

## Information Item

**DATE:** March 12, 2015  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Developing Funding Alternatives for the Regional Solicitation

With final scores for the 2014 Regional Solicitation tabulated, the Funding & Programming Committee, TAC, and TAB will turn toward development of funding alternatives. In order to enable TAB to approve final funding options at its June 17 meeting, Funding & Programming will need to finalize scoring options by its April 16 meeting.

Tasks for today's meeting are as follows:

1. Review procedures to address 2017 System Management and Roadway allocations.  
  
See the attached memo dated February 25, 2015, for an overview of 2017 funds.
2. Review and provide input on the proposed process to develop funding alternatives. The proposed process is as follows:
  - a. Today: Funding & Programming reviews preliminary funding data for 2017, 2018, and 2019 modal categories and recommends funding scenario themes.
  - b. April 1: Report results of today's discussion to TAC.
  - c. April 16: Funding & Programming considers funding options presented by staff and votes to eliminate, modify or create options and forwards them to the TAC.
  - d. May 6: TAC reviews funding options and recommends three to five options to TAB.
  - e. May 20: TAB reviews funding options.
  - f. June 17: TAB approves the final list of funded projects.
3. Review the attached funding level scenarios for modal categories in 2018 and 2019.

Staff has provided rough funding scenarios for funding all modes funded at the "mid-point" and "high point" of their TAB-established ranges. "High-point" scenarios do not propose from which mode(s) or projects funds should be taken to balance the program. Also attached is a map showing location of applications.

4. Provide guidance regarding funding themes to inform options for staff to bring to the April 16 Funding & Programming committee meeting.



## Memorandum

**DATE:** March 6, 2015  
**TO:** Funding & Programming Committee  
**FROM:** MTS Staff  
**SUBJECT:** Allocating 2017 CMAQ and STP Funds

The 2014 Regional Solicitation will allocate funds for 2017, 2018, and 2019. Due to the timing of the Regional Solicitation Evaluation and Redesign, the 2017 federal dollars could not be allocated within the regular schedule. The 2017 TAP funds were allocated in a separate solicitation based largely on the Transportation Enhancement solicitation process carried out for 2015 and 2016 funds. Some of the 2017 CMAQ funds were allocated in a separate unique process for transit expansion projects.

The TAB directed staff to allocate the remaining 2017 STP funds to roadways and 2017 CMAQ funds to System Management in the 2014 Regional Solicitation. TAB also directed staff not to consider the 2017 funds as part of the 2018/2019 Modal Funding levels.

This memorandum describes options to allocate the 2017 funds in a manner consistent with the TAB direction. The options are different for the CMAQ System Management funds versus STP funds for roadways. The reasons for this are included in the descriptions below.

### **Allocating 2017 CMAQ System Management Funds:**

The 2017 CMAQ funds total \$4.5 million, when deflated to current dollars this is \$4.32 million. The total federal request for System Management is \$10,033,719. Only one project requested a 2017 program year. It was the lowest ranked System Management project submitted out of 10 projects.

The process to develop the 2018/2019 modal funding allocation would proceed for all projects. Once the 2018/2019 lists are finalized, the remaining System Management projects would be considered for 2017 CMAQ funds.

- Only one System Management project requested a 2017 program year, six projects requested 2018, and three projects requested 2019.
- The 2018 and 2019 funded projects are eligible to get the higher inflation levels, assuming they can be delivered early. For example, a 2019 project delivered in 2017 would be granted the 8% inflation level for 2019 projects.

- The one System Management project that selected 2017 as its preferred program year would be the first priority for funding with the 2017 dollars.
- The remaining nine applicants were contacted to identify if they could deliver their project in 2017. Based on the applicants' response, System Management projects will be considered for 2017 funds in the order of their ranking. If the next ranking project cannot be delivered in 2017, then the subsequent project on the list will be considered. No System Management project is skipped over unless the applicant cannot deliver the project in 2017. Projects would be funded until the funds are all or mostly allocated. Applications not able to use the 2017 funds may still be awarded 2018 or 2019 funds, depending on their ranking within the list and money available.

### **Allocating 2017 STP funds to Roadway Expansion, Reconstruction/Modernization, or Bridge Projects:**

The approach described below for allocating the 2017 STP funds is different than the approach used for 2017 CMAQ funds. The main reason for the difference is that nine projects were submitted with 2017 program year requests. These projects ranked high as second for Roadway Expansion to as low as 15th in both Expansion and Modernization categories. The value of the federal share of these nine projects was over \$54 million compared to the \$17.94 million available.

