

**ACTION TRANSMITTAL No. 2014-09**

**DATE:** February 12, 2014

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**PREPARED BY:** Mary Karlsson, Planning Analyst (651-602-1819)  
Heidi Schallberg, Senior Planner (651-602-1721)

**SUBJECT:** Reassignment request for SouthWest Transit bus purchase (SP# TRS-TCMT-11B) with CMAQ Funding

**REQUESTED ACTION:** SouthWest Transit requests to reassign its CMAQ funds for 2014 for SP# TRS-TCMT-11B to modify the project sponsor from SouthWest Transit to Metropolitan Council and the description for bus purchases to include local and arterial bus rapid transit service in addition to express service.

**RECOMMENDED MOTION:** TAC forwards this action to TAB without a recommendation and with the Committee comments and revised Staff Analysis noted below.

**BACKGROUND AND PURPOSE OF ACTION:** SouthWest Transit received \$6,600,000 in federal Congestion Mitigation and Air Quality (CMAQ) funds in the 2007 solicitation for bus purchases for expansion. The project was originally programmed in 2011, but MnDOT sought volunteers to defer scheduled CMAQ projects to balance available federal funding in the region. SouthWest Transit voluntarily deferred this project to 2014. The reassignment request would change the project sponsor from SouthWest Transit to the Metropolitan Council and modify the project description to include bus purchases for local and arterial bus rapid transit service in addition to express service. The reassignment request is attached.

**RELATIONSHIP TO REGIONAL POLICY; STAFF ANALYSIS:** This request does not fit within the current scope change guidelines and is a policy decision. As part of the review process for this request, staff consulted TAB's adopted policy from 2002 (attached) on reallocating federal funds from regionally-selected projects, which identifies the following priorities in order for withdrawn or deferred projects: Cover cost inflation or overprogramming on regionally-selected projects; advance regionally-selected local then MnDOT projects; advance other MnDOT projects in the metro area; and then pay back advance construction balances (local, then other metro area advance construction). Any funds remaining would be made available in the next regional solicitation. In 2010, the TAC Funding and Programming Committee reviewed this policy and did not recommend any changes. This request does not fit within the adopted federal funds management policy as SouthWest Transit is not requesting a deferral or withdrawal of the project.

As part of the analysis of the requested motion, staff researched how TAB has handled any previous similar requests. The TAB has previously reallocated federal funds from projects currently programmed in the TIP. In July 2010, TAB reallocated CMAQ funds from two bus purchase projects for planned service expansions to purchase three light rail vehicles for the Hiawatha line. The transit market had been affected by the recession, and service expansion was no longer viable. The reallocation was approved and was an opportunity to use the funds for a project that provided similar or possibly greater benefits to the regional transit system.

In November 2011, the TAB reallocated CMAQ funds from an I-35W transit service expansion project to cover the operating cost for the new bus rapid transit service on Cedar Avenue. Operating funds for Cedar Avenue were not available at the time due to legislative budget cuts.

In January 2012, the TAB Programming Committee discussed conditions for making exceptions to these reallocation priorities. The TAB noted it is difficult to develop guidelines on exceptions to policy since exceptions are by definition unique situations. The January 2012 memo to the TAB is attached and includes information about these 2010 and 2011 examples of reallocations.

In addition to previous TAB actions, staff analyzed the situation if TAB considered a full or partial withdrawal of the SouthWest project. Funding has become less flexible under MAP-21 and must now be used in the year and program or funds may be lost to the region. Staff checked CMAQ-funded projects programmed in 2014 in the 2014-2017 Transportation Improvement Program (TIP) to determine if all were fully funded or if any advance construction was programmed for that year. A list of these projects as included in the TIP is attached. No advance construction was shown for 2014. The only CMAQ project in 2014 that was not fully programmed to the 80 percent maximum was the Central Corridor light rail operations, which was programmed with TAB's maximum of \$7 million in CMAQ funds; adding funds to this project would have required approval of an exception to that policy. After the February 5 TAC meeting, staff requested additional information from MnDOT State Aid for identifying any other projects programmed in 2014 that may have increased costs that were significant enough to require a formal TIP amendment. This information was not yet available for TAB agenda distribution, but staff will work to have it available by the TAB meeting.

