ACTION TRANSMITTAL No. 2014-38

DATE:	June 12, 2014
TO:	Transportation Advisory Board
FROM:	Technical Advisory Committee
PREPARED BY:	Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT:	Adoption of the Draft 2015-2018 Transportation Improvement Program (TIP) for the purpose of public comment
REQUESTED ACTION:	The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2015-2018 Transportation Improvement Program (TIP) for the purpose of a public comment period.
RECOMMENDED MOTION:	Recommend that the Transportation Advisory Board adopt the draft 2015-2018 Transportation Improvement Program (TIP) for the purpose of a public comment period.

BACKGROUND AND PURPOSE OF ACTION: Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft TIP and its development process will meet applicable federal requirements once the public input process is complete. The draft 2015-2018 TIP is attached.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	May 15, 2014
Technical Advisory Committee	Review & Recommend	June 4, 2014
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Information	
Metropolitan Council	Information	

DRAFT 2015–2018 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE TWIN CITIES METROPOLITAN AREA

METROPOLITAN COUNCIL

June 12, 2014

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Minnesota Pollution Control Agency

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June 2, 2014

Ms. Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2015-2018 Draft Transportation Improvement Program

Dear Ms. Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2015-2018 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Moving Ahead for Progress in the 21st Century" (MAP-21) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs.

On November 8, 2010, the EPA approved a Limited Maintenance Plan request for the Twin Cities maintenance area. Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emission budget may be treated as essentially not constraining for the length of the maintenance period". The reason is that it is unreasonable to expect that the Twin Cities maintenance area will experience so much growth within this period that a violation of CO National Ambient Air Quality Standard (NAAQS) would result. Therefore, no regional modeling analysis is required, however federally funded projects are still subject to "hot spot" analysis requirements. The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations will continue to demonstrate attainment of the CO NAAQS.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on November 10, 2010. This process satisfies MAP-21 requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the analysis described in the conformity Appendix B and submitted by the Council has resulted in a Conformity Determination that the projects included in the 2015-2018 Draft TIP meet all relevant regional emissions analysis and budget tests as described therein. The 2015-2018 Draft TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation, and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action.

Please contact me if you have any questions at 651-757-2486 or amanda.smith@state.mn.us.

Sincerely,

Amanda Jarrett Smith
Air Policy Planner
Environmental Analysis and Outcomes Division

AJS:je

cc: Susan Moe, FHWA
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2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2015 through 2018 responds to procedures required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The legislation requires that all federally-funded transportation projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties in Minnesota plus the contiguous urbanized area[1] in Houlton, Wisconsin) be included in the region's TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period. All major transportation projects located in the federally-defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990; the air quality conformity analysis must include all federally-funded as well as regionally significant, locally-funded projects.

The 2015-2018 TIP for the Twin Cities Metropolitan Area includes projects valued at approximately $3.6 billion for highway, transit, enhancement, bike and walk projects. Of this total, approximately $959 million is federal highway funding, including Federal Highway Target funds and High Priority Project funds. The region has assumed it will receive approximately $716 million in federal transit funds over the 2015-2018 period for transit projects. The region will receive $252 million in federal transit funds in 2015.

The Transportation Advisory Board (TAB) to the Metropolitan Council hosted a public comment period on the TIP prior to adoption. Notice of the public comment period was emailed to groups representing a diverse set of stakeholders ranging from private transit providers to representatives of people with disabilities, and including the State Register. The notification and process were carried out consistent with Metropolitan Council public comment policies. The TAB considered and responded to public comments received on the draft TIP prior to adopting the final TIP.

The 2015-2018 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council implements and is consistent with the region's long-range transportation plan, the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on November 10, 2010, and amended on April 30, 2014, with US DOT conformity determination pending. In many cases, the major projects are specifically identified in the region's plan. The inclusion of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment that assumes the project's development process has addressed all local, state, and federal requirements.

The 2015-2018 TIP is fiscally constrained, is consistent with the Transportation Policy Plan, is in conformity with the CAAA of 1990, and its development process provided acceptable opportunity for public involvement.

[1] For definitions, see Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition, U.S. Department of Transportation Federal Highway Administration

1. INTRODUCTION

The 2015-2018 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including Houlton, Wisconsin, which is on the Wisconsin side of the existing Stillwater Lift Bridge) is the multimodal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the metropolitan planning area over the four year period. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board in cooperation with the Minnesota Department of Transportation (MnDOT). The projects listed in the TIP are consistent with and implement the region's transportation plan and priorities.

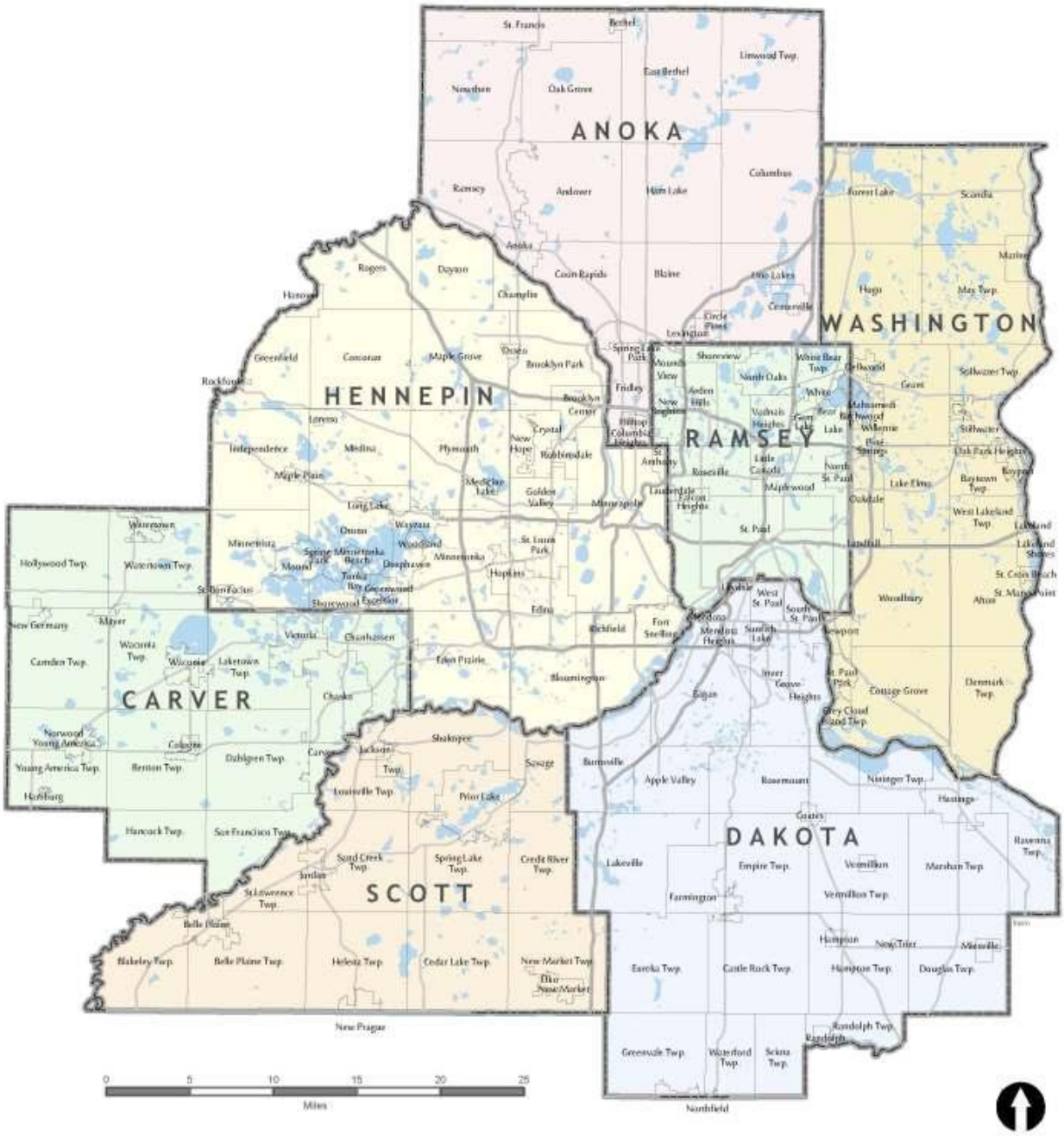
Federal Requirements

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated every four years.
- Cover a period of at least four years.
- Be a product of a continuing, comprehensive, and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans and the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the March 14, 2012, final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the region's long-range transportation plan, the Transportation Policy Plan, and recommended for federal funding during the program period.
- Contain projects that are from a conforming regional metropolitan transportation plan that is fiscally constrained and approved by the Federal Highway Administration.
- Be fiscally constrained, which means that total project costs and anticipated revenues balance.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation in preparation of the TIP.
- Include Metropolitan Council's Program of Projects (POP).
- Indicate the priorities in the metropolitan planning area.
- Indicate year in which initial contracts will be let.
- Indicate the source of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice
- Twin Cities Metropolitan Area MPO certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities.

Figure 1

Twin Cities Metropolitan Area
Political Boundaries – Also includes Houlton, Wisconsin



The 2015-2018 TIP for the Twin Cities Metropolitan Area meets all of these requirements and will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in

their respective State Transportation Improvement Program (STIP) to be approved by the Governor's designee, the Commissioner of Transportation.

The following information is provided for each project receiving federal funds and listed in Appendix A:

- Identification of the project
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Proposed source of federal and nonfederal funds
- Name of the state, regional, or local agency receiving the federal funding and responsible for carrying out the project
- Air Quality Analysis Category
- Identification of projects from ADA implementation plans

Regional Planning Process

The transportation planning process in the Twin Cities Metropolitan Area is based on Minnesota Statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983, when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive, and cooperative transportation planning in the metropolitan area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council.

The Twin Cities regional transportation planning process is defined in the Memorandum of Understanding between the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council adopted in 2008. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), MnDOT, the Minnesota Pollution Control Agency (MPCA), transit operators, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Local elected government officials participate in the process through the Transportation Advisory Board (TAB) of the Metropolitan Council. The TAB is a forum for the cooperative deliberation of state, regional, and local officials, intermodal interests, and private citizens. Metro Transit and suburban transit provider representatives are members of the TAB's Technical Advisory Committee, and they are informed of transit projects and participate in planning through the capital and service improvement planning processes coordinated by the Metropolitan Council.

Public Participation Opportunities in Preparation of the Transportation Improvement Program

A concerted effort is made to ensure all interested and concerned parties are offered opportunities to participate in the preparation of the TIP. The Transportation Advisory Board (TAB) to the Metropolitan Council accepted public comment on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the TIP.

- June 18, 2014 – A public meeting of the TAB where it adopted the draft TIP for the purpose of public comment
- June 23 through August 8, 2014 – The TAB accepted public comments submitted by email, telephone, fax, mail.
- August 20, 2014 – A public meeting of the TAB where it considered public comments received, considered recommended changes to the TIP, adopted the TIP, and forwarded the TIP to the Metropolitan Council for concurrence.

In preparation, Metropolitan Council staff emailed notification of the public comment period to groups representing a diverse set of stakeholders ranging from private transit providers to representatives of people with disabilities. In addition, Council staff issued press releases to the media and published information on the Council's Web site and in its newsletters sent to local elected officials and legislators.

Development and Content of the Transportation Improvement Program

The TIP is an integral part of the overall regional transportation planning and implementing process. The TIP preparation is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies and minimizes duplication by the participants.

The planning base from which projects are identified and developed for the TIP includes the following plans:

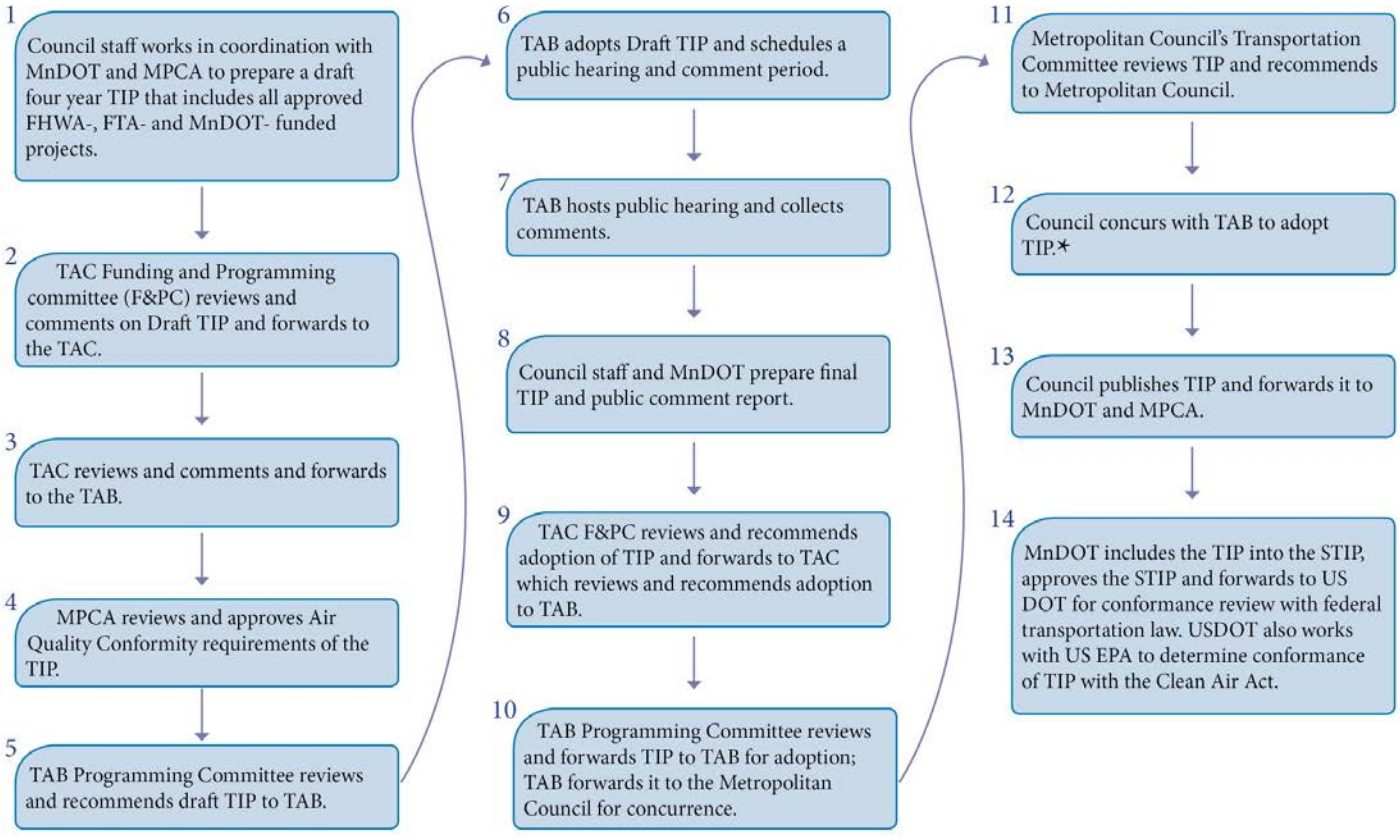
- **THRIVE MSP 2040** establishes the regional outcomes and physical and development policy framework for seven counties within the Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties). Thrive MSP 2040 is the overall framework for the metropolitan development guide developed by the Metropolitan Council.
- The region's long-range transportation plan, the **2030 TRANSPORTATION POLICY PLAN** (TPP), developed by the Metropolitan Council, is one of the four system plans in the metropolitan development guide, sets the regional transportation policy for all of the metropolitan area – including Houlton, Wisconsin, and identifies the major, long-range transportation plans. The 2030 TPP was adopted in 2010, amended in 2013, and addresses all applicable MAP-21 requirements and considerations.
- The Council's **PUBLIC PARTICIPATION PLAN**.
- The **TRANSPORTATION AIR QUALITY CONTROL PLAN,** prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- The **MINNESOTA STATE HIGHWAY INVESTMENT PLAN 2014-2033** (MnSHIP) developed by the Minnesota Department of Transportation and including the district work plans,

which set the investment priorities for the state highway system in the eight-county Metro District (includes Chisago County).

- The **HIGHWAY SYSTEMS OPERATIONS PLAN 2012-2015** (HSOP) developed by MnDOT and including the operations and maintenance investment priorities for the state highway system.
- Local comprehensive plans and transportation programs include transportation plans that – within the seven-county region only -- must be consistent with the regional transportation plan developed by the Metropolitan Council.

More information about these plans and planning processes is available in the **TRANSPORTATION PLANNING AND PROGRAMMING GUIDE FOR THE TWIN CITIES METROPOLITAN AREA**. The following chart from this guide summarizes the process used to develop the TIP for the region.

Figure 2: Transportation Improvement Program (TIP) Development and Approval Process



* *The TAB's action is returned for revision only if the Council finds the TIP inconsistent with Council policy.*

As illustrated in Figure 3, projects have been selected for inclusion in the TIP in several ways: federal High Priority Projects as selected by Congress, the TAB Regional Solicitation, MnDOT Metro District selection, and the Council selection for regional transit providers, including

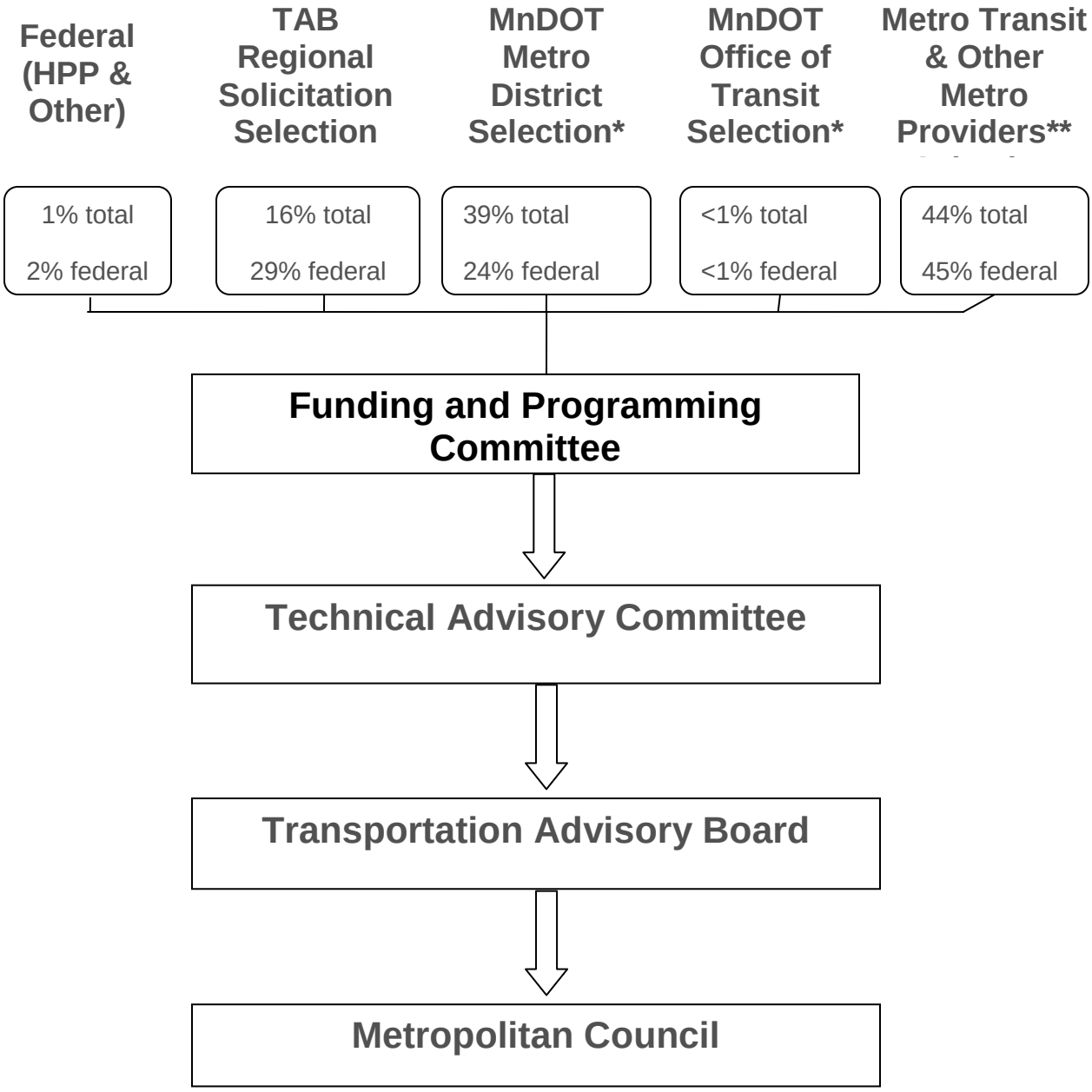
projects in the federal New Starts program as selected by Congress. These selection processes are discussed in Chapter 3.

The funding percentages in Figure 3 represent the approximate share of total funds of all projects in the TIP (federal, state, and local), but it should be emphasized that the funding percentages in Figure 3 are not reflective of the total funding package for transportation in the seven-county Twin Cities metropolitan area. The Twin Cities TIP includes MnDOT's entire program, including projects that do not have any federal funding participation. The TIP does not include locally-funded transportation projects for the Metropolitan Council, Metro Transit, Metropolitan Transportation Services, suburban transit providers, counties, and cities. It also does not include the significant amounts of funding required for planning, design, engineering and right-of-way acquisition that local governments typically pay for projects receiving federal construction funding.

FIGURE 3

PROCESSES SELECTING PROJECTS FOR INCLUSION IN THE TWIN CITIES TRANSPORTATION IMPROVEMENT PROGRAM

Percentage of funding identified in the TIP by selection process for all projects (federal and state) 2015-2018. Top number represents share of total TIP; the bottom number represents share of federal funding included in the TIP.



*This TIP includes all projects selected by MnDOT, including those without federal funding. Projects selected by the MnDOT Office of Transit Section are usually incorporated into the TIP by amendment during the year.
** Metro Transit numbers includes projects funded with federal New Starts funding.

The Transportation Policy Plan and the Air Quality Control Plan provide a framework for the development of specific projects by MnDOT, Metropolitan Council, and county and local governmental units and agencies that are responsible for planning, constructing and operating transportation facilities and services. All projects listed in this TIP must be consistent with the Transportation Policy Plan and the transportation Air Quality Control Plan. City and county federal aid projects are products of local comprehensive and transportation planning programs, and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP. Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities and respond to the region's transportation plan. The projects that lead to the completion of the metropolitan highway system, along with the projects on other major arterials, are based on the region's Transportation Policy Plan and on MnDOT's Transportation System Plan and programming process. The Metropolitan Council identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the Transportation Policy Plan.

The Transportation Policy Plan is further defined through more detailed studies, including corridor studies and alternatives studies. These studies, including the needed environmental reviews, lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities through MnDOT's pavement and bridge management plans. Again, more detailed plans must be consistent with the Transportation Policy Plan for inclusion in the TIP.