The requested 2017 funds varied by category:

- Roadway Expansion - \$37,211,000 (the 2<sup>nd</sup>, 4<sup>th</sup>, 8<sup>th</sup>, 11<sup>th</sup>, 13<sup>th</sup>, and 15<sup>th</sup> ranked projects out of 23),
- Roadway Reconstruction/Modernization - \$10,130,760 (the 8<sup>th</sup> and 15<sup>th</sup> ranked projects out of 21), and
- Bridges - \$7,000,000 (the 4<sup>th</sup> ranked project out of 6).

Likely reasons for submitting projects for 2017 include:

- The applicant had a need to move the project as fast as possible.
- The applicant believed that they had a better chance of getting funded if they could deliver a 2017 project.
- The timing of the project worked better for some reason – coordinated with another project or avoiding another project where there might be traffic ramifications.

Given these reasons, the region should allow these projects to be programmed in the 2017 program year, if possible. At the same time, the region wants to ensure the best projects are funded and that projects are not skipped over, consistent with adopted procedures.

The option to allocate the 2017 STP funds to Roadway Expansion, Reconstruction/Modernization, and Bridges has the following steps:

- The funding alternatives should be developed for the 2018/2019 requests for Roadway Expansion, Reconstruction/Modernization and Bridges projects along with the other modal categories. There are high-ranking projects that requested 2017 funds, but for developing

the 2018/2019 funding alternatives the program year should be ignored at this stage in the process.

Following the TAB's direction that the 2017 STP funds should be used for roadway projects and not as part of the modal allocation for 2018/2019 funds is the objective of the approach described here. Projects that applied for 2017 funds are eligible for consideration for 2018 and 2019 funds.

- Once the funding alternative for the three modal categories is finalized, the adjustment would take place to add projects given the available level of 2017 funds. For example, in the Roadway Expansion category, the second ranked project requested a 2017 program year for \$7,000,000 of funds. Committing 2017 funds to this project, a project will free up \$7,000,000 in 2018 or 2019 funds to fund an additional project(s) in the Roadway Expansion or other roadway category.

TABLE 1  
Revenue Source Adjustments (in millions) \*

| Funding Program               | Authorization Levels | Obligation Level (90%) | Adjustment for Inflation – 4% for 2017, 6% for 2018, 8% for 2019 |
|-------------------------------|----------------------|------------------------|--|
| <b>STP UG</b>                 |                      |                        |  |
| 2017                          | \$ ---               | \$ 17.95**             | \$ 17.23   |
| 2018                          | \$ 49.8              | \$ 44.82               | \$ 42.13   |
| 2019                          | \$ 47.2              | \$ 42.48               | \$ 39.1  |
| <b>CMAQ</b>                   |                      |                        |  |
| 2017                          | \$ 5.0               | \$ 4.5                 | \$ 4.32  |
| 2018                          | \$ 30.7              | \$ 27.63               | \$ 25.97   |
| 2019                          | \$ 30.7              | \$ 27.63               | \$ 25.42   |
| <b>TAP</b>                    |                      |                        |  |
| 2018                          | \$ 7.87              | \$ 7.08                | \$ 6.65  |
| 2019                          | \$ 7.87              | \$ 7.08                | \$ 6.51  |
| 2018/2019<br>Reg. Sol. Totals | \$ 174.14            | \$ 156.72              | \$ 145.78  |
| <b>Highway HSIP</b>           |                      |                        |  |
| 2017                          | \$ 9.22              | \$ 8.3                 | \$ 7.64  |
| 2018                          | \$ 9.22              | \$ 8.3                 | \$ 7.47  |

\* Highway HSIP funds are not allocated through the Regional Solicitation process but are included so adjustments for inflation are made consistently with MnDOT's process.

\*\* This is the 2017 STP obligation level as of November 2014 based on projects dropped or moved in the program and is subject to change.

TABLE 2  
2018-2019 Modal Funding Levels \*

|                      | Roadways Including Multimodal Elements | Transit and TDM Projects   | Bicycle and Pedestrian Facilities | Total      |
|----------------------|--|----------------------------|-----------------------------------|------------|
| Modal Funding Levels | Range of 48%-68% of Funds              | Range of 22%-32% of Funds  | Range of 10%-20% of Funds         | 100%       |
|                      | Range of \$69.97-\$99.13 M             | Range of \$32.07-\$46.65 M | Range of \$14.58-\$29.16 M        | \$145.78 M |

\* 2017 STP and CMAQ funds are not included in the 2018-2019 Modal Funding levels. The TAB selected projects for 2017 Transit/CMAQ and TAP funding previously and determined the 2017 STP and System Management/CMAQ funds would be allocated to roadway as part of the 2018/2019 Regional Solicitation but not included in the 2018/2019 Modal Funding levels.

