Transit Projects | \$38,763,900 | \$39,663,741 | (\$899,841) | - |
| Bicycle and Pedestrian Facilities | \$21,535,500 | \$23,417,067 | (\$1,881,567) | - |
| TOTAL | \$143,570,000 | \$148,966,547 | | (\$5,396,547) |

Location of Selected Projects by Modal Categories in Scenario C

(Includes 2017, 2018, and 2019 Projects)

DRAFT: May 1, 2015

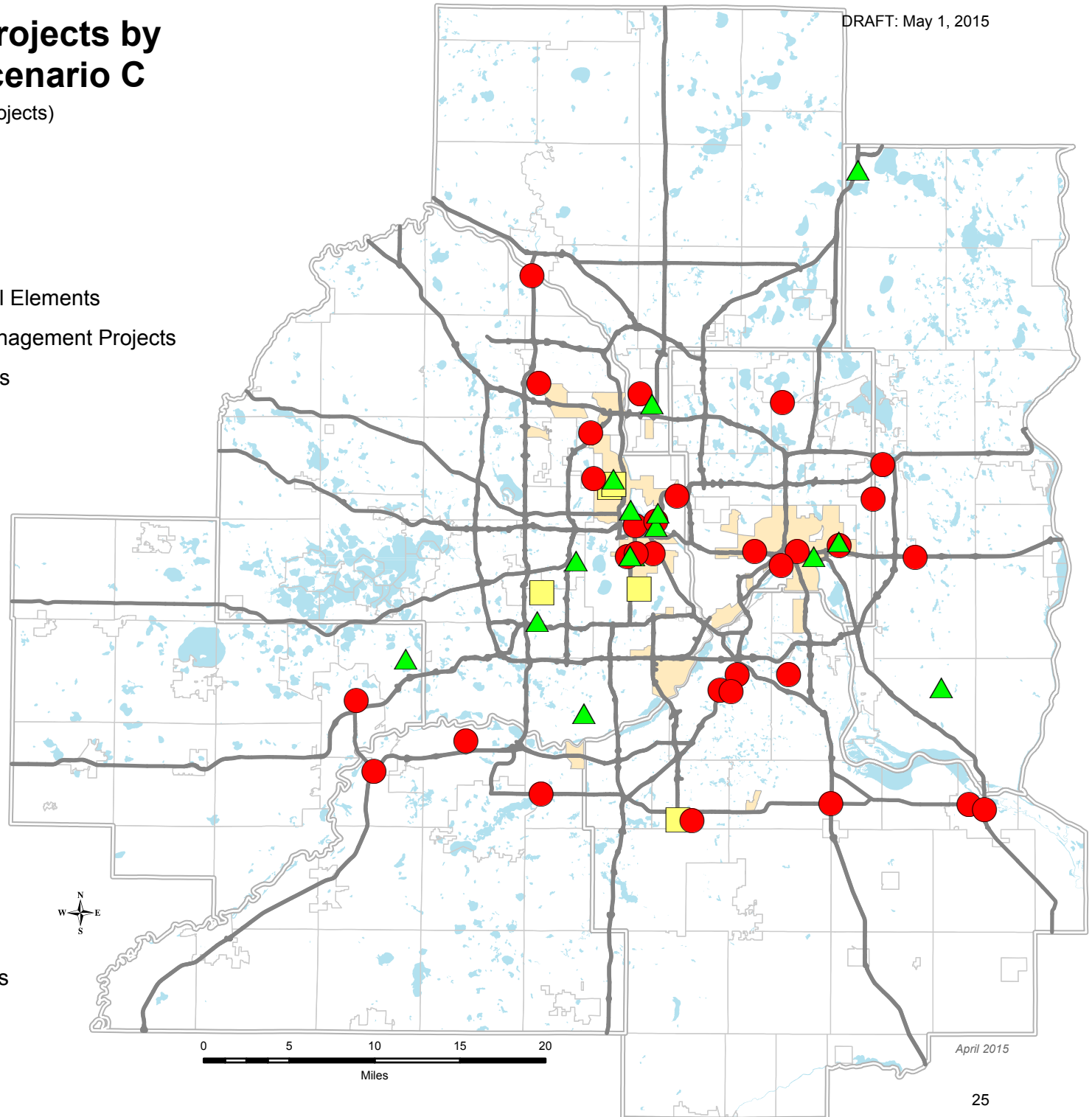
Modal Funding Category

- Roadways Including Multimodal Elements
- Transit and Travel Demand Management Projects
- ▲ Bicycle and Pedestrian Facilities
- Areas of Concentrated Poverty

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Reference Items

- ~ Principal Arterials
- ▭ County Boundaries
- ▭ City and Township Boundaries
- Lakes and Rivers



April 2015