Federal Legislation Changes

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012, as the two-year surface transportation authorization. Overall funding levels are consistent compared to previous TIPs. Funding for specific programs is shown in Tables 6, 8 and 9.

Future Changes

If future surface transportation authorizations continue to advance the direction set in MAP-21, they will also result in changes to future TIPs. The MAP-21 legislation includes a new requirement to use a performance-based approach to transportation planning and programming. MPOs must establish performance targets that address the national goals and performance measures and coordinate these regional targets with the state. Future TIPs will be required to include a description of how investments are linked to these performance targets and the anticipated effect of the TIP on meeting the targets. Current understanding of federal guidance for MAP-21 requirements indicates that the region's TIP would likely not be expected to meet this requirement until 2016 and after the national, state, and regional targets have been set.

In the spring of 2012, the U.S. Census Bureau released the updated 2010 urbanized area (UZA) boundaries for metropolitan areas across the country. This data included portions of Wright and Sherburne counties in Minnesota and Houlton in St. Croix County in Wisconsin in the Minneapolis-St. Paul urbanized area. As the metropolitan planning organization for the Twin Cities, the Metropolitan Council is required by federal law to become involved in the transportation planning efforts of those communities. At the time of this TIP development, projects are included for Houlton, Wisconsin, and discussions with Wright and Sherburne counties continue to progress for how to best address these requirements and how to include these communities. At this time it is expected that projects within the contiguous urbanized areas of Wright and Sherburne counties will be included in the next TIP (2016-2019) after

adoption of the 2040 Transportation Policy Plan in late 2014. TIPs adopted after the update of the Transportation Policy Plan would include portions of these counties as appropriate.

Federal Program Areas in the Transportation Improvement Program

The MAP-21 highway and transit funding programs are described below. MAP-21 consolidated federal funding programs and changed eligible activities in some programs.

National Highway Performance Program (NHPP) The National Highway System consists of 161,000 miles of major roads in the United States. Included are all Interstate highways and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. All NHS routes in the region are eligible to use NHPP funds. NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Surface Transportation Program (STP) STP is a block-grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as federal-aid roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects and bicycle and pedestrian projects are also eligible under this program. Projects previously funded through the Bridge Replacement and Rehabilitation program are now funded through STP.

Transportation Alternatives Program (TAP) The Transportation Alternatives program is new under MAP-21 and includes eligible activities for alternative transportation that were previously in separately funded programs. The TAP replaces the funding from programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) CMAQ directs funds toward transportation projects in non-attainment areas and maintenance areas for ozone and carbon monoxide (CO). These projects contribute to meeting or maintaining the attainment of national ambient air quality standards. Historically in the Twin Cities region, CMAQ funds have been used for transportation demand management, expanded transit service, or highway system management projects (such as traffic signal coordination).

Highway Safety Improvement Program (HSIP) The program is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Railway-Highway Grade Crossing Safety funds are part of this program and focus on improving safety at these crossings.

Transit Section 5307 Urbanized Area Formula Grants This program provides assistance with transit capital and operating costs, including job access and reverse commute activities. This now includes Section 5316 job access and reverse commute activities since that program was rescinded in MAP-21.

Transit Section 5309 Fixed Guideway Capital Investment Grants ("New Starts") This program funds major new and expanded rail and bus rapid transit system major projects.

Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities. This program also includes the former Section 5317 New Freedom program, which was rescinded in MAP-21.

Transit Section 5311 Program This program is available for planning, operating and capital assistance to areas with less than 50,000 population in rural areas.

Transit Section 5337 State of Good Repair Program This program is designed to maintain public transportation systems in a state of good repair, focusing on fixed guideway and high-intensity bus systems.

Transit Section 5339 Bus and Bus Facilities Program This program provides funds for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment and construct bus-related facilities.

2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Policy Plan and the Air Quality Control Plan. The Metropolitan Council adopted a new Transportation Policy Plan on November 10, 2010, and amended it on April 30, 2014. The Plan is in balance with anticipated revenues over the 20-year planning period. The Council carried out an extensive public participation process and held a public hearing on the Transportation Policy Plan prior to adoption and amendment. This chapter includes a summary of the **AIR QUALITY CONTROL PLAN** and air quality conformity and includes the Transportation Policy Plan overview and policies and strategies. The Regional Transportation Financial Plan, Chapter 3 of the Transportation Policy Plan, is provided in Appendix D.

Transportation Air Quality Control Plan

The Clean Air Act Amendment requires a State Implementation Plan (SIP) for air quality for all areas that have not attained the National Ambient Air Quality Standards (NAAQS). The SIP is a planning document prepared by the MPCA, and submitted to the U.S. Environmental Protection Agency (EPA) for approval. The SIP contains the programs and plans that will result in achievement of the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. At the time of passage of the CAA, the seven-county Twin Cities Area was designated as a nonattainment for NAAQS CO standards.

The Metropolitan Council's **TRANSPORTATION AIR QUALITY CONTROL PLAN** (TAQCP), a component of the SIP sets forth three principal objectives: to attain and maintain (NAAQS) for carbon monoxide (CO) and ozone; to implement transportation systems management (TSM) strategies that effectively contribute to air quality attainment and maintenance; and to meet federal and state air quality standards in the most economical and equitable manner. The Twin Cities area meets the ozone standard and is designated as an attainment area for CO. Planning for control of carbon monoxide pollution caused by transportation sources in the Twin Cities Metropolitan Area is the responsibility of the Metropolitan Council as the Metropolitan Planning Organization (MPO). The TAQCP specifies strategies to improve the management of the region's transportation system, based on an analysis of the air quality problems in the seven-county Twin Cities area. These strategies are listed in Appendix B.

The TAQCP and the SIP contain the same measures to control CO but the SIP contains additional measures, including a mandated oxygenated gasoline program and a vehicle emissions and inspection program. The vehicle emissions and inspection program was terminated in 1999. All federally approved or financially funded functions must conform to the SIP, and be consistent with the Transportation Policy Plan. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

Conformity to the Clean Air Act Requirements

Conformity Determination Based on the U.S. Environmental Protection Agency Final Rule
The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the State Implementation Plan (SIP) to reduce emissions and keep the area in compliance with air quality standards. Conformity determinations are required on Transportation Plans, TIPs and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term “maintenance area” means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as

meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. On November 8, 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan for the former non-attainment area. The Conformity Rules lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their State Implementation Plan (SIP).

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2015-2018 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S.DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis
The TIP conformity analysis involves review of all federally funded or approved highway and transit projects, all state trunk highway projects, and all projects which meet the definition of regionally significant (see Appendix B) in the Twin Cities maintenance area. Certain project types will not have regional or local emissions impact. The TIP project tables annotate the projects "exempt" from regional emission analysis with a code under the column "AQ," corresponding to the appropriate category listed in Exhibit 3 of the Appendix. Certain types of exempt projects may require a hotspot analysis. In addition, regionally significant projects programmed in the portion of Wright County within the nonattainment area are also included as appropriate in the analysis as documented in Appendix B.

Conformity of the TIP
The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions and other supporting documentation, shows that the TIP will not result in violations of National Ambient Air Quality Standards for carbon monoxide. The TIP is fiscally constrained, and comes from the conforming metropolitan transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures
The region has implemented the adopted transportation control measures in the SIP strategies contained in the original Air Quality Control Plan. A list of the plan amendments, strategies, their status, and how they have changed with new improvements, is in Appendix B.

Thrive MSP 2040

The TIP is consistent with the 2030 Transportation Policy Plan, which is a system plan under the umbrella of Thrive MSP 2040. The Thrive MSP 2040 was adopted by the Metropolitan Council on May 28, 2014. The following summary reflects current planning policy as established in 2014. The most current forecasts are included to reflect better understanding of population, household, and employment trends in the region. These forecasts were prepared in coordination with development of Thrive MSP 2040, the update to the metropolitan development guide. Thrive MSP 2040 is the vision for the Twin Cities metropolitan area over the next 30 years. It reflects our concerns and aspirations, anticipates future needs in the region, and addresses our responsibility to future generations. Our region's investments provide an

important economic foundation so all residents of the region can prosper. Transportation, jobs, community development, affordable housing – these are the bricks-and-mortar basics that make other things possible.

A Thriving Region

The Twin Cities metropolitan area is anchored by three great rivers, dotted by hundreds of lakes, and endowed with wide expanses of green space, giving our residents beautiful landscapes that inspire and renew. Its largest river—the Mississippi—gave birth to two frontier settlements—Minneapolis and Saint Paul. From this base, our region has grown and prospered, and is now well-known for its high quality of life, strong economy and many assets:

- A resilient economy;
- Vibrant arts, music and theatre communities and professional sports
- teams;
- Rich cultural diversity;
- Abundant parks, recreational trails, conserved open space, and natural
- resources; and
- A civic tradition of shared action.

Today, the Twin Cities metropolitan area—the jurisdiction of the Metropolitan Council—is a thriving region of nearly three million people living in 186 communities across the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington. The region has emerged as a world-class metropolitan area—a great place to live, work, raise a family and do business. Forecasts prepared as part of the Thrive MSP 2040 process emphasize continued job and population growth through 2040, including adding 824,000 residents (29 percent increase over 2010) and 550,000 new jobs (36 percent increase over 2010).

Such robust growth is a sign of the region's economic health and vitality. Growth will be expected to bring greater ethnic diversity, expanded economic opportunities, and increased tax revenues. But accommodating growth is not always easy, as public concern about highway congestion and the transit system attest.

The purpose of Thrive MSP 2040*,* adopted in May 2014, is to provide a plan for how the Council and its regional partners can address such challenges. The Thrive MSP 2040 and the accompanying metropolitan system plans, including the Transportation Policy Plan, are intended to help ensure the "coordinated, orderly and economical development" of the greater Minneapolis-St. Paul metropolitan area – consisting of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties (Minn. Stat. sec. 473.851), as well as the federally-required areas in Houlton, Wisconsin.

Thrive MSP 2040 is organized around five outcomes and three principles:

Outcomes

The Metropolitan Council has listened to the aspirations voiced by the region's residents, civic, nonprofit and business leaders, and government officials and woven their thoughts and hopes into five desired outcomes that define our shared regional vision:

Stewardship advances the Metropolitan Council's longstanding mission of orderly and economical development by responsibly managing the region's natural and financial resources and making strategic investments in our region's future. Several of the major challenges that the Council was established to address—such as an aging bus fleet and inadequately treated

wastewater polluting the region's lakes, rivers, and streams—demonstrate the need for effective regional stewardship. Stewardship means:

- Responsibly managing of our region's finite resources, including natural resources—such as lakes, rivers, streams, wetlands, groundwater, high quality natural habitats, and agricultural soils—financial resources, and our existing investments in infrastructure;
- Pivoting from expanding to maintaining our region's wastewater and highway infrastructure;
- Leveraging our infrastructure investments with higher expectations of land use.

Prosperity is fostered by investments in infrastructure and amenities that create regional economic competitiveness, thereby attracting and retaining successful businesses, a talented workforce, and, consequently, wealth. Regional economic competitiveness results from strategic, long-term public and private decisions that build on and grow our region's economic strengths relative to other regions. Collectively, the region must provide great locations for businesses to succeed – particularly the industries that export products or services beyond the metropolitan area and bring revenue into the region. Advancing prosperity involves:

- Fostering the conditions for shared economic vitality by balancing major investments across the region;
- Protecting natural resources that are the foundation of prosperity;
- Planning for and investing in infrastructure, amenities and quality of life needed for economic competitiveness;
- Encouraging redevelopment and infill development across the region

Equity connects all residents to opportunity and creates viable housing and transportation options for people of all races, ethnicities, incomes and abilities so that all communities share the opportunities and challenges of growth and change. For our region to reach its full economic potential, all of our residents must be able to access opportunity. Our region is stronger when all people live in communities that provide them access to opportunities for success, prosperity, and quality of life. Promoting equity means:

- Using our influence and investments to build a more equitable region;
- Creating real choices in where people live and how people travel for all our residents, across age, race and ethnicity, economic means, and ability;
- Investing in a mix of housing affordability along the region's transitways;
- Engaging a full cross-section of the community in decision-making.

Livability focuses on the quality of our residents' lives and experiences in our region and how places and infrastructure create and enhance the quality of life that makes our region a great place to live. With abundant and beautiful open space, an active arts community, a range of housing options, and a reasonable cost of living, the Twin Cities region is widely recognized for its high quality of life.

The Metropolitan Council's focus on livability is on creating and renewing vibrant places and underlying infrastructure, investing in regional parks and affordable housing, and collaborating with partners to achieve the full range of possibilities that make our region a great place to live. Livability adds value to our region by helping to retain and attract a talented workforce, increasing living choices, building community identity, highlighting the unique qualities of local places, and supporting individual decisions that reinforce those qualities. The Council is committed to increasing livability in the region through its authorities, its investments in

infrastructure, and its collaboration with others to sustain and increase a high quality of life. Enhancing livability means:

- Promoting healthy communities and active living through planning and investments;
- Increasing access to nature and outdoor recreation through regional parks and trails;
- Supporting regional bicycle facilities to promote bicycling for transportation, recreation and healthy lifestyles;
- Providing housing and transportation choices for a range of demographic characteristics and economic means;
- Aligning resources to support transit-oriented development and walkable places.

Sustainability "Our greatest responsibility is to be good ancestors," Dr. Jonas Salk once said. And that responsibility calls us to live and act sustainably. Sustainability means protecting our regional vitality for generations to come by preserving our capacity to maintain and support our region's well-being and productivity over the long-term. The region's investments in prosperity, equity and livability will fall short over the long term if the region exhausts its resources without investing in the future. Planning for sustainability means:

- Promoting the wise use of water through expanding water conservation and reuse, increasing groundwater recharge, and optimizing surface water and groundwater use;
- Providing leadership, information and technical assistance to support local governments' consideration of climate change mitigation, adaptation and resilience;
- Operating the region's wastewater treatment and transit systems sustainably.

Principles

In addition to the five outcomes, Thrive MSP 2040 identifies three principles that guide how the Council carries out its policies, both internally and externally, to advance these outcomes.

Integration is the intentional combining of related activities to achieve more effective, greater results, leveraging multiple policy tools to address complex regional challenges and opportunities. The Metropolitan Council is committed to integrating its activities to pursue its outcomes, achieve greater efficiencies and address problems that are too complex for singular approaches. The Thrive outcomes—Stewardship, Prosperity, Equity, Livability and Sustainability—are lofty ideals that cut across the Council's functions and responsibilities. Pursuing them demands that the Council use its full range of authorities and activities in ever-more coordinated ways. Achieving integration means:

- Moving beyond organizational silos to leverage all of the Council's divisions, roles and authorities in addressing regional issues;
- Coordinating effectively with partners and stakeholders across and throughout the region.

Collaboration recognizes that shared efforts advance our region most effectively toward shared outcomes. Addressing the region's issues – particularly the emerging challenges of climate change, economic competitiveness, racial disparities, and water sustainability – requires collaboration because no single entity has the capacity or the authority to do the work alone.

Even when one entity is the primary funder or investor in a project, success requires the coordinated collaboration of a range of public and private entities to fully realize the development potential – witness, for example, the extensive partnerships supporting development beyond the rails along the METRO Green Line (Central Corridor). For the Council, acting collaboratively means:

- Being open to shared strategies, supportive partnerships and reciprocal relationships;

- Convening the region's best thinkers, experts, and stakeholders to address complex regional issues beyond the capacity or authority of any single jurisdiction or institution;
- Providing additional technical assistance and enhanced information to support local planning and decision-making.

Accountability. Results matter. Milton Friedman remarked, "One of the great mistakes is to judge policies and programs by their intentions rather than their results." For the Council, accountability represents a commitment to monitor and evaluate the effectiveness of our policies and practices toward achieving shared outcomes and a willingness to adjust course to improve performance. Thrive MSP 2040 aspires to be the foundation for regional policy that is accountable to the hopes, dreams, and vision expressed by the region's residents, local governments, and the Council's regional partners throughout the development of this document. Acting accountably means:

- Adopting a data-driven approach to measure progress toward the outcomes;
- Learning from the results of measures and indicators to guide future refinements of our policies;
- Providing clear, easily accessible information about our progress;
- Deploying the Council's authority when necessary.

Regional Growth Forecasts

By the year 2040, the Metropolitan Council forecasts that the seven-county region will add about 824,000 residents (29 percent increase over 2010) and 550,000 new jobs (36 percent increase over 2010), as noted below in Table 1.

	Table 1: Metropolitan Area Data and Forecasts, 2010-2040			
	2010	**2020**	**2030**	**2040**
Households	1,118,000	1,257,000	1,388,000	1,509,000
Population	2,850,000	3,102,000	3,381,000	3,674,000
Employment	1,548,000	1,819,000	1,953,000	2,097,000

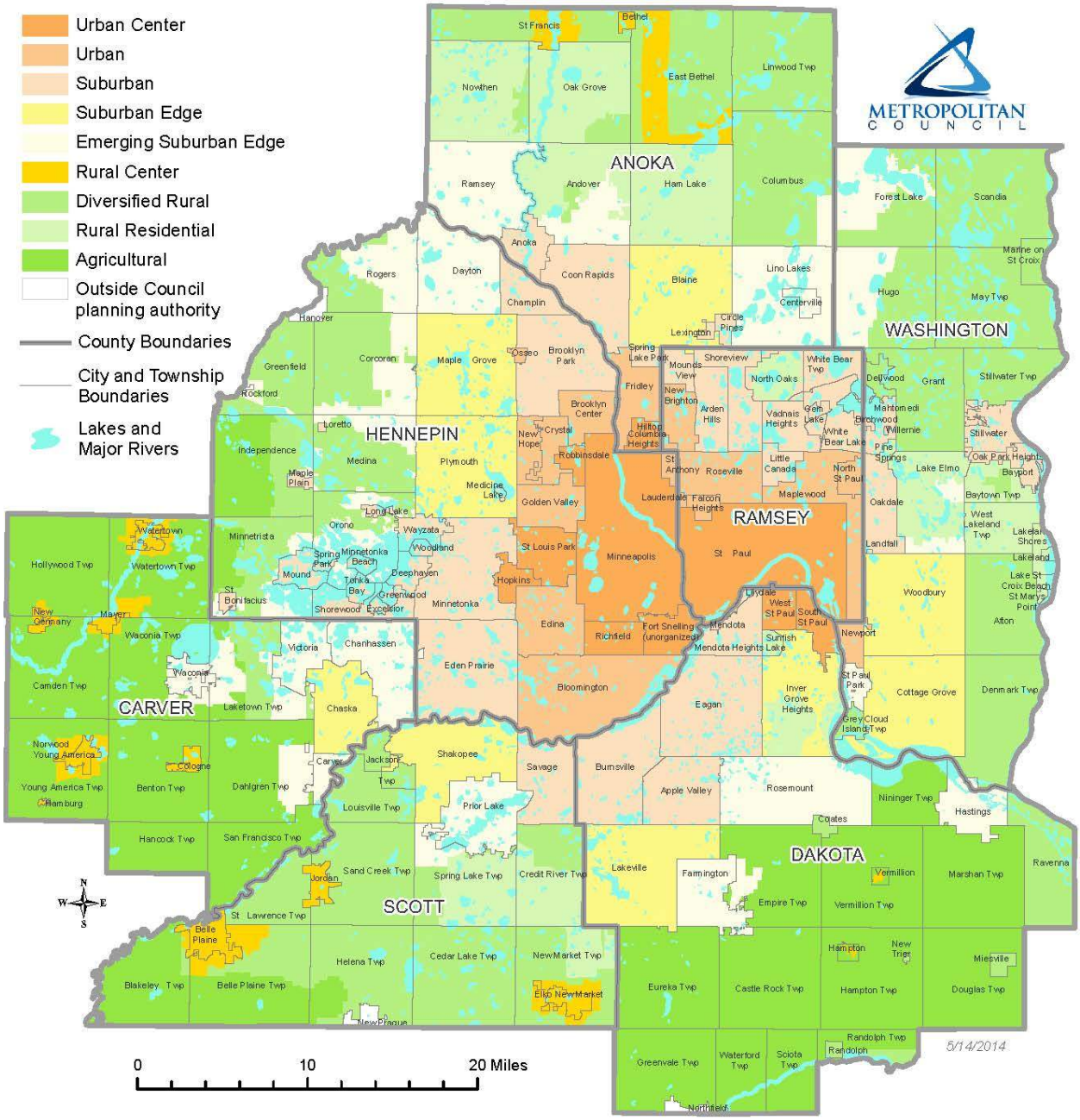
Source: Thrive MSP 2040

The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional outcomes in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess regional needs, land use patterns and infrastructure investments that will be needed to serve growth in a timely, efficient and cost-effective manner.

Special Features and Community Designations

Thrive MSP 2040 sets out different strategies for communities within the seven-county region based on their human, natural, and physical resources. The Metropolitan Council recognizes that communities are growing, developing, and redeveloping in different ways and one size does not fit all. Thrive MSP 2040 identifies an urban service area and rural area. See Figure 4 and Appendix G for a summary of special features, including community designations within the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Figure 4
Thrive MSP 2040 Community Designations



2030 Transportation Policy Plan

The overview and policies and strategies chapters of the Transportation Policy Plan, adopted in 2010, are included as Appendix C. The plan will be updated at the end of 2014.

3. PROJECT SELECTION PROCESSES AND CONSISTENCY WITH FINANCIAL RESOURCES AND ADOPTED TRANSPORTATION PLAN

This chapter discusses the sources (federal, state, regional, local) and amount of transportation funds available for projects and programs in the region, the processes used to select projects and programs for inclusion in the TIP, the balance between costs for selected projects and resources, and project consistency with the region's long-range transportation plan, the Transportation Policy Plan. A key element in the TIP fiscal constraint analysis is the balance between anticipated revenues and project costs. The detailed list of projects approved for federal highway and transit funds, State Trunk Highway funds, and Regional Capital Bonding is in Appendix A.

Processes to Allocate Federal and State Transportation Funds

Several processes are used to allocate federal and state transportation funds to the Twin Cities Metropolitan Area. As illustrated in Figure 3 and summarized in Table 7, projects have been selected for inclusion in the TIP by Congress (federal High Priority Projects and New Stars program), the TAB Regional Solicitation, MnDOT Metro District selection, and Council selection for regional transit providers.