Highway HSIP funds are not included in these calculations.

**DEMAND BASED ON AMOUNT OF FUNDING REQUESTED****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       | \$13,775,263       | 835          |
| 7    | 2160 | St Paul                | Indian Mounds Regional Park Trail                                | 2019 | \$1,326,400       | \$15,101,663       | 832          |
| 8    | 2015 | 3 Rivers Park District | Nine Mile Creek Regional Trail: West Edina Segment               | 2018 | \$5,500,000       | \$20,601,663       | 809          |
| 9    | 2102 | Carver County          | TH 5 Regional Trail from CSAH 17 to CSAH 101                     | 2018 | \$321,520         | \$20,923,183       | 785          |
| 10   | 2230 | Fridley                | West Moore Lake Trail and Bicycle Lanes                          | 2018 | \$458,832         | \$21,382,015       | 782          |
| 11   | 2115 | MN-DNR                 | Gateway State Trail - Hadley Ave Tunnel                          | 2019 | \$1,000,000       | \$22,382,015       | 781          |
| 12   | 2103 | Carver County          | TH 5 Regional Trail from Minnewashta to Century                  | 2018 | \$1,103,840       | \$23,485,855       | 781          |
| 13   | 2123 | Burnsville             | Lake Marion Greenway CR 42 Underpass & Connection                | 2018 | \$1,480,000       | \$24,965,855       | 779          |
| 14   | 2288 | Bloomington            | France Avenue Trail  | 2019 | \$2,704,614       | \$27,670,469       | 778          |
| 15   | 2149 | Dakota County          | MN River Greenway - Eagan South (Big Rivers Reg Trail)           | 2018 | \$3,320,000       | \$30,990,469       | 775          |
| 16   | 2101 | Carver County          | Lake Minnetonka LRT Trail - Stieger boat launch to Rolling Acres | 2019 | \$399,040         | \$31,389,509       | 773          |
| 17   | 2131 | West St Paul           | W St. Paul River to River Greenway Robert St Overpass            | 2018 | \$2,240,000       | \$33,629,509       | 762          |
| 18   | 2215 | Chanhassen             | MN River Bluffs LRT Regional Trail Bridge                        | 2019 | \$1,807,200       | \$35,436,709       | 749          |
| 19   | 2104 | Carver County          | Lake Waconia Regional Park Connection                            | 2019 | \$745,520         | \$36,182,229       | 744          |
| 20   | 2138 | St Paul                | Bruce Vento Bridge   | 2019 | \$5,500,000       | \$41,682,229       | 732          |
| 21   | 2255 | Dakota County          | North Creek Regional Greenway - CSAH 42 Underpass                | 2019 | \$1,000,000       | \$42,682,229       | 716          |
| 22   | 2306 | Wayzata                | Wayzata Cycletrack   | 2018 | \$185,440         | \$42,867,669       | 714          |
| 23   | 2195 | Rosemount              | Rosemount Greenway Downtown Connection                           | 2019 | \$1,360,000       | \$44,227,669       | 712          |
| 24   | 2154 | Farmington             | North Creek Greenway - Farmington Gap                            | 2019 | \$936,000         | \$45,163,669       | 707          |
| 25   | 2236 | Lakeville              | Lakeville Lake Marion Greenway Ritter Farm Gap                   | 2018 | \$840,000         | \$46,003,669       | 659          |
| 26   | 2090 | Washington County      | CSAH 9/Gateway State Trail Tunnel                                | 2018 | \$859,200         | \$46,862,869       | 626          |
| 27   | 2120 | Cottage Grove          | 70th Street (CSAH 22) Pedestrian Underpass                       | 2018 | \$1,075,000       | \$47,937,869       | 559          |
| 28   | 2254 | Dakota County          | Mississippi River Regional Trail - Rosemount East                | 2018 | \$2,240,000       | \$50,177,869       | 549          |
| 29   | 2133 | Shakopee               | Quarry Lake Trail and US 169 Ped/Bike Bridge                     | 2018 | \$2,039,496       | \$52,217,365       | 530          |
| 30   | 2124 | Anoka County           | Rum River Regional Trail in Anoka County                         | 2018 | \$964,000         | \$53,181,365       | 486          |
| 31   | 2194 | Rosemount              | Vermillion Highlands Greenway CSAH 42 Underpass                  | 2019 | \$1,560,000       | \$54,741,365       | 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 (\$21,870,000)**

|            | App Value    | %    | Cost of Funded | %    |
|------------|--------------|------|----------------|------|
| Trail/Bike | \$54,741,365 | 86%  | \$20,923,183   | 89%  |
| Pedestrian | \$7,456,226  | 12%  | \$1,640,000    | 7%   |
| SRTS       | \$1,131,484  | 2%   | \$953,884      | 4%   |
| TOTAL      | \$63,329,075 | 100% | \$23,517,067   | 100% |
| REMAINING  |              |      | (\$1,647,067)  |      |