Staff also analyzed the possibility of TAB advancing other regionally selected CMAQ projects in the TIP if a full or partial withdrawal of the SouthWest project were considered. Several projects would likely need to advance in the 2014-2017 TIP to cover the federal amount. In addition, with MAP-21 requirements, moving any projects forward in schedule then creates a funding gap in the year a project is moved from, and this funding gap must also be filled in the program year to avoid losing funds to the region.

In March 2013, the TAB discussed a process for reprogramming approximately \$34.4 million of 2013 funds from projects that moved to later years due to a sunset date or schedule extension or, to a lesser degree, from projects that were withdrawn. Because of MAP-21 changes, these funds had to be used in 2013 and could not be applied to future solicitations. For 2013, the process used was to add funds to existing regionally-selected projects that could use additional federal funding. Next, counties used remaining funding on pavement preservation, ADA, or safety projects, or other federally-eligible projects. After this process was completed, concerns were raised that other

agencies, such as MnDOT, cities, and transit, did not have the opportunity to use these funds.

This SouthWest Transit and Metropolitan Council reassignment request is similar to previously-TAB approved CMAQ reallocations and demonstrates the difficulty transit providers face in forecasting bus service expansion several years in advance. The SouthWest Transit project was applied for in the 2007 solicitation. Since that application, the transit market and regional economy changed, transit expansion has been limited due to constrained operating funding, and the need for new SouthWest Transit vehicles declined. With approval of this reassignment, the eight buses needed by SouthWest Transit can be purchased through other grants available to the Council, and the 15 buses in the original project can be used for other regional express, local, or arterial bus rapid transit service expansion.

**COMMITTEE COMMENTS AND ACTION:** The Funding and Programming Committee discussed this request at its January 16, 2014, meeting. After extensive discussion, the committee unanimously approved moving this item forward to TAC without a recommendation and with the following comments:

- The committee notes the urgency to this decision in order to meet a June 2014 deadline for applying for the CMAQ funds.
- The committee recognizes the authority to make this reallocation decision is the TAB's and that this is a policy issue, not a technical issue. The reallocation request does not fit within existing policy used by the technical committees for reallocating funds.
- The committee supports SouthWest Transit's request for eight buses, regardless of which grant is used to buy them, and recognizes that the TAB should decide how to handle the remaining funding.
- The 2014 federal fiscal year for the SouthWest Transit CMAQ grant began on October 1, 2013. However, for several reasons CMAQ grants for transit are typically awarded near the end of a federal fiscal year and these funds were not available at that time. The funds will not be available for use until the CMAQ funds are transferred from FHWA to FTA, which can take 1-3 months, and the FTA's grant application and award process is completed, which takes at least 90 days.

At its February 5, 2014, meeting, TAC unanimously forwarded this item without recommendation. The staff analysis section includes additional information requested by TAC regarding the process staff used to review this request. Discussion included concerns about other entities being given the opportunity to use these funds and a recommendation for development of a more transparent process for federal funds management given the new constraints introduced by MAP-21. TAC and the Funding and Programming Committee should discuss the process in future meetings.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Reviewed	January 16, 2014
Technical Advisory Committee	Reviewed	February 5, 2014
Transportation Advisory Board	Review & Approve	

January 8, 2014

Mr. Karl Keel  
Funding and Programming Committee  
Metropolitan Council  
390 Robert Street No.  
Saint Paul, MN 55101-1805

RE: Request for Reassignment of CMAQ Funds from SouthWest Transit to the Metropolitan Council and Related TIP Amendment

Dear Mr. Keel,

The purpose of this letter is to request the reassignment of a 2014 SouthWest Transit CMAQ grant for expansion bus purchases from SWT to the Metropolitan Council for regional expansion bus purchases. The total amount of the federal CMAQ funds will remain unchanged at \$6.6 M and the grant will continue to be matched by \$1.65 M in Regional Transit Capital funds for a project total of \$8.25 M. As explained in more detail below, this joint request from SouthWest Transit (SWT) and the Metropolitan Council (Council) will:

- 1) Support SWT's immediate expansion need of eight buses through existing regional grants;
- 2) Support the regional transit system expansion needs by reassigning SWT's CMAQ funding to the Council to purchase expansion buses for services throughout the region; and
- 3) Assure that available bus expansion funds are used in the most timely manner.

Timing of this policy decision is critical to ensure all local, regional, state and federal process steps can be completed in time for the Council to submit a related CMAQ grant application to the Federal Transit Administration by June 15, 2014 (at the latest).