Federal highway funding that goes to the TAB Regional Solicitation and to MnDOT Metro District is allocated by federal and state formulas. For the federal and state highway funding, MnDOT uses a process to allocate the funds to the state's eight Area Transportation Partnership regions (ATP), of which the MnDOT Metro District is one. This process ensures the regional TIPs and the State Transportation Improvement Program for highways meet the federal fiscal constraint requirement. The MnDOT fund allocation process has four steps:

1. The MnDOT Office of Transportation System Management (OTSM) identifies the amount of funds available to each ATP for the TIP period (e.g., 2015-2018) from the STP, TAP, CMAQ and HSIP programs. This funding amount is called the "funding target." The funding targets are sent to the ATPs for comment along with guidance for draft TIP preparation.
2. The ATPs, of which the MnDOT Metro District is one, develop their draft TIPs using its funding target.
3. OTSM reviews the draft TIPs, confirms the total highway funding amount programmed matches the total expected funding, and confirms fiscal constraint for the highway funding. All of the draft TIPs assembled together are called the State Transportation Improvement Program (STIP).
4. OTSM circulates the draft STIP to the ATPs. Each ATP may then modify and adopt their final TIP and submit it to MnDOT for inclusion into the final STIP.

Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the federal New Starts program (Section 5309) is secured through national competition. Chapter 1 includes a list of each federal transit funding programs and describes eligible projects. Section 5307, 5337, and 5339 funds are provided to the Council as the region's designated federal recipient and allocated among all regional providers. Section 5309 is discretionary New Starts and Small Starts funding appropriated by Congress to major transit capital projects. The New Starts funding is awarded to the Metropolitan Council after a major competitive process involving environmental review, preliminary engineering and design, and obtaining commitments of 50 percent of the total cost

of the project by local cost-sharing partners. Section 5310 and Section 5311 funds are provided to MnDOT Office of Transit as the state's designated agent.

Resources Available 2015 –2018

All federally funded projects require a local match provided by the sponsoring agency. This local match can come from state trunk highway funds, state general funds, state bond funds, motor vehicle sales tax (MVST) funds, Counties Transit Improvement Board (CTIB) sales tax funds, transit fares, regional transit capital bond funds, city or county funds, or from other agency funding. The local match funds add to the resources available to pay for the projects in the TIP.

Transportation resources available to the region for highway, transit, and non-motorized mode projects are approximately $3.6 billion over the 2015 to 2018 period (See Tables 4, 5 and 6). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan transit systems. The highway programs provide some funding used for transit projects, such as from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program funds and associated local match. Highway program funds such as the Surface Transportation Program (STP) also provide funds for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects. The approximate amounts programmed by mode are listed in Table 2. These numbers are approximate because many projects, particularly roadway projects, include investments designed for more than one mode and are listed with the primary mode served.

Table 2: Approximate Amount Programmed by Primary Mode Served*

Mode	Approximate Amount Programmed in 2015-2018 ($)	Share of total TIP (%)
Highway/Roads	1.5 billion	43
Bike/Ped Only	87 million	2
Transit/TDM	1.7 billion	47
Other/Setasides	286 million	8
Total	3.6 billion	100

*Many highway projects include significant bicycle and pedestrian elements such as trails, sidewalks, streetscape improvements and dedicated bike lanes and shoulders. The costs of these elements are not allocated to "Bike/Ped Only" in this table but the detailed tables in Appendix A may list these elements. Overall spending on bicycle and pedestrian infrastructure is higher than reflected in the "Bike/Ped Only" figure, which is the approximate sum of funds for projects dedicated solely for bicyclists and/or pedestrians. "Other/Setasides" include all projects that do not directly serve a mode such as right-of-way purchase or environmental work.

Highways and Roads

The traditional highway funding sources available to the region (including some funding to Chisago County, which is not in the Twin Cities MPO area) are summarized in Table 5. The four year total is approximately $2 billion. The four year total includes $828 million of Federal Formula funds and $441 million of State Trunk Highway funds.

MnDOT also uses the Advanced Construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the advanced construction process. MnDOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using advanced construction must be fully encumbered in the state budget for both the amount of state funds and the federal advanced construction amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10% or 20% of the project costs. The advanced construction amounts must be shown in the TIP. (The detailed tables in Appendix A identify advanced construction by project.) The advanced construction must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until advanced construction is converted or that the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. Within the TIP timeframe, $90 million of funds will be used to advance construct projects in the region (Table 4). The advanced construction funds that have been or will be used by the region by year are shown below (Table 3).

Table 3: Advance Construction Funds

To be updated in final TIP

	Advance Construction	AC Pay Back
2014		
2015		
2016		
2017		
2018		
Post 2018		
Totals		

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost, although this can be significantly higher. Local funding represents $255 million over four years.

Transit

Transit funds available to the region in 2015-2018 are summarized in Table 6. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show the highway funds allocated to transit. The region estimates a total of $716 million in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of $863 million will be used to match federal transit funds and to locally fund various transit capital investments.

Table 4

Twin Cities Transportation Improvement Program:
Four-Year Summary by Funding Source

Federal Highway		**$959 Million**
• Target	$828	
• High Priority Funds	24	
• Misc. Federal Funds	3	
• Additional MnDOT Allocation	104	
Federal Transit		**716 Million**
• Formula/Discretionary	716	
Property Tax and Other State Taxes		**1.1 Billion**
• Local and TRLF	255	
• Regional Transit Capital Bonds and Other Local Transit Funds	863	
State Trunk Highway Formula		**766 Million**
• Target	441	
• Legislative Allocation (Bonds) & lapsed projects	325	
TOTAL:		**$ 3.6 Billion**
Advance Construction (additional authorization available against future funds)		**90 Million**

Table 5
Federal Highway and State Highway Funds
Assumed to be Available to Region-2015-2018
(Millions)

	2015	2016	2017	2018	Total
Federal Highway Funds	185	196	211	236	828
State Funds (MN)	130	131	92	88	441
Target for Region	315	327	303	324	1269
Additional MnDOT Allocations	64	10	28	2	104
Legislative Allocation(Bonds) & anticipated lapsed projects	163	58	101	3	325
High Priority Projects	24	0	0	0	24
Misc Federal Funds	3	0	0	0	3
Local Funds	69	42	123	21	255
Wisconsin State Funds	13	17	1	0	31
Total Funds Available	**651**	**454**	**556**	**350**	**2,011**
Advance Construction (Additional authorization available against future funds)	52	1	36	1	90

Includes $5M of FHWA, $10M of State-MN, $2M AC, and $2M of other funds for Chisago County projects.

Table 6
Federal Transit and Matching Funds Available
And Requested by Region 2015-2018
(In Millions)

	2015	2016	2017	2018	Total
Section 5307	24.8	21.7	35.2	18.3	100.0
Section 5309	184.1	100.0	100.0	100.0	484.1
Section 5337	43.6	27.4	26.6	34.4	132.0
Total Federal Funds	**252.5**	**149.1**	**161.8**	**152.7**	**716.1**
Local Match	121.7	306.7	323.4	111.5	863.3
Total Funds Available	**374.2**	**455.8**	**485.2**	**264.2**	**1,579.4**

Project Selection Processes and Criteria

The processes followed for selection of projects to use the resources described above vary depending on the type of funds. The sources of federal transportation funds that come to the region are summarized below, along with the processes followed for project selection and the agency that is responsible for each selection process. These processes are described on the following pages.

Table 7 Summary of Federal Project Funding Categories and Selection Processes

Funding Category	Project Selection Process Followed
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	
• National Highway Performance Program (NHPP)	MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC)
• Surface Transportation Program (STP), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
• Highway Safety Improvement Program	Competitive regional solicitation process

(HSIP)	conducted by MnDOT and TAB
Federal Transit Funding	
• Section 5307	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban transit provider assistance
• Section 5309	Selected and appropriated by Congress
• Section 5310	MnDOT Office of Transit/Statewide Competitive Process
• Section 5311	MnDOT Office of Transit/Categorical Allocation
• Section 5337 and 5339	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council

Project Selection Process for Additional Federal Highway Funds by MnDOT Metro District with Assistance from the Capital Improvement Committee

The MnDOT Metro District, with guidance from its partners through the Capital Improvement Committee (CIC), identifies and selects projects on the state trunk highway system to be funded using National Highway Performance Program funds and included in the TIP. The CIC membership includes staff from MnDOT Metro District, the Transportation Advisory Board, the Metropolitan Council, and six representatives of the TAB's Technical Advisory Committee (TAC). The CIC provides guidance in developing investment strategies for MnDOT programs, prioritizing projects across program categories, and identifying major programming issues for consideration by MnDOT Metro District leadership (in the Metro District Program Committee) and the TAC Funding and Programming Committee. Investment decisions with statewide impacts may be elevated to the Transportation Program Investment Committee (TPIC) for consideration. TPIC membership includes the Metro District Engineer and other agency-wide leadership.

Metropolitan Council and MnDOT have cooperatively identified priorities to be used in the selection of major projects to be included in the TIP. The priorities and projects are drawn from the Transportation Policy Plan and the Minnesota State Highway Investment Plan 2014-2033 (MnSHIP). Investments and specific projects are identified consistent with priorities outlined in those plans, which over the next 10 years balance preservation of existing infrastructure with investments in safety, new connections for multiple modes, and some projects that advance economic development and quality of life objectives.

Competitive Regional Project Selection Process

The Metropolitan Council and its Transportation Advisory Board (TAB) conduct a competitive process for the selection of local projects for federal highway funding and inclusion in the TIP. The Regional Solicitation was designed by the region's partners to help the region implement its plans and high priority projects and programs and it is a key biennial responsibility of the Transportation Advisory Board to the Metropolitan Council. The TAB's Regional Solicitation allocates approximately 29 percent of the federal highway funds that are available to the region. The Regional Solicitation process directs federal funds to a variety of locally-initiated projects that address transportation problems and help implement regional transportation and development policies. These locally-initiated projects from cities and counties reflect local and regional priorities and are products of local comprehensive and transportation planning programs. These local projects must be consistent with the region's long-range Transportation Policy Plan. Projects using STP, CMAQ, TAP, Highway Safety Improvement, and Railroad Safety funding programs are selected through the Regional Solicitation process. The priorities for project selection are based on the goals and policies in the Regional Development Framework and Transportation Policy Plan.

The 2011 Regional Solicitation selected projects for federal highway funding in program years 2015 and 2016 in the following categories:

- Principal Arterials
- A-Minor Arterials (a local, administrative classification of minor arterials with regional importance)
  - Reliever
  - Augmentors
  - Expanders
  - Connectors
- CMAQ — Transit Expansion
- CMAQ — Transportation System Management
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Highway Safety Improvement Program (HSIP)
- Railroad Safety (RRX)

Highway Safety Improvement Program and Railroad Safety projects were evaluated and ranked through a process administered by MnDOT due to the specialized technical nature of the projects. The TAB's Funding and Programming Committee reviewed and approved the criteria MnDOT proposed for HSIP and RRX project evaluation, and TAB approved the prioritized list of projects for funding.

Subcommittees of the TAB's TAC Funding and Programming Committee evaluated and ranked all categories of projects for the 2011 Regional Solicitation for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP) funding. Recommended projects were reviewed and approved by the Funding and Programming Committee and, using the subcommittee rankings,

the Funding and Programming Committee recommended funding allocation options to be considered by TAC and recommended to TAB. The TAB accepted and approved the ranked list of projects and funding allocation developed through the 2011 Regional Solicitation process.

Qualifying and prioritizing criteria were used to evaluate each project and they varied by category. The evaluations produced a score and category ranking for each project, based on the project's anticipated performance for each prioritizing criteria. The qualifying and prioritizing criteria were developed consistent with and for the purposes of implementing regional transportation priorities and plans. Examples of qualifying criteria and categories of prioritizing criteria are listed below.

Examples of Qualifying Criteria

- The project must be consistent with the policies of the Regional Development Framework and region's Transportation Policy Plan adopted by the Metropolitan Council.
- The project must implement a solution to a transportation problem discussed in a local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional, or state agency.
- The proposer must include with the project's application a letter from the agency with jurisdiction over the facility affected indicating the agency is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.
- The proposer must show that the project has been coordinated with all affected communities, the appropriate transit operator, and other levels of government.

Categories of Prioritizing Criteria

- Consistency with the Regional Development Framework
- Integration of land use and transportation
- Demonstrated present and future need for facility
- Service provided
- Characteristics of area or population served
- Integration of modes
- Reduction of congestion on principal or minor arterials
- Increase in hourly person through-put
- Accident prevention and control
- Cost effectiveness
- Air quality

Regional Solicitation Selected Projects

A summary of the federal funding allocated by category through the Regional Solicitation process in 2011 is shown in Table 8. This table reports only the federal funds allocated to the projects and does not include the local match.

In 2014, TAB conducted two solicitations for 2017 funding for $6,320,000 from the Transportation Alternatives Program (TAP) and for $20 million of regionally-significant transit projects through Congestion Mitigation Air Quality (CMAQ). Because recommendations for these solicitations were not finalized before the development of this draft TIP, the approved projects will be included as appendices in this draft for the purpose of public review and comment. The projects funded through these two solicitations will be included in the tables and analysis for the final 2015-2018 TIP.

Funding for the 2017 Surface Transportation Program and for roadway system management projects through Congestion Mitigation Air Quality (CMAQ) is expected to be programmed in the next full regional solicitation, which is targeted for release in Fall 2014.

Table 8

Summary of Federal Funding Allocated Through the TAB'S 2011 Regional Solicitation for Projects in State Fiscal Years 2015 and 2016

(Federal funds/in millions)

	2015	2016	Total
PROGRAM CATEGORY			
Transportation Alternatives (TAP)	$8.4	$8.4	$16.8
Congestion Mitigation Air Quality (CMAQ)	$21.4	$20.2	$41.6
Surface Transportation Program (STP)	$52.8	$44.4	$97.2
Highway Safety Improvement Program (HSIP)	$12.0	$12.2	$24.2
Railroad-Highway Grade Separated Crossing Safety Program	$1.8	$1.8	$3.6
TOTALS	**$82.6**	**$73**	**$155.6**

Transit Project Selection for Sections 5307, 5337, 5339, and 5309 New Starts/Major Capital Investment Funding

The federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for bus, light rail vehicle and locomotive purchases; bus and rail vehicle rebuilding; shelters; garages; guideway improvements such as shoulder bus lanes, light rail track and systems; and maintenance and operations. These projects are identified in The Council's six-year Capital Improvement Program, which is a tool used to implement the regional transportation plan. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds. The Metropolitan Council was awarded a full funding grant agreement in 2011 as part of 5309 New Starts/Major Capital Investment funding for construction of the region's second light rail transit line, the Green Line (Central Corridor). Construction will be completed during the timeframe of this TIP.

Transit Project Selection for Sections 5310 and 5311 Funding

The federal transit Section 5310 and 5311 funds are allocated by MnDOT's Office of Transit. The Section 5310 funds are competitively allocated through a statewide process to non-profit agencies for vehicles. Projects are selected annually so each year the TIP is revised or amended and a new table of projects is included for the next fiscal year. Section 5311 allocates operating funds for small city transit service. The amount is determined based on formula. There are three transit services in the region that receive funds.

Balance of Selected Projects with Available Financial Resources

MAP-21 requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues and is called fiscal constraint.

For federal and state highway funding, the state and region have agreed on a process that ensures a balance exists between federal highway funding resources and expenditures as discussed at the beginning of Chapter 3. The highway project program costs identified in Table 9 for 2015 to 2018 closely match the funds available as shown in Table 5, and the highway project program costs identified in Table 10 for State Fiscal Year 2015 match the funds available in as shown Table 5. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance only requires transit funds match the approved project costs in the first year of the TIP. The projects funded with federal transit and local matching funds for 2015 have a total value of approximately $252 million (Table 6). Additional funds are programmed for transit from CMAQ and STP funds and are shown in the project listings in Appendix A.

Table 9
DISTRIBUTION OF FEDERAL HIGHWAY, STATE TRUNK HIGHWAY AND MATCHING FUNDS (in millions)
2015-2018

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	$135	$103	$0	$32	$4
TAP	$44	$32	$0	$12	$1
STP	$349	$270	$24	$55	$0
NHPP	$627	$396	$52	$179	$83
HPP	$39	$24	$1	$14	$0
100% State Funded (MN)	$435	$0	$416	$19	$0
HSIP	$58.0	$52.5	$1.2	$4.3	$0
Bond Proj with no Fed $$	$261	$0	$10	$251	$0
Misc Fed	$15	$3	$0	$12	$0
Wisconsin State Funds	$32	$0	$32	$0	$0
TOTAL	**$1995**	**$881**	**$536**	**$578**	**$88**

Table 10
DISTRIBUTION OF FEDERAL HIGHWAY, STATE TRUNK HIGHWAY AND MATCHING FUNDS (in millions)
2015 Annual Element

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	$36	$25	$0	$11	$4
TAP	$13	$9	$0	$4	$1
STP	$71	$57	$1	$13	$0
NHPP	$101	$81	$18	$2	$47
HPP	$39	$24	$1	$14	$0
100% State Funded (MN)	$171	$0	$163	$8	$0
HSIP	$16	$15	$0	$1	$0
Bond Proj with no Fed $$	$174	$0	$7	$167	$0
Misc Fed	$15	$3	$0	$12	$0
Wisconsin State Funds	$13	$0	$13	$0	$13
TOTAL	**$649**	**$214**	**$203**	**$232**	**$65**

**Advanced construction is shown in Tables 9 and 10 but the AC amounts are not included in the totals.

State Highways and Local Transportation Operations and Maintenance

Based on MnDOT's Highway Systems Operations Plan 2012-2015, the region's operations and maintenance costs for the highway system during the four-year 2015-2018 TIP are estimated to be $223 million. Based on state data for metro area cities and counties for all local roadways, local operations expenditures for the four-year 2015-2018 TIP time period are estimated to be $1.5 billion.

The 2030 TPP identifies operations and maintenance as a program, but does not forecast specific costs for operation and maintenance of the MnDOT highway system; these kinds of costs will be included in the 2040 TPP scheduled for adoption in late 2014. The Council will coordinate with MnDOT and other local partners to develop more refined maintenance and operations costs for future plan and program updates.

Consistency with the Regional Transportation Plan and Priorities

All projects in the TIP must be consistent with the region's long-range transportation plan, the Transportation Policy Plan. As discussed in Chapter 2 and Appendix C, the region's transportation investment priorities are:

- Preservation, safety, and mobility, in this order, for the principal and A-minor arterials making up the Regional Highway System owned and operated primarily by MnDOT and the seven metropolitan counties. Mobility investment priorities are active traffic management, Congestion and Safety Management Plan (CMSP), additional or extended MnPASS lanes, and Strategic Capacity Enhancement projects.
- Preservation, operation, maintenance, and expansion, in this order, for the entire transit system.
- Investment in the bicycle and pedestrian system with priority for separate bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling and walking.
- Projects supporting multiple modes such as bus-only shoulders on highways, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors, and rail/truck intermodal terminals.
- Investments in a wide range of Travel Demand Management (TDM) initiatives that help to avoid and manage congestion.

The highway projects identified in Table 10 are consistent with and are either programmatically or specifically identified in the 2030 Transportation Policy Plan adopted by the Metropolitan Council on November 10, 2010, and amended on April 30, 2014. The 2030 TPP identifies operations and maintenance as a program, but does not forecast specific costs for operation and maintenance of the MnDOT highway system; these kinds of costs will be included in the 2040 TPP scheduled for adoption in late 2014. The 2030 TPP identifies highway preservation as a program and states it will include projects like routine resurfacing and bridge improvements. Funds assigned in this TIP to preservation projects are $605 million and 35.1% of total federal and state funds available to the region. The 2030 TPP identifies highway safety as a program and states it will include capacity, Highway Safety Improvement Program (HSIP), and cooperative agreement projects. Approximately $199 million, or 11.5%, will be spent on safety projects. The 2030 TPP identifies mobility programs and projects. The mobility programs are active traffic management and opportunities identified through the congestion management and safety plan (CMSP). The plan's mobility projects are MnPASS lanes and other strategic capacity enhancements that cannot be addressed by CMSP or MnPASS projects like completion of Trunk Highway 610. The combined federal and state funds allocated to mobility projects represent approximately $520 million, or 30.1%. A significant part of these funds labeled mobility are, in fact, required to reconstruct the highways as the mobility projects are carried out. It is difficult to separate one part of the work from another. In addition to these three areas, the TIP includes several highway-related "set-asides" that reserve funds for right-of-way and supplemental agreements, activities that are difficult to identify in advance. Right-of-way needs for projects vary significantly by locale and based on court decisions. Supplemental agreements consist of contract changes due to unforeseen costs, such as poor or polluted soils, or for cost overruns. The combined funds allocated for highway set-asides are $186 million, or 10.8% of the total funds available.

The “other” category in Table 11 includes agreements with local governments, enhancements, transit and non-motorized projects. These projects represent 12.5%, or $215 million. Local agreements cover work in MnDOT right-of-way where MnDOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities included.

The projects funded through federal transit programs are consistent with and are either programmatically or specifically identified in the 2030 Transportation Policy Plan. The 2030 TPP identifies preservation, maintenance, and operations as programs. Federal transit funds in this TIP assigned to preservation, maintenance, and operations are approximately $68 million, or 27 percent, of total federal transit funding in 2014 in the TIP. The 2030 TPP also identifies transit expansion as a program. It does not specify Americans with Disabilities Act and Dial-a-ride, local bus, or express bus projects because these kinds of service improvements are typically more detailed than what should be included in a long-range transportation plan, and the 2030 TPP explicitly identifies candidate projects for transitway expansion, including bus rapid transit and light rail transit. Federal transit funds in this TIP assigned to transit expansion are approximately $184 million of total federal transit funding in the TIP for 2015. (An additional $14 million from federal highway funds is programmed for transit expansion in 2015.)

The bicycle and pedestrian projects are consistent with the 2030 Transportation Policy Plan. The 2030 TPP emphasizes the need for bicycle and pedestrian improvements as a program and specific projects are not identified in the plan. The policies in the 2030 TPP identify bicycle and pedestrian needs, and the criteria used to select projects are intended to fund projects that best fulfill these policies.

Table 11
2015-2018 ALLOCATION OF FEDERAL HIGHWAY AND STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions $)

	2015	2016	2017	2018	Total	
					$$	%
Preservation	156	168	143	138	605	35.1%
Safety	57	55	43	44	199	11.5%
Mobility	198	81	165	76	520	30.1%
Setasides for R/W, Cost Overruns, Supplemental Agreements	78	44	35	29	186	10.8%
Other(agreements, enhancements, transit)	80	47	47	41	215	12.5%
TOTAL FED/STATE FUNDS	**569**	**395**	**433**	**328**	**1725**	**100.0%**
Local Funds	69	42	123	21	255	
TOTAL FUNDS AVAILABLE	**638**	**437**	**556**	**349**	**1980**	
Advance Construction	52	1	36	1	90	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Tables 12 and 13 identify the major highway and transit projects in the 2015-2018 TIP, cost, and status of each. The discussion here summarizes the progress made on major projects and projects authorized in the previous fiscal year, 2014 (Table A-14). During the past year, major projects completed included:

- Target Field Station (Interchange) Construction
- TH 169/I-494 Interchange Reconstruction

The status of major transit capital projects appears in Table 12. Replacement bus contracts have been regularly let. Target Field Station in Minneapolis is a major transit project currently under construction and scheduled for completion in this year.