**TAB-Approved Modal Funding High End of Range (\$29,160,000)**

|            | App Value    | %    | Cost of Funded | %    |
|------------|--------------|------|----------------|------|
| Trail/Bike | \$54,741,365 | 86%  | \$24,965,855   | 85%  |
| Pedestrian | \$7,456,226  | 12%  | \$3,165,826    | 11%  |
| SRTS       | \$1,131,484  | 2%   | \$1,131,484    | 4%   |
| TOTAL      | \$63,329,075 | 100% | \$29,263,165   | 100% |
| REMAINING  |              |      | (\$103,165)    |      |

**DEMAND BASED ON AMOUNT OF FUNDING REQUESTED****TRANSIT PROJECTS****Transit Expansion**

| Rank | ID   | Applicant         | Project Name  | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|---|------|-------------------|--------------------|--------------|
| 0    | -    | -                 | TMO/TDM   | -    | \$7,000,000       | \$7,000,000        | -            |
| 1    | 2142 | Metro Transit     | Chicago Avenue Corridor Bus and Technology Improvements         | 2018 | \$7,000,000       | \$14,000,000       | 950          |
| 2    | 2143 | Metro Transit     | Emerson-Fremont Avenue Corridor Bus and Technology Improvements | 2018 | \$6,597,681       | \$20,597,681       | 866          |
| 3    | 2139 | Metro Transit     | Penn Avenue Corridor Bus and Technology Improvements            | 2018 | \$6,778,060       | \$27,375,741       | 850          |
| 4    | 2242 | St Louis Park     | Beltline LRT Station Park & Ride Structure                      | 2018 | \$7,000,000       | \$34,375,741       | 739          |
| 5    | 2300 | Metro Transit     | Route 62 service expansion                                      | 2018 | \$3,132,818       | \$37,508,559       | 632          |
| 6    | 2256 | MVTA              | Minnesota River Valley 169 Connector                            | 2018 | \$2,792,684       | \$40,301,243       | 618          |
| 7    | 2185 | Metro Transit     | Route 2 service expansion                                       | 2018 | \$4,789,025       | \$45,090,268       | 598          |
| 8    | 2176 | SouthWest Transit | 169 Park and Ride   | 2018 | \$7,000,000       | \$52,090,268       | 566          |
| 9    | 2155 | Metro Transit     | Eden & Vernon Park and Ride Facility                            | 2018 | \$4,438,702       | \$56,528,970       | 525          |
| 10   | 2302 | Metro Transit     | Cottage Grove to downtown St. Paul Weekday Offpeak Service      | 2018 | \$2,489,616       | \$59,018,586       | 523          |
| 11   | 2191 | SouthWest Transit | Two Electric Buses  | 2018 | \$1,600,000       | \$60,618,586       | 478          |
| 12   | 2193 | Metro Transit     | Highway 36 Corridor Park-and-Ride                               | 2018 | \$7,000,000       | \$67,618,586       | 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          |

\*\$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 (\$39,360,000)**

|                       | App Value    | %    | Cost of Funded | %    |
|-----------------------|--------------|------|----------------|------|
| Transit Expansion     | \$60,618,586 | 92%  | \$34,375,741   | 87%  |
| Transit Modernization | \$5,288,000  | 8%   | \$5,288,000    | 13%  |
| TOTAL                 | \$65,906,586 | 100% | \$39,663,741   | 100% |
| REMAINING             |              |      | (\$303,741)    |      |

**TAB-Approved Modal Funding High End of Range (\$46,650,000)**

|                       | App Value    | %    | Cost of Funded | %    |
|-----------------------|--------------|------|----------------|------|
| Transit Expansion     | \$60,618,586 | 92%  | \$40,301,243   | 88%  |
| Transit Modernization | \$5,288,000  | 8%   | \$5,288,000    | 12%  |
| TOTAL                 | \$65,906,586 | 100% | \$45,589,243   | 100% |
| REMAINING             |              |      | \$1,060,757    |      |



**DEMAND BASED ON AMOUNT OF FUNDING REQUESTED**

**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       | \$25,636,800       | 559          |
| 7    | 2265 | Dakota County     | Roundabout- proposed traffic control revision at the intersection of TH 3 and CSAH 26 | Expander    | 2018 | \$2,000,000       | \$18,636,800       | 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          |