#### *Background*

SWT was awarded federal funding for fifteen 57-passenger expansion buses through the 2007 solicitation originally for expenditure in FY2011. The vehicles were projected to supplement express transit service to existing and proposed park-and-ride facilities, increase peak express service, and increase mid-day express service. SWT also proposed to introduce hybrid electric vehicles to their system and intended to purchase such vehicles if cost effective.

In 2011, MnDOT sought volunteers to defer scheduled CMAQ projects to balance available federal funding in the region and SWT voluntarily deferred their project to 2014. SWT's current service planning analysis indicates it immediately requires eight expansion vehicles rather than the 15 vehicles identified in the current grant and that it will not have additional expansion needs for a few years. Simultaneously, the region has identified a number of other bus expansion needs that could move forward more quickly. In addition, if the SWT grant were to move forward as in the original application the full amount of regional matching funds would need to be allocated to the SWT project and would be unavailable for expenditure on other more immediate regional projects. In order to assure that available funds are used in a timely manner, SWT and the Council have partnered to identify a plan that will maximize the use of available bus expansion grants without unduly tying up the regional match funds.





The plan SWT and the Council seeks policy support for has two major components. First, the Council will immediately utilize existing regional bus expansion grants to support SWT's pressing need for eight expansion vehicles. Immediate purchase of these expansion vehicles off existing grants will meet SWT's needs in the most efficient timeline possible. If SWT is required to wait for their pending CMAQ grant application to process, it would delay bus delivery by an estimated 12 months or more.

Second, TAB will reassign SWT's 2014 CMAQ grant to the Council to use to purchase fifteen buses for planned service enhancements throughout the region similar to services proposed in SWT's original CMAQ grant. The reassigned project will offer the region air quality improvements at a level that would have been similarly competitive in the 2007 solicitation.

*Detailed Description / Scope Change Request*

The following planned service expansions are candidates to use the 15 expansion buses in the following areas:

- Three 38-seat forty-foot buses to operate the new Route 565 express service between the Knox Avenue Park and Ride in Richfield and the Target North Campus in Brooklyn Park. Service will operate on I-494, Hwy 169 and Hwy 610 (anticipated start date 2014);
- Two 38-seat forty-foot buses to operate the new Route 30 serving North Minneapolis, Northeast Minneapolis, and the Midway District in Saint Paul (anticipated start date 2014);
- Three 58-seat articulated buses to provide additional express service capacity to the expanded Hwy 610 and Noble Parkway Park and Ride in Brooklyn Park. Service will operate between downtown Minneapolis and the park and ride via I-94, Hwy 252, and Hwy 610(anticipated start date 2014);
- Four 58-seat articulated buses to expand service on the new Route 376 express service between the Manning Avenue Park and ride in Woodbury and downtown Minneapolis via I-94(anticipated start date 2014); and
- Three 38-seat forty-foot buses to operate the new Route 386 express service between the Manning Avenue Park and Ride in Woodbury and downtown Saint Paul via I-94 (anticipated start date 2014).
- Purchase up to twelve forty-foot buses to operate A Line (Snelling Avenue) BRT service between METRO Blue Line and Rosedale Transit Center (anticipated start date 2015).

The total project cost as shown in current STIP is \$8,250,000 with \$6,600,000 in federal CMAQ funds and \$1,650,000 in regional matching funds will remain unchanged.

Thank you for your review of this request. We will be available to discuss the requested grant reassignment and TIP amendment with the TAC Funding and Programming Committee.

Sincerely,



Paul Colton, Metropolitan Council



David Jacobson, SouthWest Transit

**TRANSPORTATION ADVISORY BOARD**  
Mears Park Centre, 230 E. Fifth St., St. Paul, MN 55101

**A C T I O N T R A N S M I T T A L**

NO. 2002-16

**DATE:** August 15, 2002

**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee

**SUBJECT:** Adoption of TAB Procedures for Project Selection and Changes and Federal Funds Management

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**MOTION:** That the Transportation Advisory Board approves the attached:

- 1) Project Selection Process and Changes
- 2) Federal Funds Management Process

**BACKGROUND AND PURPOSE OF ACTION:** Over the past year two issues have been raised with the TAB/Council process for regional selection of projects, subsequent changes and the management of federal funds once projects have been included in the TIP.