All of the major projects are either specifically included in the region's long-range transportation plan or are consistent with the plan's policies. The tables and maps in the Transportation Policy Plan also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as funds become available.

PROJECTS AUTHORIZED IN FISCAL YEAR 2014

Another measure of plan implementation is the projects and project values authorized in the previous fiscal year. These projects were in the 2014-2017 TIP. They have now been removed since they have advanced to a point of authorization of funds. These project authorizations, in addition to the status of major projects (Tables 12 and 13), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2014 are recorded in Table A-14. The total value of these project authorizations is approximately $943 million. FTA funded projects are not included in this total because funds for these projects are applied for on an ongoing basis.

Table 12

STATUS OF MAJOR HIGHWAY PROJECTS

Project	Cost Estimates (000s)	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
TH 52 Lafayette Bridge over the Mississippi River	$185,000	2012	2015	Chapter 152, Tier I Bridge Replacement, Under Construction
I-35E from I-94 to TH 36 (incl. Cayuga Bridge)	$118,000	2014	2015	Chapter 152, Tier 1 Bridge Replacement
TH 36, St. Croix Bridge	$488,335	2014, 2015	2016	New 4-lane bridge and approaches, TH95 interchange. Cost share with WI Chapter 152 provides funding for MN share.
I-494 General purpose lane btwn TH 55 & I-94/694, auxiliary lanes, reconstruction	$86,000	2015	2016	General purpose lane combined with auxiliary lanes, overlay, signing, noise walls, bridge redecking and widening
TH 610 Freeway construction	$103,000-131,000		2017	4-lane freeway construction from County Road 81 to I-94
I-94 auxiliary and general purpose lanes from TH 241 to TH 101	$35,000-46,000		2015	General purpose lane westbound from TH 101 to TH 241, eastbound auxiliary lane from TH 241 to TH 101
I-694 from Rice to Lexington	442,000		2017	Construct a third general purpose lane, reconstruction, noise wall, median barrier

Table 13

STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Cost	Federal Participation	Grant Application	Type	Project Status
Green Line (Central Corridor) Transitway	957,000,000	474,000,000	*To be applied, funds identified in Appendix A*	State Bond Funds Local Match	Under Construction/ Opening in 2014
Southwest Corridor Light Rail Transit	600,000,000	300,000,000		Local Match	Preliminary Engineering

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration

Appendix A

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

Federal Highway-Funded Projects Page

A-1 Congestion Mitigation Air Quality (CMAQ) Projects A-1

A-2 Transportation Alternatives (TAP) Projects A-4

A-3 Surface Transportation Program (STP) Projects A-7

A-4 Demonstration/High Priority A-13

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Federal Transit-Funded Projects

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Other Project Listings

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A-15 Wisconsin Projects A-117

Appendix A

Key to Tables

The tables are broken into the various "most likely" funding categories and are sorted by: Local/MnDOT, Agency, Trunk Highway, State Project Number. The description of each column is shown below.

Year	The State Fiscal year the project is scheduled to be let.
PRT	The major project this project is a part of - see attached list.
Route	The highway the project is located on. A "999" means multiple routes or a location has yet to be determined.
Project Number	The MnDOT project number.
Description	The location and work to be accomplished by the project.
Agency	The agency with jurisdiction over the project.
Category	The project type: Preservation, Replacement, Management, Expansion, Transit, Trails or Other.
PRG	MnDOT Program categories

AM Agreements	SR Safety Rail
BI Bridge Improvement	BT Bike Trails, Trails
BR Bridge Replacement	MC Major Construction
RC Reconstruction	RD Reconditioning
RS Resurfacing	RX Road Repair
SC Safety-Capacity	SH Safety Hazard Elimination
TM Traffic Management	TR Transit

AQ	TIP air quality category. See Appendix B for description of codes.
Total $	Total estimated cost of project.
Fed $	Federal funding for the project. In some instances the federal funding is greater than the funding allocated by the STP selection process. This was necessary to completely fund the larger projects.
DEMO $	Total federal demonstration funding for the project.
State $	MnDOT state funding for the project.
Local $	Total contribution from the local agency involved in the project.

MnDOT Metro District Construction Projects

2015-2018 Parent Projects

These are significant projects that will be constructed over a number of years and divided into numerous small projects. The parent number is provided in a separate column on the tables in Appendix A to help the reader identify these projects.

This page will be updated in the final TIP.

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After

Twin Cities Metropolitan Area

2015 - 2018 Transportation Improvement Program

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		BB	TRS-TCMT-15A	TR	CMAQ: PURCHASE FIVE BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON SNELLING AVENUE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH STREET IN MPLS	3,709,150	2,967,320	0	0	741,830	METRO TRANSIT	A20
2015		BB	TRS-TCMT-15B	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON SNELLING AVE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH ST IN MPLS	4,332,691	3,466,153	0	0	866,538	METRO TRANSIT	A20
2015		BB	TRS-TCMT-15C	TR	CMAQ: PURCHASE 3 COACH BUSES FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M	1,800,000	1,440,000	0	0	360,000	SHAKOPEE	T10
2015		BB	TRS-TCMT-15D	TR	CMAQ: THREE YEARS OF STARTUP OPERATING FUNDS FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M	1,600,533	1,280,426	0	0	320,107	SHAKOPEE	T10
2015		BB	TRS-TCMT-15E	TR	CMAQ: PURCHASE SIX BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON WEST 7TH STREET IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT	3,510,980	2,808,784	0	0	702,196	METRO TRANSIT	A20
2015		BB	TRS-TCMT-15F	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON WEST 7TH ST IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT	3,123,839	2,499,071	0	0	624,768	METRO TRANSIT	A20
2015		CSAH 23	019-623-029	TM	CMAQ: CSAH 23 & CSAH 42-FIBER OPTIC INSTALLATION, TRAFFIC SIGNAL MGMT SYS, SIGNAL TIMING	1,153,900	923,120	0	0	230,780	DAKOTA COUNTY	T6
2015		CSAH 32	019-632-032	TM	CMAQ: INSTALL FIBER OPTIC CABLE FOR SIGNAL INTERCONNECTION ALONG CSAH 32 IN EAGAN INCLUDING TRAFFIC MONITORING EQUIPMENT, FLASHING YELLOW ARROWS AND RETIMING AND COORDINATION	519,200	415,360	0	0	103,840	DAKOTA COUNTY	S7
2015		LOCAL 99	141-030-021	TM	CMAQ: UPGRADE OF THE TRAFFIC SIGNAL CONTROL SYSTEM AT 262 LOCATIONS IN MPLS ENHANCING THE ITS AND SIGNAL COORDINATION CAPABILITIES THROUGH NEW CONTROLLERS, ADVANCED DETECTOR TECHNIQUES AND TMC UPGRADES	3,245,000	2,596,000	0	0	649,000	MINNEAPOLIS	E2

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		LOCAL 99	TRS-TCMT-15	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	0	0	875,000	MET COUNCIL-MT	AQ1
2015		MN 51	6216-133	TM	FROM DAN PATCH AVE/MIDWAY PKWY IN FALCON HEIGHTS/SAINT PAUL TO I694 IN ARDEN HILLS-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	708,225	566,580	0	141,645	0	MNDOT	E2
2015		PED/BIKE	091-090-078	BT	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PROJECT, PAYBACK IN FY16)	11,424,000	2,400,000	3,760,000	0	5,264,000	THREE RIVERS PARK DISTRICT	AQ2
2016		BB	TRS-TCMT-16A	TR	CMAQ: PURCHASE FOUR BUSES FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON	1,607,320	1,072,082	0	0	535,238	METRO TRANSIT	A20
2016		BB	TRS-TCMT-16B	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON	8,842,206	5,927,918	0	0	2,914,288	METRO TRANSIT	A20
2016		BB	TRS-TCMT-16C	TR	CMAQ: PURCHASE FIVE BUSES FOR LIMITED STOP SERVICE ON E 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD	2,009,150	1,476,725	0	0	532,425	METRO TRANSIT	A20
2016		BB	TRS-TCMT-16D	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON EAST 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD	7,514,836	5,523,275	0	0	1,991,561	METRO TRANSIT	A20
2016		LOCAL 99	107-030-006	TM	CMAQ:INSTALLATION OF INTERCONNECT INFRASTRUCTURE, COMMUNICATIONS EQUIPMENT AND MANAGEMENT SOFTWARE, IMPLEMENTATION OF PHASING MODIFICATIONS AND DEVELOPMENT AND INSTALLATION OF NEW COORDINATED TIMING PLANS THROUGH BLOOMINGTON	1,120,000	896,000	0	0	224,000	BLOOMINGTON	E2

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		LOCAL 99	TRS-TCMT-16	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	0	0	875,000	MET COUNCIL-MT	T1
2016		MN 252	2748-62	TM	FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	839,039	671,232	0	167,807	0	MNDOT	E2
2016		PED/BIKE	091-090-078AC	BT	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PAYBACK 1 OF 1)	3,760,000	3,760,000	0	0	0	THREE RIVERS PARK DISTRICT	AQ2
2016		US 169	2750-82	TM	FROM MN610 IN BROOKLYN PARK TO US10 IN ANOKA-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	1,152,197	921,758	0	230,439	0	MNDOT	E2
2017		LOCAL 99	880M-CMAQ-17	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2017	34,213,455	27,370,764	0	0	6,842,691	MNDOT	NC
2018		LOCAL 99	880M-CMAQ-18	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2018	33,875,000	27,100,000	0	0	6,775,000	MNDOT	NC
				Totals		138,810,721		3,760,000		31,428,262		
							103,082,568		539,891			

Twin Cities Metropolitan Area

2015 - 2018 Transportation Improvement Program

TABLE A-2
Transportation Alternative Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		PED/BIKE	010-090-005	EN	FROM 1ST ST BRIDGE OVER W CHASKA CREEK IN CHASKA TO MAIN ST IN CITY OF CARVER (SW OF INTERSECTION OF HICKORY ST)-PEDESTRIAN/BICYCLE TRAIL AND TRAILHEAD FACILITIES	757,900	606,320	0	0	151,580	CARVER COUNTY	AQ2
2015		PED/BIKE	019-090-016	EN	FROM DAKOTA CSAH 38 TO JOHNNY CAKE RIDGE ROAD IN APPLE VALLEY-PEDESTRIAN/BICYCLE TRAIL INCLUDING BRIDGE	1,818,135	1,100,000	0	0	718,135	DAKOTA COUNTY	AQ2
2015		PED/BIKE	062-090-002	EN	FROM LONG LAKE REGIONAL PARK IN NEW BRIGHTON TO CR H IN MOUNDS VIEW-PEDESTRIAN/BICYCLE TRAIL	1,442,320	1,100,000	0	0	342,320	RAMSEY COUNTY	AQ2
2015		PED/BIKE	082-090-005	EN	FROM US 61 TO US 10 IN DENMARK TOWNSHIP-PEDESTRIAN/BICYCLE TRAIL	1,683,000	1,100,000	0	0	583,000	WASHINGTON COUNTY	AQ2
2015		PED/BIKE	092-090-052	EN	ON THE GATEWAY STATE TRAIL OVER HADLEY AVE NORTH IN OAKDALE-PEDESTRIAN/BICYCLE TRAIL BRIDGE	1,650,000	1,100,000	0	0	550,000	DNR	AQ2
2015		PED/BIKE	110-020-031AC	EN	**AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK-PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PAYBACK 1 OF 1)	687,108	687,108	0	0	0	BROOKLYN PARK	AQ2
2015		PED/BIKE	164-030-011	EN	ON E 7TH ST FROM ARCADE ST TO BUSH; ON ARCADE ST FROM E 7TH ST TO BRIDGE OVER PHALEN BLVD; ON FOREST ST FROM WELLS ST TO REANEY AVE IN ST PAUL; AND ON REANEY AVE FROM FOREST ST TO JOHNSON PKWY-SIDEWALKS, LANDSCAPING, TREES, PEDESTRIAN LIGHTING, ON-STREET	529,411	423,536	0	0	105,875	SAINT PAUL	O9
2015		PED/BIKE	164-646-001	EN	ON RAYMOND AVE FROM HAMPDEN AVE TO ENERGY PARK DR IN ST PAUL-STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING, BIKE LANES, PEDESTRIAN LIGHTING	1,826,330	1,100,000	0	0	726,330	SAINT PAUL	O9
2015		PED/BIKE	179-090-004	EN	**AC**FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL AND TRAILHEAD ($1.04M IS TAP, $500K IS FLAP) (AC PROJECT, PAYBACK IN 2017)	2,200,000	780,892	759,108	0	660,000	BURNSVILLE	AQ2

TABLE A-2
Transportation Alternative Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		PED/BIKE	188-090-002	EN	FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL	1,124,267	899,410	0	0	224,857	LAKEVILLE	AQ2
2016		PED/BIKE	091-090-076	EN	FROM BOONE AVE N/36TH AVE N IN NEW HOPE TO 32ND AVE N AND XENIA AVE N IN CRYSTAL-PEDESTRIAN/BICYCLE TRAIL	1,153,600	922,880	0	0	230,720	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	091-090-077	EN	ALONG 57TH AVE N FROM E OF TH 100 TO N MISSISSIPPI REGIONAL PARK IN BROOKLYN CENTER-PEDESTRAIN/BICYCLE TRAIL	1,435,840	1,120,000	0	0	315,840	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	127-020-029	EN	FROM MAIN STREET (CR 102) AND 57TH AVE NE TO 44TH AVE NE ACROSS I-694 IN FRIDLEY-PEDESTRIAN/BICYCLE BRIDGE AND TRAIL CONNECTION	1,442,560	1,120,000	0	0	322,560	FRIDLEY	AQ2
2016		PED/BIKE	130-090-004	EN	AT THREE POINTS ALONG THE VERMILLION RIVER BETWEEN THE INTERSECTION OF 3RD ST AND BAILY ST TO VERMILLION FALLS PARK IN HASTINGS-PEDESTRIAN/BICYCLE TRAIL	1,008,000	806,400	0	0	201,600	HASTINGS	AQ2
2016		PED/BIKE	141-030-022	EN	ON 7TH AND 8TH ST S FROM 1ST AVE N TO CHICAGO AVE AND ON 6TH AND 9TH ST S FROM 1ST AVE N TO 2ND AVE S IN MPLS-LANDSCAPING, PEDESTRIAN LIGHTING, PEDESTRIAN SAFETY IMPROVEMENTS	2,016,000	1,120,000	0	0	896,000	MINNEAPOLIS	O9
2016		PED/BIKE	141-220-005	EN	RECONSTRUCTION OF 6TH AVE N WITH PRESERVATION OF HISTORIC PAVERS AND LOADING DOCKS, INSTALLATION OF SIDEWALKS FROM 5TH ST N TO THE END OF ST N OF WASHINGTON AVE	2,799,104	1,120,000	0	0	1,679,104	MINNEAPOLIS	O9
2016		PED/BIKE	164-646-002	EN	ON RAYMOND AVE FROM ENERGY PARK DR TO COMO AVE, STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING	1,472,240	1,120,000	0	0	352,240	SAINT PAUL	O9
2016		PED/BIKE	199-090-001	EN	FROM MISSISSIPPI W REGIONAL PARK TO CITY LIMITS 3/8 MI W OF MNDOT WAYSIDE REST AREA/DAYTONPORT ROADSIDE PARKING AREA IN CITY OF RAMSEY-PEDESTRIAN/BICYCLE TRAIL	1,631,739	1,120,000	0	0	511,739	RAMSEY	AQ2
2017		LOCAL 99	880M-TAP-17	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2017	7,901,115	6,320,892	0	0	1,580,223	MNDOT	NC

TABLE A-2
Transportation Alternative Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2017		PED/BIKE	179-090-004AC	EN	**AC**FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL AND TRAILHEAD (AC PAYBACK 1 OF 1)	759,108	759,108	0	0	0	BURNSVILLE	AQ2
2018		LOCAL 99	880M-TAP-18	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2018	8,850,000	7,080,000	0	0	1,770,000	MNDOT	NC
				Totals		44,187,777		759,108		11,922,123		
							31,506,546		0			

TABLE A-3
STP Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		CSAH 10	010-610-046	RD	FROM JUST N OF CSAH 30 IN WACONIA TWP TO TH 7 IN WATERTOWN TWP-RECONSTRUCTION INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND WIDENING SHOULDERS	4,867,500	3,894,000	0	0	973,500	CARVER COUNTY	S4
2015		CSAH 135	027-735-003	BR	ON CSAH 135 (TONKAWA RD) OVER THE MAXWELL CHANNEL OF LAKE MINNETONKA IN ORONO-REPLACE BRIDGE #90621	1,072,000	792,000	0	0	280,000	HENNEPIN COUNTY	S19
2015		CSAH 17	070-617-024	RC	FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL	8,470,000	6,776,000	0	0	1,694,000	SCOTT COUNTY	A20
2015		CSAH 35	157-020-026	RD	FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT CSAH 35 INCLUDING TRANSIT, BIKE AND PED FACILITIES	5,183,545	4,146,836	0	0	1,036,709	RICHFIELD	A20
2015		CSAH 42	019-642-051	EN	ALONG THE NORTH SIDE OF CSAH 42 FROM NICOLLET AVE TO ELM DRIVE IN BURNSVILLE-PED/BICYCLE TRAIL	3,692,233	2,953,786	0	0	738,447	DAKOTA COUNTY	AQ2
2015		CSAH 42	062-642-007	RD	CSAH 42 (FORD PKWY) FROM W OF HOWELL ST TO SNELLING AVE IN ST PAUL -RECONSTRUCT TO INCLUDE RAISED MEDIANS, BIKE AND TURN LANES AT INTERSECTIONS, NEW TRAFFIC SIGNALS AND SIDEWALK UPGRADES (TIED TO 6215-103)	3,330,896	2,664,717	0	0	666,179	RAMSEY COUNTY	S10
2015		CSAH 60	019-650-014AC	RC	**AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND 2-LANE TO 4-LANE DIVIDED HWY ON CSAH 50 N FROM CSAH 60 TO JUREL WAY AND ON CSAH 60 W FROM CSAH 50 TO ORCHARD TRAIL (AC PAYBACK 1 OF 1)	1,308,800	1,308,800	0	0	0	DAKOTA COUNTY	NC
2015		CSAH 8	070-608-022	RD	FROM CSAH 91 TO THE DAKOTA COUNTY LINE-RECONSTRUCT INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND A MULTI-USE TRAIL TO CONNECT TO AN EXISTING TRAIL IN DAKOTA COUNTY	4,730,000	3,784,000	0	0	946,000	SCOTT COUNTY	S19
2015		I 35W	160-020-025	RD	AT I-35W AND CLEVELAND AVE IN ROSEVILLE-RECONSTRUCT RAMP TERMINALS INCLUDING DUAL LEFT TURN LANES ON NB CLEVELAND AVE	1,490,730	1,192,584	0	0	298,146	ROSEVILLE	E3

TABLE A-3
STP Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		LOCAL 99	062-631-015AC	BI	**AC** ON MARYLAND AVE AND APPROACHES BETWEEN L'ORIENT ST AND JACKSON ST IN ST PAUL-RECONSTRUCT BRIDGE #62525 (AC PAYBACK 1 OF 1)	748,000	748,000	0	0	0	RAMSEY COUNTY	S19
2015		LOCAL 99	141-328-024	BI	ON 10TH AVE SE OVER THE MISSISSIPPI RIVER IN MPLS-REHABILITATION OF CONCRETE ARCH STRUCTURE OF BRIDGE #2796	7,500,000	3,369,300	0	0	4,130,700	MINNEAPOLIS	S19
2015		LOCAL 99	141-425-006	RC	HENNEPIN/LYNDALE AVE FROM DUNWOODY BLVD TO FRANKLIN AVE-RECONSTRUCTION, SIGNAL WORK AND PED/BICYCLE FACILITIES	9,119,000	7,295,200	0	0	1,823,800	MINNEAPOLIS	E3
2015		LOCAL 99	164-158-021AC	BI	**AC**ON KELLOGG BLVD OVER THE RAVINE BETWEEN WABASHA ST AND SAINT PETER ST IN ST PAUL-RECONSTRUCT BRIDGE #92797 (AC PAYBACK 1 OF 1)	2,745,600	2,745,600	0	0	0	SAINT PAUL	S19
2015		LOCAL 99	189-020-023	SC	ON WEAVER LAKE RD AT DUNKIRK LANE, XENE LANE, AND NIAGARA LANE IN MAPLE GROVE-CONSTRUCT ROUNDABOUTS	2,620,305	2,096,244	0	0	524,061	MAPLE GROVE	E1
2015		MN 101	238-010-003AC	MC	**AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PAYBACK 1 OF 1)	5,368,066	5,368,066	0	0	0	ROGERS	S10
2015		MN 149	195-010-010AC	RC	**AC**FROM TH 55 TO JUST SOUTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 2)	1,023,134	1,023,134	0	0	0	EAGAN	A20
2015		MN 5	2701-49	RS	FROM 0.1 MI W OF CSAH 4 (EDEN PRAIRIE RD) TO 0.1 MI E OF FULLER RD/VENTURE LANE IN EDEN PRAIRIE-MILL AND OVERLAY, CURB & GUTTER, ADA, APS, DRAINAGE, GUARDRAIL	765,000	612,000	0	153,000	0	MNDOT	S10
2015		MN 51	6216-130	BR	AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE AND WIDEN BRIDGE 62010 (NEW BRIDGE 62038), ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL	2,720,000	2,176,000	0	544,000	0	MNDOT	S19
2015		MN 55	195-010-011AC	MC	**AC**FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-WIDEN FROM 4 TO 6-LANE EXPANSION, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 1)	2,640,000	2,640,000	0	0	0	EAGAN	A20
2015		MN 999	8825-507	SC	**ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS, SIDEWALKS & APS INSTALLATION	955,000	764,000	0	191,000	0	MNDOT	AQ2