**FY 2017 STP Funds for Roads and Bridges**

|           |              |
|-----------|--------------|
| Available | \$17,230,000 |
| Projects  | \$17,600,000 |
| Remaining | (\$370,000)  |

**FY 2017 CMAQ Funds for System Management**

|           |             |
|-----------|-------------|
| Available | \$4,320,000 |
| Projects  | \$4,032,200 |
| Remaining | \$287,800   |

**TAB-Approved Modal Funding Mid-Point of Range (\$84,550,000)**

|                   | App Value     | %    | Cost of Funded | %    |
|-------------------|---------------|------|----------------|------|
| Expansion         | \$136,295,590 | 49%  | \$39,636,800   | 47%  |
| Reconstruction    | \$109,636,431 | 39%  | \$32,720,226   | 39%  |
| System Management | \$10,033,719  | 4%   | \$5,149,519    | 6%   |
| Bridge            | \$24,658,153  | 9%   | \$7,000,000    | 8%   |
| TOTAL             | \$280,623,893 | 100% | \$84,506,545   | 100% |
| REMAINING         |               |      | \$43,455       |      |

**TAB-Approved Modal Funding High End of Range (\$99,130,000)**

|                   | App Value     | %    | Projects Funded | %    |
|-------------------|---------------|------|-----------------|------|
| Expansion         | \$136,295,590 | 49%  | \$39,636,800    | 41%  |
| Reconstruction    | \$109,636,431 | 39%  | \$42,323,583    | 43%  |
| System Management | \$10,033,719  | 4%   | \$6,001,519     | 6%   |
| Bridge            | \$24,658,153  | 9%   | \$9,815,200     | 10%  |
| TOTAL             | \$280,623,893 | 100% | \$97,777,102    | 100% |
| REMAINING         |               |      | \$1,352,898     |      |

**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          |
| 12   | 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          |
| 16   | 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 Eyeleth Ave. to CSAH 86     | Connector   | 2018 | \$7,000,000       | \$109,636,431      | 336          |

**Roadway System Management**

| Rank | ID   | Applicant     | Project Name  | Year  | Federal Requested | Federal Cumulative | Total Scores |
|------|------|---------------|---|-------|-------------------|--------------------|--------------|
| 1    | 2111 | MnDOT         | TH 61   | 2019  | \$204,000         | \$204,000          | 750          |
| 2    | 2094 | MnDOT         | TH 47   | 2018  | \$1,016,000       | \$1,220,000        | 726          |
| 3    | 2260 | Dakota County | Dakota Co CSAHs 26 28 31 43 Roadway Traffic Flow Improvements                         | 2018  | \$1,232,000       | \$2,452,000        | 712          |
| 4    | 1996 | Ramsey County | Highway 96 Traffic Signal Timing and Intersection Upgrades                            | 2018  | \$1,893,519       | \$4,345,519        | 614          |
| 5    | 2109 | MnDOT         | TH 120  | 2019  | \$804,000         | \$5,149,519        | 596          |
| 6    | 2231 | Dakota County | Dakota County CSAHs 46 (160th) & 31 (Pilot Knob Rd) Roadway Traffic Flow Improvements | 17-18 | \$1,015,000       | \$6,164,519        | 561          |
| 7    | 2110 | MnDOT         | TH 55   | 2019  | \$288,000         | \$6,452,519        | 553          |
| 8    | 2108 | MnDOT         | TH 41   | 2018  | \$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  | 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          |

**TAB-Approved Modal Funding Mid-Point of Range (\$84,550,000)**

|                   | App Value     | %    | Cost of Funded | %    |
|-------------------|---------------|------|----------------|------|
| Expansion         | \$136,295,590 | 49%  | \$39,636,800   | 47%  |
| Reconstruction    | \$109,636,431 | 39%  | \$32,720,226   | 39%  |
| System Management | \$10,033,719  | 4%   | \$5,149,519    | 6%   |
| Bridge            | \$24,658,153  | 9%   | \$7,000,000    | 8%   |
| TOTAL             | \$280,623,893 | 100% | \$84,506,545   | 100% |
| REMAINING         |               |      | \$43,455       |      |

**TAB-Approved Modal Funding High End of Range (\$99,130,000)**

|                   | Applications  | %    | Projects Funded | %    |
|-------------------|---------------|------|-----------------|------|
| Expansion         | \$136,295,590 | 49%  | \$39,636,800    | 44%  |
| Reconstruction    | \$109,636,431 | 39%  | \$42,323,583    | 41%  |
| System Management | \$10,033,719  | 4%   | \$6,001,519     | 5%   |
| Bridge            | \$24,658,153  | 9%   | \$9,815,200     | 10%  |
| TOTAL             | \$280,623,893 | 100% | \$97,777,102    | 100% |
| REMAINING         |               |      | \$1,352,898     |      |