The two attachments are intended to articulate the methods the TAB and Council will use to carry out these functions in the future in conjunction with Mn/DOT and the TAC. Once adopted, these procedures will be incorporated into the Prospectus for the Transportation Planning Process for the Twin Cities Metropolitan Area.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review and Recommend	July 25, 2002
TAC	Review and Recommend	August 14, 2002
TAB Programming Committee	Review and Recommend	
TAB	Review and Adopt	
Metropolitan Council	Concur	

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## TRANSPORTATION ADVISORY BOARD

### PROJECT SELECTION PROCESS AND CHANGES

#### **Introduction**

Recorded below are the key steps in the development, adoption and amendment of the regionally selected projects

In order to meet federal regulations concerning participation of locally elected officials, the Council has adopted the position that the Transportation Advisory Board (TAB) is responsible for assigning funding priorities and adopting programs. The Council may approve or disapprove a program in part or whole, but it will not modify it. If modifications are required, the program is sent back to the TAB with the Council's recommendations. The TAB then determines the manner in which the program will be resubmitted to the Council. This document is intended to describe this process and amendment procedure.

#### **Regional Project Selection Process**

1. The Technical Advisory Committee's (TAC) Funding & Programming Committee (F&PC) develops the draft project solicitation package.
  - The TAC and TAB Programming Committee participates in the process.
  - The TAB approves for purpose of holding a public meeting.
2. The F&PC modifies the solicitation package based on public and agency comments, and recommends to TAC.
  - The TAC and TAB Programming Committee recommend to TAB.
  - TAB adopts and recommends Metropolitan Council approval.
  - The Metropolitan Council's Transportation Committee recommends to the Metropolitan Council for approval.
3. The F&PC manages all aspects of the solicitation including scoring of projects and developing funding alternatives.
4. The F&PC develop and forward project selection alternatives to the TAC.
  - TAC reviews, recommends and forwards to the TAB Programming Committee.
  - The TAB Programming Committee discusses alternatives.
  - The TAB Programming Committee may drop, modify, or add to the recommended alternatives.
  - The TAB Programming Committee recommends one set of projects for funding to the TAB.
  - The TAB approves the recommended projects, modifies the list or selects a different alternative set of projects.
  - The TAB instructs staff to include the funding alternatives in the TIP.
  - The TAB holds a public hearing on the TIP, with the recommended projects prior to adoption.

5. The TAB adopts the TIP and recommends to the Metropolitan Council for concurrence. The Metropolitan Council's Transportation Committee reviews and recommends the TIP to the Council. The Council either concurs with the TAB's action or sends the entire TIP back to TAB for modification.

**Modification of the Regional Project Selection prior to TIP Adoption. \***

There may be instances that the TAB would be requested to modify the regionally selected projects prior to adopting the TIP. In this event the following procedures would be followed.

1. All proposed modifications to the recommended list of regionally selected projects would be referred to the TAC.
2. The TAC will seek the advice on proposed modifications (other than those of a clerical nature) of the F&PC.
  - The F&PC will review the request to determine whether the proposed modifications(s) are in the spirit of the solicitation process and maintain the fiscal balance of the TIP.
  - The F&PC will recommend approval or rejection of the proposed modifications to TAC.
  - TAC and TAB Programming will consider and recommend to TAB.
  - TAB will accept and direct staff to modify the Draft TIP.
  - The Draft TIP adoption process will not change.

\* There are numerous instances when regionally selected projects need to be modified, dropped, advanced or changed in some way. These changes would all be processed as TIP Amendments. TIP Amendments and/or in accordance with the Federal Funds Management Process attached.



## **Transportation Advisory Board (TAB) Federal Funds Management Process**

**Transportation Improvement Program (TIP) Management:** Assigning alternative uses for federal transportation funds when projects in the TIP are, deferred, withdrawn, sunset, or advanced.

The TAB gives the Mn/DOT Office of Investment Management (OIM) the authority to manage changes in the Twin Cities TIP and State TIP. Projects in these programs can be advanced or deferred based on project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, sunset, or advanced. The priority for use of funds made available when projects are deferred, withdrawn, sunset or advanced will be:

### **Projects Selected by the TAB:\***

<b>Project Deferrals</b>	<b>Projects withdrawn or sunset</b>
<ol style="list-style-type: none"><li>1. Advance a regionally selected local project.</li><li>2. Advance a regionally selected Mn/DOT project.</li><li>3. Advance other Mn/DOT projects in the metro area.</li><li>4. Payback local Advance Construction (AC)</li><li>5. Payback other metro area AC.</li></ol>	<ol style="list-style-type: none"><li>1. Pay for project cost inflation or overprogramming on regionally selected projects.</li></ol> <p>Then follow steps 1-5 from project deferrals.</p>

### **Projects Selected by Mn/DOT:**

At the discretion of Mn/DOT.