TABLE A-3
STP Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		CSAH 11	002-611-034	RC	FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD-RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES	4,183,200	3,346,560	0	0	836,640	ANOKA COUNTY	A20
2016		CSAH 116	002-716-015	MC	FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING	11,477,760	7,840,000	0	0	3,637,760	ANOKA COUNTY	A20
2016		CSAH 146	027-746-005	BR	ON CSAH 146 (BROWN RD) OVER LONG LAKE CREEK IN ORONO-REPLACE BRIDGE #90622	560,000	448,000	0	0	112,000	HENNEPIN COUNTY	S19
2016		CSAH 24	002-624-026	RC	FROM CR 72 (RUM RIVER BLVD)/POPPY ST THROUGH KERRY ST IN ST FRANCIS-RECONSTRUCT INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS AND MULTI-USE TRAIL	1,848,000	1,478,400	0	0	369,600	ANOKA COUNTY	S19
2016		CSAH 34	107-020-065	RC	FROM W94TH ST TO T8500 BLOCK OF NORMANDALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS	8,120,000	6,496,000	0	0	1,624,000	BLOOMINGTON	A20
2016		CSAH 46	027-646-007	BR	OVER GODFREY PKWY IN MPLS-REPLACE BRIDGE #90585	2,240,000	1,792,000	0	0	448,000	HENNEPIN COUNTY	S19
2016		CSAH 53	027-653-021	RD	FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD-RECONSTRUCT	19,700,000	7,840,000	0	0	11,860,000	HENNEPIN COUNTY	A20
2016		I 35E	6280-370	SC	FROM SHEPARD ROAD TO KELLOGG BLVD IN ST. PAUL - REPLACE LIGHTING SYSTEMS	1,800,000	1,440,000	0	360,000	0	MNDOT	S18
2016		LOCAL 99	164-020-123	RC	FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE-EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS	10,026,296	7,840,000	0	0	2,186,296	SAINT PAUL	A20
2016		LOCAL 99	164-080-012	BI	ON WHEELOCK PKWY OVER THE TROUT BROOK STORM WATER STREAM, TROUT BROOK REGIONAL TRAIL AND CP RAILWAY BETWEEN ABLE ST AND PARK ST IN ST PAUL-RECONSTRUCT BRIDGE #90396	2,464,000	1,960,000	0	0	504,000	SAINT PAUL	S19

TABLE A-3
STP Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		MN 100	2733-89	RD	FROM JCT I494 IN BLOOMINGTON TO JUST N OF W 36TH ST IN ST LOUIS PARK-BITUMINOUS OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES 9431, 9500, 27103, 27104 AND MISC REPAIR OF BRIDGES 27210, 9432, 27029, 27102	16,040,000	12,832,000	0	3,208,000	0	MNDOT	S11
2016		MN 3	1920-41	RS	JUST 0.1 MI S MN50 IN CASTLE ROCK TWP TO WILLOW ST IN FARMINGTON-MILL AND OVERLAY ON MAINLINE AND FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, SIGNALS, ADA PED RAMPS	1,330,000	1,064,000	0	266,000	0	MNDOT	S10
2016		MN 3	1921-98	RS	FROM S OF WILLOW ST IN FARMINGTON TO JUST N OF 170TH STREET/ DAKOTA CR-58 IN EMPIRE TWP -MILL & OVERLAY AND DRAINAGE	1,865,000	1,492,000	0	373,000	0	MNDOT	S10
2016		MN 999	880M-ADA-16	SC	**ADA** DISTRICTWIDE SETASIDE FOR ADA PROJECT - FY 2016	1,080,000	860,000	0	220,000	0	MNDOT	NC
2016		MN 999	880M-RS-16	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2016	1,392,000	1,113,600	0	278,400	0	MNDOT	NC
2016		US 61	8206-45	SC	NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE-RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES	6,720,000	5,376,000	0	1,344,000	0	MNDOT	E1
2017		CITY	141-454-001AC	BR	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 1 OF 1)	8,960,000	8,960,000	0	0	0	MINNEAPOLIS	S19
2017		CITY	164-158-020AC	BR	**AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PAYBACK 1 OF 1)	1,100,000	1,100,000	0	0	0	SAINT PAUL	S19
2017		CSAH 81	027-681-034	RC	FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKILYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL	13,350,000	7,840,000	0	0	5,510,000	HENNEPIN COUNTY	A20
2017		CSAH 9	019-609-018AC	RC	**AC**FROM SCOTT CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PAYBACK 1 OF 1)	5,610,000	5,610,000	0	0	0	DAKOTA COUNTY	S19

TABLE A-3
STP Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2017		LOCAL 99	164-090-014	EN	FROM HARRIET ISLAND REGIONAL PARK IN ST PAUL TO THE MISSISSIPPI RIVER REGIONAL TRAIL IN SOUTH ST PAUL-PED/BICYCLE TRAIL	7,693,280	6,154,624	0	0	1,538,656	SAINT PAUL	AQ2
2017		LOCAL 99	880M-STP-17	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2017	12,087,137	9,669,710	0	0	2,417,427	MNDOT	NC
2017		MN 110	1918-110	RD	**AB**FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAMATION/WHITE TOPPING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS	7,435,000	5,948,000	0	1,487,000	0	MNDOT	O6
2017		MN 13	7001-112	RS	FROM E OF US 169 IN SAVAGE TO JUST E OF WASHBURN AVE IN BURNSVILLE-MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, GUARDRAIL, ADA, SIGNAL REPLACMENT	5,535,000	4,428,000	0	1,107,000	0	MNDOT	S10
2017		MN 149	1917-45	RS	FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL- PAVEMENT PRESERVATION, TURN LANE, SIGNAL, ADA AND DRAINAGE	5,665,000	4,428,000	0	1,107,000	130,000	MNDOT	S10
2017		MN 149	195-010-010AC1	RC	**AC**FROM TH 55 TO JUST SOUTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS (AC PAYBACK 2 OF 2)	865,666	865,666	0	0	0	EAGAN	A20
2017		MN 50	1904-27	RS	FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 & 81, DRAINAGE, GUARDRAIL, ADA IMPROVEMENTS	5,030,000	4,024,000	0	1,006,000	0	MNDOT	S10
2017		MN 51	6216-127	RD	FROM PIERCE BUTLER (CSAH 33) IN ST PAUL TO MN36 IN ROSEVILLE-CPR AND DIAMOND GRINDING, DRAINAGE, TMS, ADA & INTERSECTION IMPROVEMENTS	5,070,000	3,968,000	0	992,000	110,000	MNDOT	S10
2017		MN 999	880M-ADA-17	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2017	1,950,000	1,560,000	0	390,000	0	MNDOT	NC
2017		MN 999	880M-BI-17	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2017	2,455,000	1,964,000	0	491,000	0	MNDOT	NC
2017		MN 999	880M-RS-17N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2017	835,000	668,000	0	167,000	0	MNDOT	NC
2017		MN 999	880M-SC-17N	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS ON NON-NHS - FY 2017	1,005,000	804,000	0	201,000	0	MNDOT	NC

TABLE A-3
STP Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2018		LOCAL 99	880M-STP-18	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2018	50,250,000	40,200,000	0	0	10,050,000	MNDOT	NC
2018		MN 21	7002-47	RD	FROM JUST S OF SCOTT-CSAH37(7TH ST NW) TO MILL ST - BITUMINOUS OVERLAY, TURN LANES, ADA IMPROVEMENTS	5,700,000	4,560,000	0	1,140,000	0	MNDOT	E1
2018		MN 3	1921-94	RD	**AB**MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL- BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3-BITUMINOUS MILL & OVERLAY	4,980,000	3,984,000	0	996,000	0	MNDOT	S10
2018		MN 47	2726-74	RD	FROM 27TH AVE NE IN MPLS TO 40TH AVE NE IN COLUMBIA HEIGHTS - MILL AND OVERLAY, ADA	2,780,000	2,224,000	0	556,000	0	MNDOT	S10
2018		MN 62	2773-10	RC	FROM BEACH RD TO UNDER TRACY AVE BRIDGE AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62- CONCRETE REHAB WITH DIAMOND GRINDING, MILL AND OVERLAY, SIDEWALK	7,350,000	5,880,000	0	1,470,000	0	MNDOT	S10
2018		MN 7	2706-237	RD	FROM JUST E OF I494 TO JUST W OF LOUISANA AVE- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS	5,680,000	4,544,000	0	1,136,000	0	MNDOT	S10
2018		MN 77	2758-75	BI	MN77 SB COLLECTOR RD UNDER KILLEBREW DR (FLY OVER RAMP BRIDGE) - MILL AND OVERLY BRIDGE 27046 DECK, JOINT REPLACEMENT, BEARING REHAB, PAINTING, SUBSTRUCTURE AND RAILING WORK AND APPROACH PANEL REPAIRS	1,140,000	912,000	0	228,000	0	MNDOT	S19
2018		MN 999	880M-BI-18N	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2018	20,000,000	16,000,000	0	4,000,000	0	MNDOT	NC
2018		MN 999	880M-RS-18N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2018	4,250,000	3,400,000	0	850,000	0	MNDOT	NC
				Totals		347,972,148		0		54,445,921		
							269,264,827		24,261,400			

Twin Cities Metropolitan Area

2015 - 2018 Transportation Improvement Program

TABLE A-4
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		CITY	164-070-008	RW	**MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,337,250	1,069,800	1,069,800	0	0	267,450	SAINT PAUL	O4
2015		CITY	164-070-009	RC	**MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,395,771	1,116,617	1,116,617	0	0	279,154	SAINT PAUL	O1
2015		CSAH 3	027-603-051	MC	**MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	6,796,043	5,436,834	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	A20
2015		CSAH 3	027-603-053	MC	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(2001 APPROPRIATIONS ACT)	2,864,445	2,291,556	2,291,556	0	0	572,889	HENNEPIN COUNTY	A20
2015		CSAH 3	027-603-055	MC	**MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	1,799,800	1,439,840	1,439,840	0	0	359,960	HENNEPIN COUNTY	A20
2015		CSAH 42	019-642-044	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	11,000,000	2,624,675	2,624,675	0	0	8,375,325	DAKOTA COUNTY	E3
2015		CSAH 42	019-642-045	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	300,000	300,000	0	0	75,000	DAKOTA COUNTY	E3
2015		MN 36	8214-144	PL	**MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	339,950	271,960	271,960	0	67,990	0	MNDOT	O1
2015		MN 55	027-030-014	RW	**MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU)	1,014,314	399,181	399,181	0	0	615,133	HENNEPIN COUNTY	O4

TABLE A-4
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		MN 55	027-596-005	RW	**MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU)	1,736,354	590,553	590,553	0	0	1,145,801	HENNEPIN COUNTY	O2
2015		MN 610	2771-37E	MC	**MN266** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	399,932	399,932	399,932	0	0	0	MNDOT	A20
2015		MN 610	2771-37F	MC	**MN249** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	490,000	490,000	490,000	0	0	0	MNDOT	A20
2015		MN 610	2771-37G	MC	**MN119** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	116,233	92,986	92,986	0	0	23,247	MNDOT	A20
2015		MN 610	2771-37H	MC	**MN235** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	4,204,068	3,363,254	3,363,254	0	0	840,814	MNDOT	A20

TABLE A-4
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		MN 610	2771-37RW1	RW	**MN211**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	2,107,164	1,685,731	1,685,731	0	421,433	0	MNDOT	O4
2015		MN 610	2771-37RW2	RW	**MN226**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	1,873,034	1,498,427	1,498,427	0	374,607	0	MNDOT	O4
2015		MN 610	2771-37RW3	RW	**MN119**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	936,518	749,214	749,214	0	187,304	0	MNDOT	O4
2015		US 61	1913-64B	BR	**MN261**HASTINGS BRIDGE 19004 (2010 APPROPRIATIONS ACT-STP)	91,967	91,967	91,967	0	0	0	MNDOT	S19
2015		US 61	1913-64E	CA	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP)	50,000	50,000	50,000	0	0	0	MNDOT	O1
2015		US 61	1913-64F	CA	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE 2 (2010 APPROPRIATIONS ACT-STP)	50,000	50,000	50,000	0	0	0	MNDOT	O2
2015		US 61	1913-64G	CA	**MN261**HASTINGS BRIDGE 19004-POST CONSTRUCTION SURVEY OF HISTORICAL BLDGS (2010 APPROPRIATIONS ACT-STP)	100,000	100,000	100,000	0	0	0	MNDOT	O1
2015		US 61	1913-74	RB	**MN261**HASTINGS BRIDGE 19004-STAGING AREA FOR HASTINGS BRIDGE REPLACEMENT - PRAIRIE RESTORATION (2010 APPROPRIATIONS ACT-STP)	50,000	50,000	50,000	0	0	0	MNDOT	O6
				Totals		39,127,843		24,162,527		1,051,334			
							24,162,527		0		13,913,982		

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		I 35E	6281-20	BI	RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK AND WIDEN BRIDGE 62834, REPLACE APPROACH PANELS, CONCRETE OVERLAY ON CSAH 96 BETWEEN CENTERVILLE RD AND WHITE BEAR PARKWAY AND RAMPS FROM I35E TO CSAH 96, DRAINAGE, REPLACE TRAFFIC SIGNALS, ADA PED TRAIL	4,485,000	3,100,500	0	344,500	1,040,000	MNDOT	S19
2015		I 35E	6281-25	BR	FROM 0.2 MILE S OF RAMSEY CR E (CSAH 15) TO 0.5 MILE S OF RAMSEY CSAH 96 IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 (NEW 62729) AND 9568 (NEW 62730) INCLUDING PROFILE ADJUSTMENTS ON BOTH SIDES OF BRIDGE, MILL AND UNBONDED CONCRETE OVERLAY, ADA, RETAINING WAL	20,555,000	18,499,500	0	2,055,500	0	MNDOT	S19
2015		I 35W	6284-171	BR	AT RAMSEY CSAH 12 (CR F) IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9599 WITH BRIDGE 62890 AND APPROACHES, GUARDRAIL, PED/BIKE TRAIL	3,215,000	2,790,000	0	310,000	115,000	MNDOT	S19
2015		I 394	2789-136	RS	JUST E OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE #27770D AND ON I94 NEAR JCT I94 AND I394 IN MPLS-MILL AND OVERLAY, MINOR CPR, DIAMOND GRINDING, DRAINAGE, ADA UPGRADES, GUARDRAIL, SIGNAL LOOPS AND REMOVE/REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON B	4,900,000	4,410,000	0	490,000	0	MNDOT	S10
2015		I 494	2785-330	MC	**PV40M**ADA5M**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIG	86,030,000	26,788,000	47,000,000	12,012,000	230,000	MNDOT	A20
2015		I 94	6282-200	BR	AT MACKUBIN STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9737 (NEW PED BRIDGE 62892), SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	1,630,000	1,467,000	0	163,000	0	MNDOT	S19

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		MN 100	2734-33AC	MC	**AC**FROM 36TH ST TO 26TH ST IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309(NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILLI	3,800,000	3,800,000	0	0	0	MNDOT	A20
2015		MN 36	8214-114RW2	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION	700,000	560,000	0	140,000	0	MNDOT	A20
2015		MN 36	8221-01AC	BR	**AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 1)	8,368,663	8,368,663	0	0	0	MNDOT	A20
2015		MN 77	1925-52	BI	OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	3,540,000	2,832,000	0	708,000	0	MNDOT	S19
2015		US 169	2776-03RW15	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	1,150,000	920,000	0	230,000	0	MNDOT	O4
2015		US 169	7008-100	SC	**PV40M**US169 FROM MN 282 TO 0.9 MI N OF MN 21 IN JORDAN - RECONSTRUCT/OVERLAY MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES; REPLACE JOINTS, MILL AND OVERLAY BRIDGES 6802, 6803, 6804 ON US169 AND 6859 ON MN282; MIN	7,910,000	6,328,000	0	1,582,000	0	MNDOT	S9
2015		US 52	1928-60	SC	FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,665,000	1,332,000	0	333,000	0	MNDOT	S18
2016		I 35W	6284-166	RS	**PV40M**FROM RAMSEY CR C IN ROSEVILLE TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, STRIPING (TIED TO 6284-163)	7,645,000	6,880,500	0	764,500	0	MNDOT	S19
2016		I 494	2785-330AC1	MC	**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO	31,000,000	31,000,000	0	0	0	MNDOT	A20

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		I 94	6282-204	BI	FROM JUST E OF DALE ST TO JUST W OF PELHAM BLVD IN ST PAUL - REPAIR SUBSTRUCTURE UNITS ON BRIDGES 9379, 9381, 9452, 9457, 9663, REDECK AND OVERLAY BRIDGES 9383, 62813, 62845, 9387, ADA PED RAMPS, GUARDRAIL UPGRADE, DRAINAGE	6,065,000	5,458,500	0	606,500	0	MNDOT	S19
2016		I 94	6283-175	SC	EB I94 FROM E 7TH ST EXIT TO PED BRIDGE 62868 IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	4,045,000	3,640,500	0	404,500	0	MNDOT	A20
2016		I 94	6283-234	RC	**PV40M**FROM JUST E MOUNDS BLVD IN ST PAUL TO JUST E OF MN120 IN WOODBURY AND ON US61 FROM JUST N OF BURNS AVE TO W JCT MN5 IN ST PAUL- UNBONDED CONCRETE OVERLAY, BITUMINOUS M&O, CONCRETE WHITE TOPPING, REPAIR BRIDGES 62706, 62861, 62862, 62838 AND 62870	31,350,000	28,215,000	0	3,135,000	0	MNDOT	S10
2016		MN 280	6241-102	RS	**PV40M**FROM JUST S COMO IN ST PAUL TO I35W IN ROSEVILLE-MILL AND OVERLAY, RECONSTRUCT RAMP AT NB MN280 TO I35W, ADA RAMP IMPROVEMENTS, DRAINAGE, AND GUARDRAIL	2,800,000	2,240,000	0	560,000	0	MNDOT	S10
2016		MN 999	880M-ML-16	RC	DISTRICTWIDE SETASIDE FOR MANAGED LANE IMPLEMENTATION PROJECT - FY 2016	13,935,000	11,148,000	0	2,787,000	0	MNDOT	NC
2017		I 35W	2782-327	MC	**AC**FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE BRIDGES 9731 (27822, 27777), 9733 (27844, 27841), 27842, 27843, 27867 (27V47, 27V48), 27868, 27869 (27W02), 27870 (27W03),	269,165,000	56,220,000	36,000,000	0	176,945,000	MNDOT	A20
2017		I 494	2785-330AC2	MC	**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO	16,000,000	16,000,000	0	0	0	MNDOT	A20

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2017		I 94	2781-432	RD	FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER-MAJOR CPR AND DIAMOND GRINDING, SIGNING, GUARDRAIL, TMS, DRAINAGE AND MISC REPAIR ON 50 BRIDGES (TIED TO 2781-452 & 2781-453)	33,590,000	30,231,000	0	3,359,000	0	MNDOT	S10
2017		I 94	2781-452	BI	OVER GLENWOOD AVE IN MPLS-REPAIR BRIDGES 27726, 27726A, 27726B, 27727, 27727A, 27727B, 27728 (TIED TO 2781-432 & 2781-453)	1,635,000	1,471,500	0	163,500	0	MNDOT	S19
2017		I 94	2781-453	BI	AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR (TIED TO 2781-432 & 2781-452)	2,500,000	2,250,000	0	250,000	0	MNDOT	S19
2017		MN 999	880M-RS-17	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2017	975,000	780,000	0	195,000	0	MNDOT	NA
2017		MN 999	880M-SC-17	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS ON NHS - FY 2017	150,000	120,000	0	30,000	0	MNDOT	NC
2017		US 169	2772-105	RD	JUST NORTH OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY -CPR WITH DIAMOND GRINDING AND MILL AND OVERLAY, DRAINAGE, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586)	12,515,000	10,012,000	0	2,503,000	0	MNDOT	S10
2018		I 35	8280-47	RC	FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8-BITUMINOUS MILL AND UNBONDED CONCRETE OVERLAY, REPLACE BRIDGES 82815, 02804, AUXILLIARY LANE FROM I35/I35W/I35E TO MN97	36,175,000	32,557,500	0	3,617,500	0	MNDOT	A20
2018		I 35W	2782-327AC	MC	**AC**FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE BRIDGES 9731 (27822, 27777), 9733 (27844, 27841), 27842, 27843, 27867 (27V47, 27V48), 27868, 27869 (27W02), 27870 (27W03),	36,000,000	36,000,000	0	0	0	MNDOT	A20
2018		I 94	2781-447	BI	WB RAMP OVER LRT AND CITY ST LOCATED JUST E OF JCT OF MN 55 IN MPLS AND ON I494 OVER 34TH ST IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK	1,310,000	1,179,000	0	131,000	0	MNDOT	S19

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2018		MN 999	880M-BI-18	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NHS - FY 2018	13,985,000	11,188,000	0	2,797,000	0	MNDOT	NC
2018		MN 999	880M-CM-18	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2018	16,000,000	8,800,000	0	7,200,000	0	MNDOT	NC
2018		MN 999	880M-RS-18	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2018	4,020,000	3,216,000	0	804,000	0	MNDOT	NC
2018		MN 999	880M-SC-18	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS ON NHS - FY 2018	1,885,000	1,508,000	0	377,000	0	MNDOT	NC
2018		US 169	7008-111	RC	FROM MN25 TO MN282 - UNBONDED CONCRETE OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, ENSION CABLE GUARDRAIL	17,995,000	14,396,000	0	3,599,000	0	MNDOT	S10
				Totals		708,688,663		83,000,000		178,330,000		
							395,707,163		51,651,500			

Twin Cities Metropolitan Area

2015 - 2018 Transportation Improvement Program

TABLE A-6
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		CSAH 10	062-610-004	SH	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-INTERSECTION IMPROVEMENT INCLUDING REPLACE TRAFFIC SIGNAL AND TURN LANES	1,200,000	630,000	0	0	570,000	RAMSEY COUNTY	E1
2015		CSAH 116	027-716-010	SH	CR 116 AT CSAH 150 IN ROGERS-INTERSECTION LIGHTING	27,500	24,750	0	0	2,750	HENNEPIN COUNTY	S18
2015		CSAH 14	010-030-007	SH	AT VARIOUS LOCATIONS IN CARVER COUNTY-PED COUNTDOWN TIMERS, YELLOW ARROWS ADV WALK CYCLE, ADA IMPROVEMENTS	535,680	482,112	0	0	53,568	CARVER COUNTY	S7
2015		CSAH 144	027-030-032	SH	GROUND IN EDGE LINE STRIPING ON HENNEPIN CSAH 144 AND HENNEPIN CSAH 19	130,836	117,752	0	0	13,084	HENNEPIN COUNTY	S4
2015		CSAH 15	082-615-028	SH	FROM S OF MENDEL RD TO N OF 110TH ST IN STILLWATER TOWNSHIP-LEFT AND RIGHT TURN LANES	393,600	354,240	0	0	39,360	WASHINGTON COUNTY	E1
2015		CSAH 152	027-030-036	SH	INSTALL PEDESTRIAN COUNT DOWN TIMERS ON HENNEPIN CSAH 152, CSAH 81 AND CSAH 3	276,048	248,443	0	0	27,605	HENNEPIN COUNTY	S7
2015		CSAH 18	002-030-006	SH	INSTALL EMBEDDED WET REFLECTIVE STRIPING ON ANOKA CSAH 18 AND CSAH 22	73,440	66,096	0	0	7,344	ANOKA COUNTY	S4
2015		CSAH 18	002-618-030	SH	ANOKA CSAH 18 (BROADWAY AVE) AT CR 62 (KETTLE RIVER BLVD) IN COLUMBUS-ROUNDABOUT	550,000	495,000	0	0	55,000	ANOKA COUNTY	E1
2015		CSAH 19	027-619-022	SH	AT HENNEPIN CSAH 30 IN CORCORAN-INTERSECTION LIGHTING	27,500	24,750	0	0	2,750	HENNEPIN COUNTY	S18
2015		CSAH 2	070-602-020AC	SH	**AC**AT SCOTT CSAH 46 IN NEW MARKET-ROUNDABOUT (AC PAYBACK 1 OF 1)	784,778	784,778	0	0	0	SCOTT COUNTY	E1
2015		CSAH 22	002-030-008	SH	INTERSECTION LIGHTING AND WET REFLECTIVE STRIPING ON ANOKA CSAH 22 AND CSAH 116	268,380	241,542	0	0	26,838	ANOKA COUNTY	S18
2015		LOCAL 99	070-030-008	SH	INSTALLATION OF PED COUNT DOWN TIMERS AT 37 LOCATIONS IN SCOTT COUNTY	399,600	359,640	0	0	39,960	SCOTT COUNTY	S7
2015		LOCAL 99	107-030-007	SH	INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH MINOR RDWY IMPROVEMENTS AT 3 LOCATIONS IN BLOOMINGTON	189,600	170,640	0	0	18,960	BLOOMINGTON	S7
2015		LOCAL 99	107-444-007	SH	LINDAU LANE/IKEA WAY IN BLOOMINGTON-REMOVAL OF APPROXIMATELY 380FT OF MEDIAN	1,232,000	1,108,800	0	0	123,200	BLOOMINGTON	S9