**FY 2017 CMAQ Funds for System Management**

|           |             |
|-----------|-------------|
| Available | \$4,320,000 |
| Projects  | \$4,032,200 |
| Remaining | \$287,800   |

**DEMAND BASED ON AMOUNT OF FUNDING REQUESTED****ROADWAY EXPANSION****Roadway Expansion: Non-Freeway Principal Arterials**

| Rank | ID   | Applicant         | Project Name   | Funct Class | Year | Federal     | Federal      | Total |
|------|------|-------------------|--|-------------|------|-------------|--------------|-------|
| 1    | 2003 | Scott County      | TH 169 and TH 41 Interchange                         | NFPA        | 2019 | \$7,000,000 | \$7,000,000  | 690   |
| 3    | 2179 | Washington County | Trunk Highway 36/Hadley Avenue (CSAH 35) Interchange | 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   |
| 16   | 1983 | Carver County     | TH 212 Expansion                                     | NFPA        | 2018 | \$7,000,000 | \$21,000,000 | 471   |

**Roadway Expansion: Expanders**

| Rank | ID   | Applicant         | Project Name  | Funct Class | Year | Federal     | Federal      | Total |
|------|------|-------------------|---|-------------|------|-------------|--------------|-------|
| 2    | 2251 | Eagan             | Reconstruction of CSAH 31 from I-35E to Northwood/Central | Expander    | 2017 | \$3,600,000 | N/A          | 649   |
| 5    | 2089 | Washington County | Washington County CSAH 13 Expansion & Multi-Modal         | Expander    | 2019 | \$2,636,800 | \$2,636,800  | 580   |
| 6    | 2043 | Hennepin County   | CSAH 81 (Bottineau Boulevard) Expansion                   | Expander    | 2019 | \$7,000,000 | \$11,636,800 | 559   |
| 7    | 2265 | Dakota County     | Roundabout- proposed traffic control revision at the      | Expander    | 2018 | \$2,000,000 | \$4,636,800  | 554   |
| 9    | 2294 | Anoka County      | CSAH 78 Expansion from 139th Ln to CSAH 18                | Expander    | 2019 | \$7,000,000 | \$18,636,800 | 543   |
| 10   | 1984 | Carver County     | Trunk Highway 41 Expansion                                | Expander    | 2018 | \$7,000,000 | \$25,636,800 | 540   |
| 11   | 2237 | Dakota County     | CSAH 28 Connector   | Expander    | 2017 | \$5,611,760 | \$31,248,560 | 510   |
| 12   | 2001 | Scott County      | CSAH 27 Reconstruction                                    | Expander    | 2019 | \$7,000,000 | \$38,248,560 | 509   |
| 15   | 2098 | Maple Grove       | CSAH 610  | Expander    | 2017 | \$7,000,000 | \$45,248,560 | 475   |
| 17   | 1985 | Carver County     | CSAH 10 (Chaska) Expansion                                | Expander    | 2019 | \$7,000,000 | \$52,248,560 | 467   |
| 19   | 2216 | Chanhassen        | TH 101 Expansion  | Expander    | 2019 | \$7,000,000 | \$59,248,560 | 455   |
| 21   | 2238 | Rogers            | Rogers - CSAH 116 Extension to CSAH 81                    | Expander    | 2019 | \$2,929,990 | \$62,178,550 | 368   |
| 22   | 2004 | Scott County      | CSAH 42 Reconstruction                                    | Expander    | 2019 | \$5,269,600 | \$67,448,150 | 363   |

**Roadway Expansion: Relievers**

| Rank | ID   | Applicant    | Project Name                                      | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|--------------|---|-------------|------|-------------------|--------------------|--------------|
| 8    | 2286 | Bloomington  | East Bush Lake Road I-494 Westbound Entrance Ramp | Reliever    | 2017 | \$7,000,000       | N/A                | 547          |
| 13   | 2223 | Richfield    | 77th Street TH 77 Underpass                       | Reliever    | 2017 | \$7,000,000       | \$7,000,000        | 507          |
| 14   | 2002 | Scott County | CSAH 16 Reconstruction                            | Reliever    | 2019 | \$7,000,000       | \$14,000,000       | 486          |
| 18   | 2297 | Anoka County | CSAH 116 Jefferson St - Highway 65 Ham Lake       | Reliever    | 2018 | \$6,000,000       | \$20,000,000       | 462          |
| 23   | 2293 | Anoka County | Anoka County CSAH 54 Expansion                    | Reliever    | 2018 | \$3,247,440       | \$23,247,440       | 220          |