### **Projects Selected by the Metropolitan Council/Metro Transit:**

At the discretion of the Metropolitan Council/Metro Transit.

\*Projects selected by the TAB are solicited in the categories; Principal Arterial, A Minor Arterial Reliever, A Minor Arterial Expander, A Minor Arterial Connector, A Minor Arterial Augmentor, Transit, Bike/Walk, Enhancements, Congestion Mitigation Air Quality, TEA 21 Affordable Housing Enhancement Demonstration, Bridge Improvement and Replacement, Hazzard Elimination Safety, and Rail Crossing Safety

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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**TO:** Transportation Advisory Board

**FROM:** Technical Advisory Committee Funding & Programming Committee,  
Technical Advisory Committee.

**DATE:** November 10, 2010

**RE:** Policy questions: Reallocation of federal funds from local projects dropped from the TIP and allocation of federal funds from unexpected appropriations.

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The TAB referred two policy questions to the TAC Funding & Programming Committee and full TAC for discussion and report back to the TAB. The TAC Funding & Programming Committee discussed the two issues at their October meeting and full TAC discussed them on November 3. The following bullet points encapsulate their comments.

## **Re-allocation of federal funds from projects selected by the TAB that are dropped from the TIP.**

(Question was prompted by the re-allocation of CMAQ funds for the purchase or LRT vehicles)

- The TAB has adopted policy on re-allocating the federal funds from regionally-selected projects that are dropped from the TIP and STIP. The federal funds are first applied to the amount of local overprogramming in the TIP and STIP; then used to advance regionally selected projects or other MN/DOT projects; then used to pay back Advance Construction balances.
- TAC F&PC discussed several options (add \$ to other projects in the same corridor, pick the next ranked project on the regional solicitation list, fund bus replacements with dropped CMAQ \$).
- TAC F&PC preferred to re-allocate the funds in the same program they came from and to support the long-held practice of funding projects not agencies. Re-allocating the funds through the regional solicitation process is the most fair and accessible means.
- TAC F&PC supported the existing adopted policy. No change was recommended.

## **Allocation of transportation funds that come to the region (TAB) unexpectedly.**

(Question prompted by the ARRA program and can be used to advise regarding the extra FFY 2011 funds)

- The TAC F&PC identified several options (special solicitation, advance local projects and backfill through the regional solicitation, pay AC balance and backfill through the regional solicitation, distribute funds to counties).
- Difficult to write a single policy because the funds may come to the region with conditions or limitations that cannot be predicted.
- Difficult to allocate unexpected federal funds quickly, within one year, because local governments need time to develop projects through the federal process.
- Difficult to allocate unexpected federal funds fairly, especially a small amount of funding, because there are so many potential project sponsors.
- Generally, the TAC F&PC supported exchanging the unexpected funds with MN/DOT and allocating the traded funds through the regional solicitation process as the most equitable and fair.

# Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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**TO:** Transportation Advisory Board  
**FROM:** Kevin Roggenbuck, Transportation Coordinator  
**DATE:** January 12, 2012  
**RE:** Conditions for making exceptions to TAB's federal fund re-allocation policies.

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In December, the TAB Programming Committee discussed adopted regional policy on the re-allocation of federal funds previously awarded by the TAB through the regional solicitation process, and the conditions or circumstances when the TAB might make exceptions to these policies. It is difficult to develop guidelines on how to make exceptions to policy because "exceptions" by definition are unique situations. The committee offered several comments:

- Rules should not be too narrowly defined or codified. Perhaps a variance process could be developed.
- TAB should consider what might be lost and what has already been invested.
- A larger majority vote could be required to pass policy exceptions.
- TAB should have general standards in place.

To assist the committee and further the discussion, below are three scenarios where the TAB could be or has been asked to make an exception to its federal fund re-allocation policies. These scenarios apply to all funds awarded through the regional solicitation process.