TABLE A-6
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		LOCAL 99	132-030-003	SH	MAIN ST FROM 5TH AVE TO 13TH AVE IN HOPKINS-PUSH BUTTONS, PED COUNT DOWN TIMERS, APS AND ADA IMPROVEMENTS AT 9 INTERSECTIONS	734,400	660,960	0	0	73,440	HOPKINS	S7
2015		LOCAL 99	141-030-025	SH	17 INTERSECTIONS IN MPLS-INSTALL SPECIAL COLORED MARKING AND SIGNING TREATMENTS FOR BICYCLE CONFLICT ZONES	187,000	168,300	0	0	18,700	MINNEAPOLIS	AQ2
2015		LOCAL 99	141-211-014	SH	4TH AVE S BETWEEN 3RD ST S AND 11TH ST S IN MPLS-OVERHEAD SIGNAL INDICATIONS AT 9 INTERSECTIONS	786,500	707,300	0	0	79,200	MINNEAPOLIS	S7
2015		LOCAL 99	189-102-011	SH	WEAVER LAKE RD AT DUNKIRK LANE IN MAPLE GROVE-CONVERT SIGNALIZED INTERSECTION TO ROUNDABOUT	1,138,610	1,024,749	0	0	113,861	MAPLE GROVE	E1
2015		LOCAL 99	880M-SHL-15	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015	216,100	194,490	0	0	21,610	MNDOT	NC
2015		MN 5	2732-104	SH	**SEC164**I494 IN BLOOMINGTON TO MN55 IN MPLS-CABLE MEDIAN BARRIER	244,000	244,000	0	0	0	MNDOT	S9
2015		MN 55	1910-44	SR	UP RR, COURTHOUSE BLVD IN HASTINGS-INSTALL CANTS, UPGRADE TO GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	MNDOT	S8
2015		MN 62	2773-12	SH	**SEC164**I494 TO US169 IN MINNETONKA/EDEN PRAIRIE-CABLE MEDIAN BARRIER	304,000	304,000	0	0	0	MNDOT	S9
2015		MN 62	2775-24	SH	**SEC164**MN77 TO 34TH AVE S IN MPLS-CABLE MEDIAN BARRIER	260,000	260,000	0	0	0	MNDOT	S9
2015		MN 999	8825-503	SH	METROWIDE (I-35, I-494, I-694, MN212 AND MN41)-INSTALL GROUND IN WET REFLECTIVE EDGE MARKING	798,000	718,200	0	79,800	0	MNDOT	S4
2015		RR	10-00120	SR	TCWR RR, CARVER CSAH 41 IN RANDOLPH TOWNSHIP (1/2 MILE E OF COLOGNE)-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	MNDOT	S8
2015		RR	27-00308	SR	CP RR, 5TH AVE S (M220) IN HOPKINS-INSTALL CANTS–UPGRADE TO GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	MNDOT	S8
2015		RR	27-00309	SR	PGR RR, W 84TH ST, M1230 IN BLOOMINGTON-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	MNDOT	S8
2015		RR	27-00310	SR	PGR RR, W 90TH ST, MSAS 130 IN BLOOMINGTON-UPGRADE CANTILEVERS AND ADD LEDS	225,000	225,000	0	0	0	MNDOT	S8
2015		RR	27-00311	SR	UP RR, PENNSYLVANIA AVE, M72 IN GOLDEN VALLEY-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	MNDOT	S8
2015		US 10	0214-44	SH	**SEC164**FROM I35W IN MOUNDS VIEW TO MN 610 IN BLAINE-CABLE MEDIAN BARRIER	718,000	718,000	0	0	0	MNDOT	S9

TABLE A-6
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		US 212	2762-98	SH	**SEC164**POWERS BLVD IN CHANHASSEN TO I494 IN EDEN PRAIRIE-CABLE MEDIAN BARRIER	1,368,000	1,368,000	0	0	0	MNDOT	S9
2015		US 52	1907-107	SH	FROM DAKOTA CSAH 46 IN COATES TO N JCT OF MN 55 IN INVER GROVE HTS-CABLE MEDIAN BARRIER	1,620,000	1,458,000	0	162,000	0	MNDOT	S9
2015		US 61	6222-173	SR	CP RR, JUST S OF RAMSEY CSAH 9 (BUFFALO ST) IN WHITE BEAR LAKE-INSTALL CANTS, UPGRADE TO GATES	350,000	350,000	0	0	0	MNDOT	S8
2016		CSAH 1	002-601-047	SH	FROM BLACKFOOT ST TO TH10/47 WEST RAMPS-HIGH VISIBILITY PAVEMENT MARKINGS	303,240	272,916	0	0	30,324	ANOKA COUNTY	S4
2016		CSAH 11	019-611-011	SH	FROM COMMONWEALTH DRIVE TO PARKVIEW LANE IN BURNSVILLE-CONVERT 4-LANE ROADWAY TO 3 LANES	855,000	769,500	0	0	85,500	DAKOTA COUNTY	NC
2016		CSAH 152	027-030-035	SH	INSTALL PEDESTRIAN COUNT DOWN TIMERS ON HENNEPIN CSAH 152, CSAH 2, CSAH 33 AND CSAH 153	236,664	212,998	0	0	23,666	HENNEPIN COUNTY	S7
2016		CSAH 159	027-030-033	SH	GROUND IN EDGE LINE STRIPING AT VARIOUS LOCATIONS IN HENNEPIN COUNTY	908,922	818,030	0	0	90,892	HENNEPIN COUNTY	S4
2016		CSAH 8	019-608-001	SH	DAKOTA CSAH 8 (WENTWORTH AVE) AT DAKOTA CSAH 73 (OAKDALE AVE) IN W ST. PAUL-ROUNDABOUT	896,000	806,400	0	0	89,600	DAKOTA COUNTY	E1
2016		LOCAL 99	070-030-007	SH	SHOULDER WIDENING AND PAVING ON VARIOUS ROADWAYS IN SCOTT COUNTY	2,280,000	2,052,000	0	0	228,000	SCOTT COUNTY	S4
2016		LOCAL 99	141-030-023	SH	35TH AND 36TH ST BETWEEN PARK AVE AND BLAISDALE AVE IN MPLS-CONSTRUCT OVERHEAD SIGNAL INDICATIONS AT 16 INTERSECTIONS	1,344,000	1,209,600	0	0	134,400	MINNEAPOLIS	S7
2016		LOCAL 99	141-030-024	SH	38 SIGNALIZED INTERSECTIONS IN MPLS-INSTALL PEDESTRIAN COUNTDOWN SIGNALS	341,600	306,880	0	0	34,720	MINNEAPOLIS	S7
2016		LOCAL 99	141-030-028	SH	INSTALL OVERHEAD SIGNAL INDICATIONS AT VARIOUS LOCATIONS IN MINNEAPOLIS	2,586,533	2,327,880	0	0	258,653	MINNEAPOLIS	S7
2016		LOCAL 99	161-030-001	SH	COUNTDOWN TIMERS, PED REFUGES, PED RAMPS AND SIDEWALK AT VARIOUS LOCATIONS IN ST. ANTHONY	770,153	693,138	0	0	77,015	ST ANTHONY VILLAGE	S7
2016		LOCAL 99	880M-SHL-16	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016	821,486	739,337	0	0	82,149	MNDOT	NC
2016		MN 47	0206-65	SH	FROM N END 142ND AVE NW TO S OF 142ND AVE NW IN RAMSEY-REMOVE CENTER MEDIAN AND SHIFT MAINLINE LEFT TURN LANES, DRAINAGE MODIFICATIONS	280,000	252,000	0	28,000	0	MNDOT	S9
2016		MN 5	1002-100	SH	E AND W JCT MN101 IN CHANHASSEN-ACCELERATION LANES	1,680,000	1,512,000	0	168,000	0	MNDOT	E3

TABLE A-6
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		MN 56	1911-24	SR	PGR RR, JUST S OF 292ND ST E IN RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	MNDOT	S8
2016		RR	02-00136	SR	BNSF RR, EGRET BLVD, MSAS 104 IN COON RAPIDS-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	MNDOT	S8
2016		RR	19-00144	SR	PGR RR, 282ND ST E, DAKOTA CSAH 88 IN RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	MNDOT	S8
2016		RR	27-00303	SR	CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	260,000	0	0	0	MNDOT	S8
2016		RR	27-00312	SR	CP, VALLEY LANE, MSAS 144, IN EDINA-UPGRADE TO GATES	250,000	250,000	0	0	0	MNDOT	S1
2016		RR	62-00209	SR	MNNR RR, LONG LAKE ROAD, RAMSEY CSAH 45 IN NEW BRIGHTON-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	MNDOT	S8
2016		RR	70-00124	SR	UP RR, DELAWARE AVE, T180 IN ST. LAWRENCE TWSP-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	MNDOT	S8
2017		LOCAL 99	880M-SHL-17	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2017	9,222,222	8,300,000	0	0	922,222	MNDOT	NC
2017		MN 999	880M-SHS-17	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2017	4,111,111	3,700,000	0	411,111	0	MNDOT	NC
2018		LOCAL 99	880M-SHL-18	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2018	9,222,222	8,300,000	0	0	922,222	MNDOT	NC
2018		MN 999	880M-SHS-18	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2018	4,111,111	3,700,000	0	411,111	0	MNDOT	NC
				Totals		58,018,836		0		4,266,593		
							52,492,221		1,260,022			

TABLE A-7
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	Other Fed	State $	Other $	Agency:	AQ:
2015		LOCAL	082-595-002	RB	REHABILITATION AND CONSTRUCTION OF ST. CROIX BOOM SITE ROADSIDE RECREATIONAL AREA (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY)	325,000	325,000	325,000	0	0	WASHINGTON COUNTY	O9
2015		PED/BIKE	107-090-008	BT	MINNESOTA RIVER CROSSING AT THE OLD CEDAR AVE BRIDGE PROJECT IN BLOOMINGTON-MULTIMODAL CROSSING ($3M IN OTHER IS BONDS AND $9M IN OTHER IS TIF)	14,000,000	2,000,000	2,000,000	0	12,000,000	BLOOMINGTON	AQ2
				Totals		14,325,000		2,325,000		12,000,000		
							2,325,000		0			

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		I 35E	1982-171	NO	ON SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL	495,000	0	0	445,000	50,000	MNDOT	O4
2015		I 35E	6280-367B	CA	FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION	1,200,000	0	0	1,200,000	0	MNDOT	A20
2015		I 35E	6280-384	AM	AT THE INTERSECTION OF RANDOLPH AVE (RAMSEY-CSAH 38) & I35E SB ENTRANCE & EXIT RAMP-ADA IMPROVEMENTS AND APS INSTALLATION	32,500	0	0	32,500	0	MNDOT	AQ2
2015		I 35E	6281-44	TM	SB I35E FROM RAMSEY CR J IN WHITE BEAR TWP TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER	10,000	0	0	10,000	0	MNDOT	S4
2015		I 35W	2782-315	RB	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	200,000	0	0	200,000	0	MNDOT	O6
2015		I 35W	6284-157	AM	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS/NEW BRIGHTON-REPLACE BRIDGE 9577 WITH 62911, APPROACH PANEL AND RAMP WORK	2,500,000	0	0	2,500,000	0	MNDOT	S19
2015		I 35W	6284-170	TM	FROM MN36 IN ROSEVILLE TO US10 IN MOUNDS VIEW-INSTALL ITS, INCLUDING VEHICLE DETECTION, FIBER, REPLACE SHELTERS & ELIMINATE COPPER	1,200,000	0	0	1,200,000	0	MNDOT	S7
2015		I 394	2789-142	TM	**ELLA**FROM I494 IN MINNETONKA TO WASHINGTON AVE N IN MPLS (I394 MNPASS) - PARTIAL ITS REFURBISHMENT, INCLUDING COMMUNICATIONS, FIBER, POWER, NON-INTRUSIVE DETECTION AND CABINETS (IN "OTHER" $1.35M IS MNPASS REVENUE, $200K IS ABC GARAGE FUNDS)	2,050,000	0	0	500,000	1,550,000	MNDOT	S7
2015		I 494	2785-338	RB	FROM FLYING CLOUD DR TO W OF BUSH LAKE RD IN BLOOMINGTON - LANDSCAPING	470,000	0	0	470,000	0	MNDOT	O6
2015		I 494	2785-403	MC	**ELLA**FROM I394 TO I94/694 - TEMPORARY BYPASS WORK INCLUDING PAVEMENT, WIDENING OF 3 BRIDGES AND LIGHTING	5,100,000	0	0	5,100,000	0	MNDOT	A20
2015		I 694	6285-148	RB	US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING	200,000	0	0	200,000	0	MNDOT	O6

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		I 94	2780-90	SC	**RI120M**AT I94/I494 INTERCHANGE IN MAPLE GROVE -REPLACE TOWERS AND LIGHTING SYSTEMS	1,100,000	0	0	1,100,000	0	MNDOT	S18
2015		I 94	2781-462	AM	**TED14** WB I94, EXIT RAMP TO 5TH ST SOUTH IN MPLS (REORIENT 5TH ST S TO 7TH ST S)- CONSTRUCT NEW BRIDGE #27W27	6,790,000	0	0	6,790,000	0	MNDOT	A20
2015		I 94	6282-190	NO	EB I94, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISE WALL	940,000	0	0	660,000	280,000	MNDOT	O3
2015		I 94	8282-116	DR	MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP-REPAIR, REPLACE & LINE LARGE PIPES	4,430,000	0	0	4,430,000	0	MNDOT	NC
2015		MN 13	1902-55	RD	**RI120M**FROM 2ND ST IN MENDOTA TO I35E IN LILYDALE-MILL AND OVERLAY, SLOPE STABILIZATION, REPLACE CURB, GUTTER AND CATCH BASINS ($400K IS ROADSIDE INFRASTRUCTURE)	1,765,000	0	0	1,705,000	60,000	MNDOT	NC
2015		MN 13	7001-104	AM	AT 150TH ST IN PRIOR LAKE AND SAVAGE-CONSTRUCT REDUCED CONFLICT INTERSECTION AT 150TH & RESTRICT ACCESS TO RI/RO AT ZINRAN/OAKLAND BEACH AVE ($702K IS CO-OP)	2,102,000	0	0	2,102,000	0	MNDOT	E1
2015		MN 13	7001-107	SC	AT SCOTT CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT	300,000	0	0	150,000	150,000	MNDOT	E2
2015		MN 13	7001-98	SC	AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	275,000	0	0	137,500	137,500	MNDOT	E2
2015		MN 149	1917-44	AM	**ELLA**FROM MN55 TO JUST S OF I494 IN EAGAN-MILL & OVERLAY, SIGNALS, DRAINAGE (TIED TO 195-010-010, 195-010-011, 1909-95)	1,250,000	0	0	1,250,000	0	MNDOT	A20
2015		MN 36	6211-102	TM	FROM US61 IN MAPLEWOOD TO MN120 IN N ST PAUL-INSTALL TMS	1,200,000	0	0	1,200,000	0	MNDOT	S7
2015		MN 36	8204-62	RB	FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N IN GRANT-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2015		MN 36	8214-114MIT15	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS INCLUDING ENDOWMENT FUND FOR REPLACEMENT OF RIVER BRIDGE 4654	12,575,000	0	0	9,530,000	3,045,000	MNDOT	A20
2015		MN 36	8214-114SA15	SA	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	10,000,000	0	0	8,000,000	2,000,000	MNDOT	A20

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		MN 36	8214-114Z	AM	ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	25,000	0	0	25,000	0	MNDOT	NC
2015		MN 36	8214-164	RB	FROM W OF GREELEY AVE/CSAH 66 (W LIMIT OF ST. CROIX CROSSING PROJECT) TO E OF OSGOOD AVE - LANDSCAPING	460,000	0	0	460,000	0	MNDOT	O6
2015		MN 36	8214-165	RB	BETWEEN OSGOOD AVE AND MN95 IN OAK PARK HEIGHTS - TYPE I STATE ENTRY AND EXIT SIGN	870,000	0	0	870,000	0	MNDOT	O8
2015		MN 36	8214-173	AM	CONSTRUCTION OF BERM AT KRIESEL FARMSTEAD IN WI AS PART OF ST. CROIX MITIGATION PACKAGE-WISCONSIN LET	30,000	0	0	30,000	0	MNDOT	O6
2015		MN 36	8214-174A	AM	WI ST HWY64 FROM CR-E TO 150TH AVE-GRADING FOR NEW ROADWAY AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	175,000	0	0	175,000	0	MNDOT	A20
2015		MN 36	8214-175	TM	NORTHWEST RAMP AT MN5 – CONSTRUCT OVER-WEIGHT ENFORCEMENT PULL OFF PAD, INCLUDING WEIGH-IN-MOTION SYSTEM AT MN36 AND OSGOOD AVE N, AS PART OF ST CROIX RIVER CROSSING PROJECT	1,000,000	0	0	1,000,000	0	MNDOT	E5
2015		MN 41	7010-100	RS	FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF MN RIVER BRIDGE #10012 IN JACKSONVILLE TWP - MILL & OVERLAY, SLOPE ARMORING	810,000	0	0	810,000	0	MNDOT	S10
2015		MN 5	1002-101	RS	**AB**MN5 FROM 0.2 MI E OF SCANDIA RD IN LAKETOWN TWP TO 0.1 MI W CARVER-CR11 IN VICTORIA - PAVEMENT RESURFACING, TURN LANES, WIDEN SHOULDERS ($365K OF "OTHER FUNDS" IS FUNDS ALREADY RECEIVED FROM PARTNERSHIP AGMT WITH DEVELOPER)	7,260,000	0	0	6,895,000	365,000	MNDOT	S10
2015		MN 5	1002-102	RS	**ELLA**FROM 0.1 MI E OF JCT MN25 IN CAMDEN TWP TO 94TH ST IN WACONIA-MILL & OVERLAY, TURN LANES, GUARDRAIL, DRAINAGE	2,350,000	0	0	2,350,000	0	MNDOT	S10
2015		MN 5	1002-106	AM	**TED14** FROM 94TH ST TO JUST E BIRCH ST IN WACONIA-LANE WIDEN, ACCESS CLOSURES, SIGNAL, PED/BIKE/TRAIL UNDERPASS, LIGHTING ($702K IS CO-OP AMT, $4.5M IS TED14)	6,034,000	0	0	6,034,000	0	MNDOT	NC

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		MN 5	8214-171	AM	EAST AND WEST OF WASHINGTON-CSAH-17 IN LAKE ELMO-INSTALL SIGNALS AND TURN LANES	432,000	0	0	432,000	0	MNDOT	E1
2015		MN 51	6215-103	AM	AT RAMSEY-CSAH 42 (FORD PARKWAY) IN ST PAUL - SIGNAL UPGRADE AND APS (TIED TO 062-642-007)	148,500	0	0	148,500	0	MNDOT	E2
2015		MN 55	2722-82	SC	AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM	300,000	0	0	150,000	150,000	MNDOT	E2
2015		MN 55	2723-123	SC	WB FROM I494 NB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-WIDEN NB OFF RAMP FROM I494, CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE AND ADA	920,000	0	0	920,000	0	MNDOT	E1
2015		MN 55	2723-127	AM	AT WINNETKA AVE IN GOLDEN VALLEY-RAISED MEDIAN, SB THROUGH LANE AND MODIFY SIGNAL	588,500	0	0	588,500	0	MNDOT	NC
2015		MN 65	0208-142	AM	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	350,000	0	0	350,000	0	MNDOT	E1
2015		MN 65	0208-153	AM	AT ANOKA-CSAH 12 (109TH AVE NE) IN BLAINE-RIGHT TURN LANE AND UPGRADE SIGNALS	299,160	0	0	299,160	0	MNDOT	E1
2015		MN 65	2710-2440B	BI	AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS - CONCRETE AND SCOUR REPAIR ON PIER 5 AND REPAIR CONCRETE FOOTING SPALLING AT PIERS 1 & 2	905,000	0	0	905,000	0	MNDOT	S19
2015		MN 97	8212-25	AM	AT WASHINGTON-CR 91 & AT LOFTON AVE IN SCANDIA-TURN LANES	393,400	0	0	393,400	0	MNDOT	E1
2015		MN 999	0205-99	SC	FROM HENNEPIN-ANOKA CO LINE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS-SIGN REPLACEMENT	300,000	0	0	300,000	0	MNDOT	O8
2015		MN 999	880M-BI-15	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2015	115,000	0	0	115,000	0	MNDOT	NC
2015		MN 999	880M-CA-15	CA	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2015	8,000,000	0	0	8,000,000	0	MNDOT	NC
2015		MN 999	880M-CM-15	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2015	4,235,000	0	0	4,235,000	0	MNDOT	NC
2015		MN 999	880M-NO-15	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2015	1,560,000	0	0	1,560,000	0	MNDOT	NC
2015		MN 999	880M-PM-15	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2015	4,500,000	0	0	4,500,000	0	MNDOT	NC
2015		MN 999	880M-RB-15	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2015	100,000	0	0	100,000	0	MNDOT	NC