**Roadway Expansion: Augmentors**

| Rank | ID   | Applicant | Project Name                                  | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-----------|---|-------------|------|-------------------|--------------------|--------------|
| 20   | 2136 | St. Paul  | Pierce Butler Route East Extension - Phase II | Augmentor   | 2019 | \$7,000,000       | \$7,000,000        | 451          |

**FY 2017 STP Funds for Roads and Bridges**

|           |              |
|-----------|--------------|
| Available | \$17,230,000 |
| Projects  | \$17,600,000 |
| Remaining | (\$370,000)  |

**FY 2017 CMAQ Funds for System Management**

|           |             |
|-----------|-------------|
| Available | \$4,320,000 |
| Projects  | \$4,032,200 |
| Remaining | \$287,800   |

**TAB-Approved Modal Funding Mid-Point of Range (\$84,550,000)**

|                   | App Value     | %    | Cost of Funded | %    |
|-------------------|---------------|------|----------------|------|
| Expansion         | \$136,295,590 | 49%  | \$39,636,800   | 47%  |
| Reconstruction    | \$109,636,431 | 39%  | \$32,720,226   | 39%  |
| System Management | \$10,033,719  | 4%   | \$5,149,519    | 6%   |
| Bridge            | \$24,658,153  | 9%   | \$7,000,000    | 8%   |
| TOTAL             | \$280,623,893 | 100% | \$84,506,545   | 100% |
| REMAINING         |               |      | \$43,455       |      |

**TAB-Approved Modal Funding High End of Range (\$99,130,000)**

|                   | App Value     | %    | Cost of Funded | %    |
|-------------------|---------------|------|----------------|------|
| Expansion         | \$136,295,590 | 49%  | \$39,636,800   | 41%  |
| Reconstruction    | \$109,636,431 | 39%  | \$42,323,583   | 43%  |
| System Management | \$10,033,719  | 4%   | \$6,001,519    | 6%   |
| Bridge            | \$24,658,153  | 9%   | \$9,815,200    | 10%  |
| TOTAL             | \$280,623,893 | 100% | \$97,777,102   | 100% |
| REMAINING         |               |      | \$1,352,898    |      |

**APPLICATION FUNDING AMOUNT-BASED DEMAND**

**ROADWAY RECONSTRUCTION/MODERNIZATION**

**Roadway Reconstruction/Modernization: Non-Freeway Principal Arterials**

| Rank | ID   | Applicant    | Project Name                                  | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|--------------|---|-------------|------|-------------------|--------------------|--------------|
| 5    | 2006 | Scott County | CSAH 42 and TH 13 Intersection Reconstruction | NFPA        | 2018 | \$5,600,000       | \$5,600,000        | 671          |
| 9    | 2105 | Champlin     | US 169 in Champlin                            | NFPA        | 2019 | \$6,473,147       | \$12,073,147       | 647          |

**Roadway Reconstruction/Modernization: Expanders**

| Rank | ID   | Applicant     | Project Name                                  | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|---------------|---|-------------|------|-------------------|--------------------|--------------|
| 10   | 2007 | Scott County  | CSAH 21 and TH 13 Intersection Reconstruction | Expander    | 2019 | \$6,000,000       | \$6,000,000        | 629          |
| 11   | 2296 | Anoka County  | CSAH 11 Reconstruction from CSAH 1 to CSAH 3  | Expander    | 2019 | \$7,000,000       | \$13,000,000       | 551          |
| 13   | 1987 | Carver County | Carver County CSAH 13 Reconstruction          | Expander    | 2018 | \$5,396,000       | \$18,396,000       | 518          |
| 15   | 1986 | Carver County | CSAH 10 (Waconia) Reconstruction              | Expander    | 2017 | \$7,000,000       | \$25,396,000       | 492          |
| 17   | 2295 | Anoka County  | CSAH 56 Railroad Grade Separation             | Expander    | 2018 | \$7,000,000       | \$32,396,000       | 481          |

**Roadway Reconstruction/Modernization: Relievers**

| Rank | ID   | Applicant        | Project Name   | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|------------------|--|-------------|------|-------------------|--------------------|--------------|
| 2    | 2186 | Minneapolis      | 8th Street South Reconstruction  | Reliever    | 2019 | \$6,445,000       | \$6,445,000        | 724          |
| 4    | 2187 | Minneapolis      | Broadway Street NE Reconstruction  | Reliever    | 2018 | \$3,265,600       | \$9,710,600        | 684          |
| 6    | 2217 | Dakota County    | CSAH 26 (Lone Oak Road) and CSAH 43 (Lexington Avenue) Intersection Improvements | Reliever    | 2018 | \$2,000,000       | \$11,710,600       | 668          |
| 7    | 2134 | Brooklyn Ctr EDA | Brooklyn Boulevard Reconstruction/Modernization                                  | Reliever    | 2018 | \$7,000,000       | \$18,710,600       | 667          |
| 12   | 2011 | Hennepin County  | CSAH 3 (Excelsior Boulevard) Reconstruction                                      | Reliever    | 2019 | \$5,520,000       | \$24,230,600       | 551          |