1. Re-allocating federal money from projects that have been dropped from the TIP or reduced in scope.
  - In 2009 solicitation, TAB over programmed by \$8.3 million (federal) in program years 2013 and 2014. Since then, \$10.7 million (federal) in regionally selected projects have been dropped from the program. The money that is dropped is applied to the over programming balance. When the over programming balance is paid off, any additional federal funds from dropped projects are added into the next regional solicitation for projects to be programmed four or five years later.
2. Re-allocating federal money from projects currently programmed in the TIP or as part of a scope change that saves money on a regionally-selected project.
  - In July 2010, TAB was asked to re-allocate CMAQ funds from two bus purchase projects for planned service expansions to purchase three light rail vehicles for the Hiawatha line. The project sponsors for the bus purchase projects told the TAB that the transit market had been affected by the recession and service expansion was no longer viable. The TAB voted to re-allocate these funds to purchase LRT vehicles because it was an opportunity to use the funds for a project that provided similar or perhaps greater benefits to the regional transit system.

- In November 2011, the TAB was asked to re-allocate CMAQ funds from two transit service expansion projects including bus purchase, ancillary equipment and start-up operating costs to cover the operating cost for new BRT service on Cedar Avenue. Operating funds for Cedar Avenue were not available due to legislative budget cuts. The request included a project scope change for the I-35W CMAQ project and CMAQ funds that were made available when part of the I-35W project was built through the Urban Partnership Agreement. The TAB voted to approve the scope change and re-allocation of funds because the infrastructure for Cedar Avenue service would be in place but the operating funds were not available.
3. Allocating federal money “off the top” of the regional solicitation funding pot.
- Best examples are in the CMAQ program, where many different air quality improvement projects or programs are eligible, but the region has decided to focus the money on public transit expansion, transportation system management and travel demand management projects. In the 2007 regional solicitation, the TAB awarded funds for the diesel retrofit program, which included installation of filters on heavy trucks owned by public agencies to reduce the amount of particulate matter released into the air in the exhaust. The project was eligible and showed an air quality benefit, but did not fit within the CMAQ project categories. TAB is currently considering a request for CMAQ funds in this manner for the installation of electric vehicle recharging infrastructure.

2014-2017 TIP: CMAQ Projects Programmed in 2014

Route	Project #	Program	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency	Fed % of Total
CITY	107-030-005	TM	AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5	\$1,300,500	\$1,040,400	-00	-00	\$260,100	CITY OF BLOOMINGTON	80%
US 61	1913-75	TM	FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	\$3,744,000	\$2,995,200	-00	\$748,800	\$0	MNDOT	80%
MN 999	8825-388	TM	TH55, TH13 & TH 149-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	\$1,172,475	\$937,980	-00	\$234,495	\$0	MNDOT	80%
BB	TRS-TCMT-10B	TR	CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	\$3,402,600	\$2,722,080	-00	-00	\$680,520	MET COUNCIL-MT	80%
BB	TRS-TCMT-11B	TR	CMAQ: PURCHASE 15 BUSES FOR EXPRESS SERVICE	\$8,250,000	\$6,600,000	-00	-00	\$1,650,000	SOUTHWEST TRANSIT	80%
BB	TRS-TCMT-13H	TR	CMAQ:AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-SERVICE BETWEEN CARVER & DOWNTOWN MPLS/U OF M & DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS	\$1,032,750	\$826,200	-00	-00	\$206,550	CITY OF CARVER	80%
BB	TRS-TCMT-14	TR	CMAQ: PURCHASE FIVE, 45-FOOT OVER-THE-ROAD COACH BUSES & FUND STARTUP SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS	\$3,120,000	\$2,496,000	-00	-00	\$624,000	MVTA	80%
LOCAL 999	TRS-TCMT-14A	TR	CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL	\$13,839,259	\$7,000,000	-00	-00	\$6,839,259	MET COUNCIL-MT	51%
LOCAL 999	TRS-TCMT-14C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	\$4,375,000	\$3,500,000	-00	-00	\$875,000	MET COUNCIL-MT	80%
I 94	TRS-TCMT-14F	TR	CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-FOUR 60 FT BUSES FOR EXPRESS SERVICE	\$2,794,500	\$2,235,600	-00	-00	\$558,900	MET COUNCIL-MT	80%
I 94	TRS-TCMT-14G	TR	CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-EXPRESS SERVICE FOR 3 YEARS	\$958,117	\$766,494	-00	-00	\$191,623	MET COUNCIL-MT	80%