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		MN 999	880M-RI12M-15	NO	**RI120M**METRO SETASIDE FOR ROADSIDE INFRASTRUCTURE PROJECTS FOR FY 2015	2,445,000	0	0	2,445,000	0	MNDOT	NC
2015		MN 999	880M-RS-15	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2015	1,485,000	0	0	1,485,000	0	MNDOT	NC
2015		MN 999	880M-RW-15	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2015	26,315,000	0	0	26,315,000	0	MNDOT	NC
2015		MN 999	880M-RX-15	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2015	4,600,000	0	0	4,600,000	0	MNDOT	NC
2015		MN 999	880M-SA-15	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2015	14,000,000	0	0	14,000,000	0	MNDOT	NC
2015		MN 999	880M-SC-15	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2015	25,000	0	0	25,000	0	MNDOT	NC
2015		MN 999	880M-TE-15	SC	DISTRICTWIDE SETASIDE FOR WATER RESOURCES ($20K), TRAF ENG ($50K), TRAF MGMT($0) PRESERVATION PROJECTS - FY 2015	70,000	0	0	70,000	0	MNDOT	NC
2015		MN 999	880M-TM-15	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2015	400,000	0	0	400,000	0	MNDOT	NC
2015		MN 999	880M-TRLF-15	RW	**TRLF**REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MNDOT	NC
2015		MN 999	8825-364	TM	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	1,300,000	0	0	1,300,000	0	MNDOT	NC
2015		MN 999	8825-382	TM	ELECTRICAL SERVICE UPGRADES/REFURBISH & NON-INTRUSIVE DETECTION ON I-94 N OF TUNNEL IN MPLS TO SHINGLE CREEK PKWY IN BROOKLYN CTR; SYSTEM REFURBISH & ADD RAMP METERS AT MAPLE GROVE PKWY TO EB94 ON RAMP AND HANSEN BLVD TO WB US10 ON RAMP; CAMERA FILL INS A	1,525,000	0	0	1,525,000	0	MNDOT	NC
2015		MN 999	8825-383	SC	METROWIDE - REPAIR OR REPLACE CANTILEVER SIGN STRUCTURES	500,000	0	0	500,000	0	MNDOT	O8
2015		MN 999	8825-391	SC	ONE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	550,000	0	0	550,000	0	MNDOT	S18
2015		MN 999	8825-477	TM	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2015		MN 999	8825-497	TM	**RI20M**METROWIDE- REPLACE CAMERAS	700,000	0	0	700,000	0	MNDOT	S7
2015		MN 999	8825-500	SC	**RI20M**METROWIDE- REMOVE OR REPLACE OBSOLETE TWISTED END GUARDRAIL TREATMENTS AND INSTALL GUARDRAIL UPGRADES	1,200,000	0	0	1,200,000	0	MNDOT	S9

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		MN 999	8825-512	TM	AT VARIOUS LOCATIONS IN METRO AREA - ICE CRUSH REPAIRS OF FIBER OPTIC CABLE	200,000	0	0	200,000	0	MNDOT	S7
2015		US 10	0202-95	AM	**CIMS**AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING	10,000,000	0	0	10,000,000	0	MNDOT	A20
2015		US 12	2714-142	SC	EB US12, FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL	1,225,000	0	0	1,225,000	0	MNDOT	S19
2015		US 169	2772-114	SC	FROM I394 IN GOLDEN VALLEY TO BROOKLYN BLVD IN MAPLE GROVE AND BROOKLYN PARK-SIGN REPLACEMENT	500,000	0	0	500,000	0	MNDOT	O8
2015		US 169	2772-99	NO	ON EAST SIDE US169 FROM 16TH ST W TO JUST N OF WAYZATA BLVD IN ST LOUIS PARK - NOISE WALL	705,000	0	0	635,000	70,000	MNDOT	O3
2015		US 52	1905-39	AM	AT DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP-GRADE SEPARATED CROSSING ($702K IS CO-OP, $1M IS SAFETY CAPACITY, $356K WRE)	2,060,000	0	0	2,060,000	0	MNDOT	A20
2015		US 61	6222-166	SC	AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	250,000	0	0	125,000	125,000	MNDOT	E2
2016		I 35E	1982-172	SC	AT DIFFLEY RD(DAKOTA CSAH30) EAST AND WEST RAMPS IN EAGAN-REPLACE TRAFFIC SIGNAL AND ADA UPGRADES	500,000	0	0	250,000	250,000	MNDOT	AQ2
2016		I 35E	6280-369	BI	FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - REDECK BRIDGES 9519, 62802 AND 62803	1,370,000	0	0	1,370,000	0	MNDOT	S10
2016		I 35W	0280-70	SC	SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) IN BLAINE TO S OF 85TH AVE IN SHOREVIEW - CONSTUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER	355,000	0	0	355,000	0	MNDOT	S6
2016		I 35W	2782-316	RB	FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	500,000	0	0	500,000	0	MNDOT	O6
2016		I 35W	2783-137	BI	FROM HENNEPIN AVE TO JOHNSON ST IN MPLS - OVERLAY AND DECK REPAIR ON BRIDGES 27885, 27886, 27989, 27994, MILL AND PATCH DECK ON BRIDGE 27985, GUARDRAIL	1,965,000	0	0	1,965,000	0	MNDOT	S10

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		I 35W	6284-162	AM	AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION	6,800,000	0	0	6,800,000	0	MNDOT	S19
2016		I 35W	6284-163	BR	FROM S I694 TO S OF RAMSEY CR E2 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9570 (NEW BRIDGE 62873)AND APPROACHES, GUARDRAIL, PONDING AND AUXILLIARY LANES IN BOTH DIRECTIONS (TIED TO 6284-166)	12,355,000	0	0	12,355,000	0	MNDOT	S19
2016		I 94	2780-91	RC	I94 EB EXIT RAMP TO WEAVER LAKE ROAD IN MAPLE GROVE- REPLACE RAMP SETTLEMENT AREA-LIGHT WEIGHT GEOFOAM FILL, BITUMINOUS PAVING, DRAINAGE, TMS AND LIGHTING	490,000	0	0	490,000	0	MNDOT	S10
2016		I 94	6282-201	BR	AT GROTTO ST N IN ST. PAUL-REPLACE PED BRIDGE 9773 (NEW BRIDGE 62800), FIBER OPTIC CABLE, RETAINING WALL, GUARDRAIL	1,835,000	0	0	1,835,000	0	MNDOT	S19
2016		I 94	6283-233	SC	AT MCKNIGHT RD (NORTH, SOUTH AND BURNS AVE RAMPS) IN MAPLEWOOD-REPLACE SIGNALS	500,000	0	0	175,000	325,000	MNDOT	NC
2016		MN 100	2735-193	TM	SB ENTRANCE RAMP FROM DULUTH ST TO MN100 IN GOLDEN VALLEY-CONSTRUCT HOV BYPASS, DRAINAGE, TMS	260,000	0	0	260,000	0	MNDOT	AQ1
2016		MN 120	6227-74	SC	AT E. SOUTH AVE(RAMSEY CSAH 25)/40TH ST N IN N. ST PAUL & OAKDALE-REPLACE TRAFFIC SIGNAL & ADA UPGRADES	300,000	0	0	150,000	150,000	MNDOT	AQ2
2016		MN 13	1901-171	RB	AT CSAH 5 IN BURNSVILLE-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016		MN 36	8204-64	SC	AT MN120 IN N ST PAUL & OAKDALE - REPLACE TRAFFIC SIGNAL & ADA UPGRADES	300,000	0	0	300,000	0	MNDOT	AQ2
2016		MN 36	8214-114AK	BT	FROM N SUNNYSIDE DR TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE	2,400,000	0	0	1,200,000	1,200,000	MNDOT	AQ2
2016		MN 36	8214-114MIT16	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	4,540,000	0	0	2,300,000	2,240,000	MNDOT	A20
2016		MN 36	8214-114SA16	SA	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	6,000,000	0	0	4,000,000	2,000,000	MNDOT	A20
2016		MN 36	8214-160	RB	FROM OSGOOD AVE TO WESTSIDE OF MN95 IN OAK PARK HEIGHTS-LANDSCAPING	550,000	0	0	550,000	0	MNDOT	O6

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		MN 36	8214-174B	AM	WI ST HWY64 FROM NEW RIVER BRIDGE 82045 TO 150TH AVE-INSTALL PAVEMENT FOR NEW ROADWAY AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	37,500	0	0	37,500	0	MNDOT	A20
2016		MN 41	1008-81	RB	HISTORIC CHASKA ATHLETIC PARK IN CHASKA-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016		MN 41	1008-84	SC	AT CARVER CSAH 18 (LYMAN BLVD) IN CHASKA - SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	280,000	0	0	140,000	140,000	MNDOT	AQ2
2016		MN 65	0207-99	SC	AT 41ST AVE NE IN COLUMBIA HEIGHTS - REPLACE TRAFFIC SIGNAL AND ADA IMPROVEMENTS	280,000	0	0	140,000	140,000	MNDOT	E2
2016		MN 7	2706-230	SC	AT US169 EAST AND WEST RAMP IN HOPKINS-REPLACE EXISTING SIGNAL	500,000	0	0	250,000	250,000	MNDOT	NC
2016		MN 7	2706-231	SC	FROM MN41 IN SHOREWOOD TO MN100 IN ST LOUIS PARK- SIGN REPLACEMENT	500,000	0	0	500,000	0	MNDOT	O8
2016		MN 77	1925-56	BI	AT DAKOTA CSAH32 (CLIFF RD) OVER MN77 IN EAGAN - MILL, LOW SLUMP OVERLAY, REPLACE JOINTS BRIDGE# 19067	520,000	0	0	520,000	0	MNDOT	S19
2016		MN 95	1909-94	AM	AT ARGENTA TRAIL(DAKOTA CSAH 63) IN INVER GROVE HEIGHTS-CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL WITH ADA CROSSING, DUAL LEFT TURN LANES	425,000	0	0	425,000	0	MNDOT	AQ2
2016		MN 999	880M-AM-16	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2016	3,000,000	0	0	3,000,000	0	MNDOT	NC
2016		MN 999	880M-BI-16	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2016	690,000	0	0	690,000	0	MNDOT	NC
2016		MN 999	880M-CA-16	CA	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2016	8,000,000	0	0	8,000,000	0	MNDOT	NC
2016		MN 999	880M-CM-16	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECTS - FY 2016	3,205,000	0	0	3,205,000	0	MNDOT	NC
2016		MN 999	880M-NO-16	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2016	70,000	0	0	70,000	0	MNDOT	O3
2016		MN 999	880M-PM-16	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2016	5,000,000	0	0	5,000,000	0	MNDOT	NC
2016		MN 999	880M-RB-16	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2016	100,000	0	0	100,000	0	MNDOT	NC
2016		MN 999	880M-RW-16	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2016	15,600,000	0	0	15,600,000	0	MNDOT	NC
2016		MN 999	880M-RX-16	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2016	4,600,000	0	0	4,600,000	0	MNDOT	NC

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		MN 999	880M-SA-16	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2016	14,000,000	0	0	14,000,000	0	MNDOT	NC
2016		MN 999	880M-SC-16	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2016	250,000	0	0	250,000	0	MNDOT	NC
2016		MN 999	880M-TE-16	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING ($105K), ROADSIDE SAFETY($0), TMS($0) & WRE ($0) - FY 2016	105,000	0	0	105,000	0	MNDOT	NC
2016		MN 999	880M-TM-16	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2016	400,000	0	0	400,000	0	MNDOT	NC
2016		MN 999	880M-TR-16	TM	DISTRICTWIDE SETASIDE-TEAM TRANSIT FOR METRO PROJECTS - FY 2016	780,000	0	0	780,000	0	MNDOT	NC
2016		MN 999	880M-TRLF-16	RW	**TRLF**REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MNDOT	NC
2016		MN 999	8825-423	SC	METROWIDE-SIGN AND STRUCTURE REPLACE/REPAIR	550,000	0	0	550,000	0	MNDOT	O8
2016		MN 999	8825-478	TM	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2016		MN 999	8825-480	TM	METROWIDE - DMS REPLACEMENT	425,000	0	0	425,000	0	MNDOT	S7
2016		MN 999	8825-483	SC	IN VARIOUS LOCATIONS IN MPLS-SIGNAL REPLACEMENT AND ADA UPGRADES	5,000,000	0	0	5,000,000	0	MNDOT	AQ2
2016		US 10	0202-93	SC	**ELLA**AT FELDSPAR AVE NW IN RAMSEY-RECONSTRUCT INTERSECTION	260,000	0	0	260,000	0	MNDOT	E1
2016		US 12	2713-107	SC	AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES	760,000	0	0	760,000	0	MNDOT	E1
2016		US 169	2750-84	RB	AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016		US 169	2772-103	NO	ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL	1,305,000	0	0	1,175,000	130,000	MNDOT	O3
2016		US 169	7005-105	SC	FROM SCOTT CSAH 14 IN LOUISVILLE TOWNSHIP TO OLD SHAKOPEE RD IN BLOOMINGTON-SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2016		US 169	7005-106	TM	FROM CANTERBURY RD(SCOTT CSAH 83) TO CSAH 18 IN SHAKOPEE-RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL	965,000	0	0	965,000	0	MNDOT	S4
2016		US 169	7005-114	RB	AT CR 69 IN JACKSON TWP-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016		US 169	7005-88	TM	FROM SOUTH OF HENNEPIN/SCOTT CO LINE IN SHAKOPEE TO EAST OF US169 IN SAVAGE - TMS INSTALLATION	500,000	0	0	500,000	0	MNDOT	S7

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2016		US 52	6244-101	RB	FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2016		US 61	8205-137	SC	FROM MAYCREST AVE TO US10 INTERSECTION IN DENMARK TOWNSHIP-CONSTRUCT TURN LANES, MAYCREST AVE CONNECTION, MILL AND OVERLAY, STORM SEWER, PONDS, GUARDRAIL, ADA CURB RAMPS	3,290,000	0	0	3,290,000	0	MNDOT	E1
2016		US 61	8205-141	BI	WASHINGTON CSAH19 OVER US61 IN COTTAGE GROVE - CLEAN BEARINGS, REPLACE JOINTS & MINOR SUBSTRUCTURE REPAIRS ON BRIDGE #9071	120,000	0	0	120,000	0	MNDOT	S19
2017		I 35E	6280-381	RB	S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL-LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2017		I 35E	6280-382	RB	FROM I94 IN ST PAUL TO JUST N LITTLE CANADA RD IN LITTLE CANADA-LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2017		I 35W	2783-148	BI	AT 5TH ST SE OVER I35W IN MPLS - REPAIR PED BRIDGE 27987, APPROACHES, FENCING, ADA PED CURB RAMP	1,305,000	0	0	1,305,000	0	MNDOT	S19
2017		I 494	1985-143	DR	AT SE QUADRANT OF I494 & BLAINE AVE E IN INVER GROVE HEIGHTS - REPAIR & IMPROVE DRAINAGE TO POND T-23	62,000	0	0	62,000	0	MNDOT	O5
2017		I 694	0285-66	BI	FROM BNSF RR TO WEST OF I35W IN FRIDLEY - PAINT BRIDGES 02807, 9860, 62828, 9390 AND 9389	1,625,000	0	0	1,625,000	0	MNDOT	S19
2017		I 94	6282-203	NO	ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL-NOISE WALL	565,000	0	0	510,000	55,000	MNDOT	O3
2017		MN 100	2734-50	RB	FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	250,000	0	0	250,000	0	MNDOT	O6
2017		MN 120	6227-76	SC	FROM EB I694 RAMPS TO S OF LONG LK RD IN OAKDALE/WHITE BEAR LK-SIGNAL, LIGHTING, RTMC REVISIONS, DRAINAGE, SIDEWALKS, ADD RIGHT TURN LANE AT WB I694 EXIT RAMP TO NB MN120 AND ON SB MN120 TO WB I694 ENTRANCE RAMP, EXTEND LEFT TURN LANE AT EB I694 EXIT RAMP	690,000	0	0	690,000	0	MNDOT	E1
2017		MN 36	8214-114AH	AM	ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	46,000	0	0	46,000	0	MNDOT	NC
2017		MN 36	8214-114MIT17	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	2,880,000	0	0	1,680,000	1,200,000	MNDOT	A20

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2017		MN 36	8214-114SA17	SA	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,000,000	0	0	4,500,000	2,500,000	MNDOT	A20
2017		MN 36	8214-161	RB	S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT-LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	200,000	0	0	200,000	0	MNDOT	O6
2017		MN 36	8214-174	AM	WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	637,500	0	0	637,500	0	MNDOT	AQ2
2017		MN 41	1008-76	SC	AT HUNDERTMARK RD IN CHASKA - CONSTRUCT SB THRU LANE FROM WB HUNDERTMARK RD TO SB MN41, AND EXTEND LEFT TURN LANE FROM NB MN41 TO WB HUNDERTMARK RD	390,000	0	0	390,000	0	MNDOT	E1
2017		MN 610	2771-43	TM	FROM US169 IN BROOKLYN PARK TO MN47 IN COON RAPIDS - INSTALL TRAFFIC MANAGEMENT SYSTEM	425,000	0	0	425,000	0	MNDOT	S7
2017		MN 65	0208-149	SC	FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, CULVERT REPAIRS	685,000	0	0	685,000	0	MNDOT	E1
2017		MN 95	8208-37	SC	AT VALLEY CREEK ROAD IN WOODBURY- CONSTRUCT NB/SB LEFT AND SB RIGHT TURN LANES, MILL AND OVERLAY, LIGHTING, CULVERTS AND STORM WATER POND	550,000	0	0	550,000	0	MNDOT	S10
2017		MN 95	8210-102	RB	WEST SIDE OF MN95 BETWEEN MAPLE ST AND ELM ST IN MARINE ON ST. CROIX - REFACE AND SOIL NAIL LOWER RETAINING WALL	95,000	0	0	95,000	0	MNDOT	O6
2017		MN 999	880M-AM-17	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2017	3,000,000	0	0	3,000,000	0	MNDOT	NC
2017		MN 999	880M-CA-17	CA	DISTRICTWIDE SETASIDE -CONSULTANT DESIGN -FY 2017	6,350,000	0	0	6,350,000	0	MNDOT	NC
2017		MN 999	880M-CM-17	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2017	15,275,000	0	0	15,275,000	0	MNDOT	NC
2017		MN 999	880M-NO-17	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2017	895,000	0	0	895,000	0	MNDOT	NC
2017		MN 999	880M-PM-17	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2017	5,000,000	0	0	5,000,000	0	MNDOT	NC
2017		MN 999	880M-RB-17	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2017	100,000	0	0	100,000	0	MNDOT	NC

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2017		MN 999	880M-RW-17	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2017	10,100,000	0	0	10,100,000	0	MNDOT	NC
2017		MN 999	880M-RX-17	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2017	5,000,000	0	0	5,000,000	0	MNDOT	NC
2017		MN 999	880M-SA-17	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2017	12,500,000	0	0	12,500,000	0	MNDOT	NC
2017		MN 999	880M-TE-17	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING ($3.655M), ROADSIDE SAFETY($0), TMS($0) & WRE ($325K) - FY 2017	3,980,000	0	0	3,980,000	0	MNDOT	NC
2017		MN 999	880M-TM-17	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2017	400,000	0	0	400,000	0	MNDOT	NC
2017		MN 999	880M-TR-17	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2017	170,000	0	0	170,000	0	MNDOT	NC
2017		MN 999	880M-TRLF-17	RW	**TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	1,980,000	0	0	1,980,000	0	MNDOT	NC
2017		MN 999	8825-479	TM	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2017		US 169	2772-104	SC	SB US169 AT 16TH ST W IN ST LOUIS PARK - ACCESS CLOSURE, CONSTRUCT VISUAL BARRIER	875,000	0	0	875,000	0	MNDOT	NC
2017		US 169	2772-110	SC	AT CEDAR LAKE ROAD IN MINNETONKA/ST LOUIS PARK - LENGTHEN ACCELERATION & DECELERATION LANES, STORM SEWER, LIGHTING, TMS	760,000	0	0	760,000	0	MNDOT	E4
2017		US 169	2772-111	DR	FROM 23RD AVE TO MEDICINE LAKE RD IN PLYMOUTH - CONSTRUCT NEW LOW POINT DRAINAGE SYSTEM	450,000	0	0	450,000	0	MNDOT	O6
2017		US 169	2772-112	TM	FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK-INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT	500,000	0	0	500,000	0	MNDOT	S7
2017		US 52	1906-65	SC	FROM JCT MN19 IN CANNON FALLS TO 117TH ST IN ROSEMOUNT-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES	2,760,000	0	0	2,760,000	0	MNDOT	NC
2018		MN 36	8214-114MIT18	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	120,000	0	0	90,000	30,000	MNDOT	A20
2018		MN 36	8214-169	BT	FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR IN STILLWATER - MULTI-USE LOOP TRAIL, DRAINAGE, RETAINING WALLS AS PART OF ST CROIX MITIGATION PACKAGE	307,000	0	0	153,500	153,500	MNDOT	AQ2

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2018		MN 36	8214-176	RB	FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	75,000	0	0	75,000	0	MNDOT	O6
2018		MN 5	2732-102	DR	I494 TO TOWER ROAD-REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	1,110,000	0	0	1,110,000	0	MNDOT	O6
2018		MN 95	8208-38	SC	FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CR20 - WIDEN SHOULDERS, ADD RIGHT TURN LANES	2,460,000	0	0	2,460,000	0	MNDOT	E1
2018		MN 999	880M-ADA-18	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2018	2,500,000	0	0	2,500,000	0	MNDOT	NC
2018		MN 999	880M-AM-18	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2018	3,000,000	0	0	3,000,000	0	MNDOT	NC
2018		MN 999	880M-CA-18	CA	DISTRICTWIDE SETASIDE -CONSULTANT DESIGN -FY 2018	7,500,000	0	0	7,500,000	0	MNDOT	NC
2018		MN 999	880M-IM-18	TM	DISTRICTWIDE SETASIDE-INCIDENT MANAGEMENT PROJECTS - FY 2018	500,000	0	0	500,000	0	MNDOT	NC
2018		MN 999	880M-NO-18	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2018	2,000,000	0	0	2,000,000	0	MNDOT	NC
2018		MN 999	880M-PM-18	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2018	4,441,930	0	0	4,441,930	0	MNDOT	NC
2018		MN 999	880M-RB-18	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2018	1,000,000	0	0	1,000,000	0	MNDOT	NC
2018		MN 999	880M-RW-18	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2018	11,000,000	0	0	11,000,000	0	MNDOT	NC
2018		MN 999	880M-RX-18	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2018	5,000,000	0	0	5,000,000	0	MNDOT	NC
2018		MN 999	880M-SA-18	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2018	10,000,000	0	0	10,000,000	0	MNDOT	NC
2018		MN 999	880M-TE-18	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING ($5M), ROADSIDE SAFETY($0), TMS($700K) & WRE ($1.815M) - FY 2018	7,515,000	0	0	7,515,000	0	MNDOT	NC
2018		MN 999	880M-TM-18	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2018	400,000	0	0	400,000	0	MNDOT	NC
2018		MN 999	880M-TR-18	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2018	290,000	0	0	290,000	0	MNDOT	NC
2018		MN 999	880M-TRLF-18	RW	**TRLF**REPAYMENT, FY 2018, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	O4