**Roadway Reconstruction/Modernization: Connectors**

| Rank | ID   | Applicant         | Project Name   | Funct Class | Year | Federal Requested | Federal Cumulative | Total Scores |
|------|------|-------------------|--|-------------|------|-------------------|--------------------|--------------|
| 14   | 2005 | Scott County      | CSAH 8 Reconstruction  | Connector   | 2019 | \$4,400,000       | \$4,400,000        | 511          |
| 18   | 2290 | Washington County | CSAH 21/Stagecoach Trail   | Connector   | 2019 | \$4,800,000       | \$9,200,000        | 396          |
| 19   | 2156 | Dakota County     | CSAH 86 from CSAH 23 to TH 3 in Dakota County                                | Connector   | 2019 | \$3,200,000       | \$12,400,000       | 389          |
| 20   | 2157 | Dakota County     | CSAH 86 from TH 3 to CSAH 47 in Dakota County MN                             | Connector   | 2018 | \$5,500,000       | \$17,900,000       | 380          |
| 21   | 2241 | Dakota County     | Reconstruction of CSAH 23 from Eveleth Ave. to CSAH 86 in Greenvale Township | Connector   | 2018 | \$7,000,000       | \$24,900,000       | 336          |

**Roadway Reconstruction/Modernization: Augmentors**

| 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          |
| 3    | 2020 | Ramsey County   | I-94/Dale St Interchange Reconstruction        | Augmentor   | 2019 | \$5,565,626       | \$8,409,626        | 688          |
| 8    | 2171 | Ramsey County   | White Bear Ave Reconstruction- I-94 to Beech   | Augmentor   | 2017 | \$3,130,210       | \$11,539,836       | 659          |
| 16   | 2192 | Ramsey County   | Ramsey Co Rd C/Hennepin CSAH 94 Reconstruction | Augmentor   | 2019 | \$4,496,848       | \$16,036,684       | 492          |

**By Functional Classification**

**TAB-Approved Modal Funding Mid-Point of Range (\$84,550,000)**

|             | App Value     | %    | Cost of Funded | %    |
|-------------|---------------|------|----------------|------|
| NFPA        | \$40,073,147  | 14%  | \$19,600,000   | 23%  |
| Expander    | \$103,444,150 | 37%  | \$25,636,800   | 30%  |
| Reliever    | \$54,478,040  | 19%  | \$18,710,600   | 22%  |
| Connector   | \$24,900,000  | 9%   | \$0            | 0%   |
| Augmentor   | \$23,036,684  | 8%   | \$8,409,626    | 10%  |
| System Mgmt | \$10,033,719  | 4%   | \$5,149,519    | 6%   |
| Bridge      | \$24,658,153  | 9%   | \$7,000,000    | 8%   |
| TOTAL       | \$280,623,893 | 100% | \$84,506,545   | 100% |
| REMAINING   |               |      | \$43,455       |      |

**TAB-Approved Modal Funding (\$99,130,000)**

|             | App Value     | %    | Cost of Funded | %    |
|-------------|---------------|------|----------------|------|
| NFPA        | \$40,073,147  | 14%  | \$26,073,147   | 27%  |
| Expander    | \$103,444,150 | 37%  | \$25,636,800   | 26%  |
| Reliever    | \$54,478,040  | 19%  | \$18,710,600   | 19%  |
| Connector   | \$24,900,000  | 9%   | \$0            | 0%   |
| Augmentor   | \$23,036,684  | 8%   | \$11,539,836   | 12%  |
| System Mgmt | \$10,033,719  | 4%   | \$6,001,519    | 6%   |
| Bridge      | \$24,658,153  | 9%   | \$9,815,200    | 10%  |
| TOTAL       | \$280,623,893 | 100% | \$97,777,102   | 100% |
| REMAINING   |               |      | \$1,352,898    |      |

# Location of Projects Submitted for 2014 Regional Solicitation Grants

## Application by Modal Funding Type

- Roadways Including Multimodal Elements
- Transit and Travel Demand Management Projects
- Bicycle and Pedestrian Facilities

## Reference Items

- Principal Arterial Roads
- Lakes and Rivers
- City Boundary
- County Boundary

**DRAFT**