TABLE A-8
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2018		US 169	7007-33	DR	FROM GERMAN RD AND STOPPEMAN BLVD NEAR BELLE PLAINE-CULVERT, STORM SEWER, EROSION CONTROL	115,000	0	0	115,000	0	MNDOT	O6
				Totals		434,250,990		0		18,746,000		
							0		415,504,990			

Twin Cities Metropolitan Area
2015-2018 Transportation Improvement Program

TABLE A-9
Bond Projects with no Federal $$

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		I 35W	2782-334	DR	FROM 39TH ST TO JUST N OF LAKE ST IN MPLS-STORMWATER TUNNEL REPAIR (CHP 388 BONDS)	6,250,000	0	0	0	6,250,000	MNDOT	O6
2015		I 35W	2783-138	DR	I35W, JUST N OF LAKE ST TO 13TH AVE S AND ON I94 FROM WILLOW ST TO PORTLAND AVE S IN MPLS-SEAL AND GROUT STORMWATER TUNNELS ($7M CHP 152 BONDS)	9,260,000	0	0	661,500	8,598,500	MNDOT	O6
2015		I 94	2780-66	MC	**COC**ELLA**AUXILLIARY LANE CONSTRUCTION EB FROM TH241 IN ST. MICHAEL TO TH101 IN ROGERS-INCLUDING WB EXIT RAMP EXTENSION AT TH 101 AND WB THIRD LANE FROM TH101 TO TH241	33,400,000	0	0	0	33,400,000	MNDOT	A20
2015		MN 5	6201-86	BI	FROM MN55 IN MPLS TO DAVERN AVE ST IN ST PAUL - REDECK BRIDGE 9300, PAINT BRIDGES 9300 AND 9491, MINOR REPAIRS TO BRIDGES 9489, 9490 AND 9491, MINOR CONCRETE PAVEMENT REPAIR	10,544,665	0	0	0	10,544,665	MNDOT	S19
2015		MN 51	6215-100	AM	**BP08**ADA5M**FROM JUST S OF W FORD PKWY IN ST PAUL TO CR-B2 IN ROSEVILLE-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE, ADA CURB RAMPS AND APS AT VARIOUS LOCATIONS (CHP 152 TRANSIT ADVANTAGE BONDS)	4,912,250	0	0	125,000	4,787,250	MNDOT	AQ2
2015		MN 51	6215-99	RC	**BP08**ADA5M**ADA**FROM JUST S OF DAYTON TO PIERCE BUTLER AVE IN ST PAUL-MILL AND OVERLAY, BRIDGE 9377 DECK REPLACEMENT, CHANNELIZATION, ADA, BUS STOP BUMPOUTS FOR RAPID BUS SERVICE AND REPAIRS ON BRIDGE 62847 AT I94 OVER FAIRVIEW (CHP 152 TRANSIT ADVANT	7,060,000	0	0	5,847,250	1,212,750	MNDOT	S10
2015		MN 610	2771-37	MC	**COC**AB**HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16	95,475,316	0	0	0	95,475,316	MNDOT	A20
2015		MN 610	2771-37J	CA	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-DESIGN AND CONSTRUCTION OVERSIGHT	4,935,000	0	0	0	4,935,000	MNDOT	O1

TABLE A-9
Bond Projects with no Federal $$

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2015		MN 610	2771-37K	AM	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-UTILITY AGREEMENTS WITH AT&T, TDS METROCOM, AND MCES	775,000	0	0	0	775,000	MNDOT	O1
2015		MN 610	2771-37L	AM	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RR AGREEMENT	500,000	0	0	0	500,000	MNDOT	O1
2015		MN 610	2771-37M	CA	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-STIPENDS FOR UNSUCCESSFUL BIDDERS	675,000	0	0	0	675,000	MNDOT	O1
2015		MN 610	2771-37N	CA	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-MISCELLANEOUS CONSULTANT AGREEMENTS	505,000	0	0	200,000	305,000	MNDOT	O1
2016		I 35E	1982-179	NO	**ELLA**SB I35E, FROM KETTLE PARK TO S OF KINGS ROAD IN EAGAN - PRE-CAST CONCRETE PANEL NOISEWALL, GUARDRAIL END TREATMENTS ($588K IS CHP 152 BONDS)	1,428,000	0	0	756,000	672,000	MNDOT	O3
2016		I 694	6285-143	MC	**COC** FROM EAST OF RICE ST IN LITTLE CANADA TO W OF LEXINGTON AVE IN ARDEN HILLS - CONSTRUCT A 3RD LANE AND RECONSTRUCT EXISTING LANES, LOW SLUMP OVERLAY ON BRIDGE 62723, NOISEWALL AND MEDIAN BARRIER	42,100,000	0	0	0	42,100,000	MNDOT	A20
2016		MN 36	6212-148	BR	OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 (NEW WB BRIDGE 62731 & EB 62734) AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS	13,460,000	0	0	2,555,000	10,905,000	MNDOT	S19
2016		MN 5	6201-87	AM	**BP08**FROM HENNEPIN/RAMSEY CO LINE TO W 6TH ST IN ST PAUL-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHP 152 TRANSIT ADVANTAGE BONDS)	5,000,000	0	0	0	5,000,000	MNDOT	AQ2
2017		MN 149	6223-20	BI	OVER MISSISSIPPI RIVER IN ST PAUL - REDECK & APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS	12,740,000	0	0	0	12,740,000	MNDOT	S19
2017		MN 36	8217-4654D	BR	**ELLA** OVER ST CROIX RIVER - LIFT BRIDGE MGMT PLAN AND REPAIR CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	11,610,000	0	0	0	11,610,000	MNDOT	A20
			Totals			260,630,231		0		250,485,481		
							0		10,144,750			

TABLE A-10
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2015		BB	TRF-TCMT-15AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T5
2015		BB	TRF-TCMT-15AK	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING AVENUE ARTERIAL BRT	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	A20
2015		BB	TRF-TCMT-15AT	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ARTERIAL BRT RAPID BUS PROCUREMENT - EXPANSION	2,000,000	0	1,700,000	0	300,000	MET COUNCIL-MT	T10
2015		BB	TRF-TCMT-15AU	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD EXPANSION GARAGE	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15AV	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC FACILITIES INITIATIVES/TEAM TRANSIT INCLUDING DT MPLS EAST ENHANCEMENTS	1,200,000	0	960,000	0	240,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T3
2015		BB	TRF-TCMT-15D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	375,000	0	300,000	0	75,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T4
2015		BB	TRF-TCMT-15M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T6
2015		BB	TRF-TCMT-15N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	560,000	0	448,000	0	112,000	MET COUNCIL-MT	T6
2015		BB	TRF-TCMT-15Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,350,000	0	1,080,000	0	270,000	MET COUNCIL-MT	T5
2015		BB	TRF-TCMT-15S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T1
2015		BB	TRF-TCMT-15T	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2015		BB	TRF-TCMT-15U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	12,000,000	0	9,600,000	0	2,400,000	MET COUNCIL-MTS	T10
2015		BB	TRF-TCMT-15X	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	312,500	0	250,000	0	62,500	MET COUNCIL-MTS	T10

TABLE A-10
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2016		BB	TRF-TCMT-16AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT FACILITY ROOF REFURBISHMENT	300,000	0	240,000	0	60,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ADVANCE SCHEDULE PLANNING SOFTWARE	800,000	0	640,000	0	160,000	MET COUNCIL-MT	T4
2016		BB	TRF-TCMT-16AH	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ARTERIAL BRT RAPID BUS PROCUREMENT - EXPANSION	8,500,000	0	7,225,000	0	1,275,000	MET COUNCIL-MT	T10
2016		BB	TRF-TCMT-16AM	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC FACILITIES INITIATIVES/TEAM TRANSIT	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T3
2016		BB	TRF-TCMT-16C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	875,000	0	700,000	0	175,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	740,000	0	592,000	0	148,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T4
2016		BB	TRF-TCMT-16J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	260,000	0	208,000	0	52,000	MET COUNCIL-MT	T5
2016		BB	TRF-TCMT-16L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T5
2016		BB	TRF-TCMT-16N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T1
2016		BB	TRF-TCMT-16P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2016		BB	TRF-TCMT-16Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	5,800,000	0	4,640,000	0	1,160,000	MET COUNCIL-MTS	T10
2016		BB	TRF-TCMT-16R	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	312,500	0	250,000	0	62,500	MET COUNCIL-MTS	T10
2016		BB	TRF-TCMT-16T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T5
2016		BB	TRF-TCMT-16W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	E6
2017		BB	TRF-TCMT-17AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ADVANCE SCHEDULE PLANNING SOFTWARE	300,000	0	240,000	0	60,000	MET COUNCIL-MT	T4

TABLE A-10
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2017		BB	TRF-TCMT-17AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC FACILITIES INITIATIVES/TEAM TRANSIT/ELECTRIC CHARGING STATIONS	850,000	0	680,000	0	170,000	MET COUNCIL-MT	T8
2017		BB	TRF-TCMT-17F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T3
2017		BB	TRF-TCMT-17G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	125,000	0	100,000	0	25,000	MET COUNCIL-MT	T1
2017		BB	TRF-TCMT-17H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	590,000	0	472,000	0	118,000	MET COUNCIL-MT	T1
2017		BB	TRF-TCMT-17J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,420,000	0	1,136,000	0	284,000	MET COUNCIL-MT	T3
2017		BB	TRF-TCMT-17K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T6
2017		BB	TRF-TCMT-17L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	785,000	0	628,000	0	157,000	MET COUNCIL-MT	T8
2017		BB	TRF-TCMT-17N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T4
2017		BB	TRF-TCMT-17P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T4
2017		BB	TRF-TCMT-17Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	34,800,000	0	27,840,000	0	6,960,000	MET COUNCIL-MTS	T10
2017		BB	TRF-TCMT-17R	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	312,500	0	250,000	0	62,500	MET COUNCIL-MTS	T10
2018		BB	TRF-TCMT-18B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	625,000	0	500,000	0	125,000	MET COUNCIL-MT	T8
2018		BB	TRF-TCMT-18C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT FACILITY ROOF REFURBISHMENT	150,000	0	120,000	0	30,000	MET COUNCIL-MT	T8
2018		BB	TRF-TCMT-18D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RECAULK WALLS OF ALL FACILITIES	3,100,000	0	2,480,000	0	620,000	MET COUNCIL-MT	T8
2018		BB	TRF-TCMT-18F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC FACILITIES INITIATIVES/TEAM TRANSIT	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2018		BB	TRF-TCMT-18G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	590,000	0	472,000	0	118,000	MET COUNCIL-MT	T8
2018		BB	TRF-TCMT-18H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T5
2018		BB	TRF-TCMT-18J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,480,000	0	1,184,000	0	296,000	MET COUNCIL-MT	T4

TABLE A-10
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2018		BB	TRF-TCMT-18K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	810,000	0	648,000	0	162,000	MET COUNCIL-MT	T6
2018		BB	TRF-TCMT-18P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T1
2018		BB	TRF-TCMT-18Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2018		BB	TRF-TCMT-18R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	10,800,000	0	8,640,000	0	2,160,000	MET COUNCIL-MTS	T10
2018		BB	TRF-TCMT-18S	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	312,500	0	250,000	0	62,500	MET COUNCIL-MTS	T10
				Totals		124,147,500	0	99,843,000	0	24,304,500		

Twin Cities Metropolitan Area
2015 - 2018 Transportation Improvement Program

TABLE A-11
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2015		BB	TCP-CCLRT-15	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	109,147,017	0	109,147,017	0	0	METRO TRANSIT	NC
2015		BB	TRF-TCMT-15AS	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	182,013,791	0	75,000,000	0	107,013,791	METRO TRANSIT	A20
2016		BB	TRF-TCMT-16AF	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	396,180,632	0	100,000,000	0	296,180,632	METRO TRANSIT	A20
2017		BB	TRF-TCMT-17Y	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	408,911,552	0	100,000,000	0	308,911,552	METRO TRANSIT	A20
2018		BB	TRF-TCMT-18U	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	200,000,000	0	100,000,000	0	100,000,000	METRO TRANSIT	A20
					Totals	1,296,252,992		484,147,017		812,105,975		
							0		0			

Twin Cities Metropolitan Area
2015 - 2018 Transportation Improvement Program

TABLE A-12
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2015		BB	TRF-TCMT-15	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T1
2015		BB	TRF-TCMT-15A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T3
2015		BB	TRF-TCMT-15AH	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT MAINTENANCE AND OVERHAUL	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T10
2015		BB	TRF-TCMT-15AJ	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT & TECHNOLOGY, WIRELESS VIDEO, TRAIN OPERATOR DISPLAYS, HOIST REPLACEMENT	450,000	0	360,000	0	90,000	MET COUNCIL-MT	T5
2015		BB	TRF-TCMT-15AW	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES	4,660,000	0	3,728,000	0	932,000	MET COUNCIL-MT	T10
2015		BB	TRF-TCMT-15AX	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-O&M POWER REDUNDANCY	1,300,000	0	1,040,000	0	260,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15AY	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL FACILITIES OVERHAUL AND REPLACEMENT, PAVER REPLACEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15AZ	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-NORTHSTAR SUPPORT FACILITY REHAB AND RENOVATION	3,500,000	0	2,800,000	0	700,000	MET COUNCIL-MT	T8
2015		BB	TRF-TCMT-15B	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	36,000,000	0	30,600,000	0	5,400,000	MET COUNCIL-MT	T10
2016		BB	TRF-TCMT-16	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T1
2016		BB	TRF-TCMT-16A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,700,000	0	2,160,000	0	540,000	MET COUNCIL-MT	T4
2016		BB	TRF-TCMT-16AC	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CCLRT FACILITY MODIFICATIONS	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16AG	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	19,000,000	0	16,150,000	0	2,850,000	MET COUNCIL-MT	T10
2016		BB	TRF-TCMT-16AJ	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES	3,150,000	0	2,520,000	0	630,000	MET COUNCIL-MT	T10
2016		BB	TRF-TCMT-16AK	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-U OF M LAYOVER	600,000	0	480,000	0	120,000	MET COUNCIL-MT	E6
2016		BB	TRF-TCMT-16AL	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL FACILITIES OVERHAUL AND REPLACEMENT, PAVER REPLACEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16AN	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-NORTHSTAR SUPPORT FACILITY REHAB AND RENOVATION	3,500,000	0	2,800,000	0	700,000	MET COUNCIL-MT	T8
2016		BB	TRF-TCMT-16X	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT MAINTENANCE AND OVERHAUL	950,000	0	760,000	0	190,000	MET COUNCIL-MT	T3

TABLE A-12
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2016		BB	TRF-TCMT-16Y	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT & TECHNOLOGY, TRAIN OPERATOR DISPLAYS, ONBOARD SANDING SYSTEM	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T5
2017		BB	TRF-TCMT-17AC	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL FACILITIES OVERHAUL AND REPLACEMENT, PAVER REPLACEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2017		BB	TRF-TCMT-17AD	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-NORTHSTAR SUPPORT FACILITY REHAB AND RENOVATION	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T8
2017		BB	TRF-TCMT-17B	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CCLRT FACILITY MODIFICATIONS	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T8
2017		BB	TRF-TCMT-17D	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T3
2017		BB	TRF-TCMT-17E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,820,031	0	2,256,025	0	564,006	MET COUNCIL-MT	T3
2017		BB	TRF-TCMT-17S	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT MAINTENANCE AND OVERHAUL	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T3
2017		BB	TRF-TCMT-17X	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	15,594,242	0	13,255,106	0	2,339,136	MET COUNCIL-MT	T10
2017		BB	TRF-TCMT-17Z	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES	6,640,000	0	5,312,000	0	1,328,000	MET COUNCIL-MT	T10
2018		BB	TRF-TCMT-18	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES	6,640,000	0	5,312,000	0	1,328,000	MET COUNCIL-MT	T10
2018		BB	TRF-TCMT-18A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL NORTHSTAR LOCOMOTIVE	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T10
2018		BB	TRF-TCMT-18E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CCLRT FACILITY MODIFICATIONS	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T8
2018		BB	TRF-TCMT-18L	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT MAINTENANCE AND OVERHAUL	1,050,000	0	840,000	0	210,000	MET COUNCIL-MT	T3
2018		BB	TRF-TCMT-18M	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T1
2018		BB	TRF-TCMT-18N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T4
2018		BB	TRF-TCMT-18T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	26,400,000	0	22,440,000	0	3,960,000	MET COUNCIL-MT	T10
					Totals	159,004,273	0	132,053,131	0	26,951,142		

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		BB	TRS-TCMT-15A	TR	CMAQ: PURCHASE FIVE BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON SNELLING AVENUE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH STREET IN MPLS	3,709,150	2,967,320	0	0	0	741,830	METRO TRANSIT	A20
2015		BB	TRS-TCMT-15B	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON SNELLING AVE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH ST IN MPLS	4,332,691	3,466,153	0	0	0	866,538	METRO TRANSIT	A20
2015		BB	TRS-TCMT-15C	TR	CMAQ: PURCHASE 3 COACH BUSES FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M	1,800,000	1,440,000	0	0	0	360,000	SHAKOPEE	T10
2015		BB	TRS-TCMT-15D	TR	CMAQ: THREE YEARS OF STARTUP OPERATING FUNDS FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M	1,600,533	1,280,426	0	0	0	320,107	SHAKOPEE	T10
2015		BB	TRS-TCMT-15E	TR	CMAQ: PURCHASE SIX BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON WEST 7TH STREET IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT	3,510,980	2,808,784	0	0	0	702,196	METRO TRANSIT	A20
2015		BB	TRS-TCMT-15F	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON WEST 7TH ST IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT	3,123,839	2,499,071	0	0	0	624,768	METRO TRANSIT	A20
2015		CITY	164-070-008	RW	**MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,337,250	1,069,800	1,069,800	0	0	267,450	SAINT PAUL	O4

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		CITY	164-070-009	RC	**MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,395,771	1,116,617	1,116,617	0	0	279,154	SAINT PAUL	O1
2015		CSAH 10	010-610-046	RD	FROM JUST N OF CSAH 30 IN WACONIA TWP TO TH 7 IN WATERTOWN TWP-RECONSTRUCTION INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND WIDENING SHOULDERS	4,867,500	3,894,000	0	0	0	973,500	CARVER COUNTY	S4
2015		CSAH 10	062-610-004	SH	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-INTERSECTION IMPROVEMENT INCLUDING REPLACE TRAFFIC SIGNAL AND TURN LANES	1,200,000	630,000	0	0	0	570,000	RAMSEY COUNTY	E1
2015		CSAH 116	027-716-010	SH	CR 116 AT CSAH 150 IN ROGERS-INTERSECTION LIGHTING	27,500	24,750	0	0	0	2,750	HENNEPIN COUNTY	S18
2015		CSAH 135	027-735-003	BR	ON CSAH 135 (TONKAWA RD) OVER THE MAXWELL CHANNEL OF LAKE MINNETONKA IN ORONO-REPLACE BRIDGE #90621	1,072,000	792,000	0	0	0	280,000	HENNEPIN COUNTY	S19
2015		CSAH 14	010-030-007	SH	AT VARIOUS LOCATIONS IN CARVER COUNTY-PED COUNTDOWN TIMERS, YELLOW ARROWS ADV WALK CYCLE, ADA IMPROVEMENTS	535,680	482,112	0	0	0	53,568	CARVER COUNTY	S7
2015		CSAH 144	027-030-032	SH	GROUND IN EDGE LINE STRIPING ON HENNEPIN CSAH 144 AND HENNEPIN CSAH 19	130,836	117,752	0	0	0	13,084	HENNEPIN COUNTY	S4
2015		CSAH 15	082-615-028	SH	FROM S OF MENDEL RD TO N OF 110TH ST IN STILLWATER TOWNSHIP-LEFT AND RIGHT TURN LANES	393,600	354,240	0	0	0	39,360	WASHINGTON COUNTY	E1
2015		CSAH 152	027-030-036	SH	INSTALL PEDESTRIAN COUNT DOWN TIMERS ON HENNEPIN CSAH 152, CSAH 81 AND CSAH 3	276,048	248,443	0	0	0	27,605	HENNEPIN COUNTY	S7
2015		CSAH 17	070-617-024	RC	FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL	8,470,000	6,776,000	0	0	0	1,694,000	SCOTT COUNTY	A20
2015		CSAH 18	002-030-006	SH	INSTALL EMBEDDED WET REFLECTIVE STRIPING ON ANOKA CSAH 18 AND CSAH 22	73,440	66,096	0	0	0	7,344	ANOKA COUNTY	S4

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		CSAH 18	002-618-030	SH	ANOKA CSAH 18 (BROADWAY AVE) AT CR 62 (KETTLE RIVER BLVD) IN COLUMBUS-ROUNDABOUT	550,000	495,000	0	0	0	55,000	ANOKA COUNTY	E1
2015		CSAH 19	027-619-022	SH	AT HENNEPIN CSAH 30 IN CORCORAN-INTERSECTION LIGHTING	27,500	24,750	0	0	0	2,750	HENNEPIN COUNTY	S18
2015		CSAH 2	070-602-020AC	SH	**AC**AT SCOTT CSAH 46 IN NEW MARKET-ROUNDABOUT (AC PAYBACK 1 OF 1)	784,778	784,778	0	0	0	0	SCOTT COUNTY	E1
2015		CSAH 22	002-030-008	SH	INTERSECTION LIGHTING AND WET REFLECTIVE STRIPING ON ANOKA CSAH 22 AND CSAH 116	268,380	241,542	0	0	0	26,838	ANOKA COUNTY	S18
2015		CSAH 23	019-623-029	TM	CMAQ: CSAH 23 & CSAH 42-FIBER OPTIC INSTALLATION, TRAFFIC SIGNAL MGMT SYS, SIGNAL TIMING	1,153,900	923,120	0	0	0	230,780	DAKOTA COUNTY	T6
2015		CSAH 3	027-603-051	MC	**MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	6,796,043	5,436,834	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	A20
2015		CSAH 3	027-603-053	MC	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(2001 APPROPRIATIONS ACT)	2,864,445	2,291,556	2,291,556	0	0	572,889	HENNEPIN COUNTY	A20
2015		CSAH 3	027-603-055	MC	**MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	1,799,800	1,439,840	1,439,840	0	0	359,960	HENNEPIN COUNTY	A20
2015		CSAH 32	019-632-032	TM	CMAQ: INSTALL FIBER OPTIC CABLE FOR SIGNAL INTERCONNECTION ALONG CSAH 32 IN EAGAN INCLUDING TRAFFIC MONITORING EQUIPMENT, FLASHING YELLOW ARROWS AND RETIMING AND COORDINATION	519,200	415,360	0	0	0	103,840	DAKOTA COUNTY	S7
2015		CSAH 35	157-020-026	RD	FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT CSAH 35 INCLUDING TRANSIT, BIKE AND PED FACILITIES	5,183,545	4,146,836	0	0	0	1,036,709	RICHFIELD	A20
2015		CSAH 42	019-642-044	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	11,000,000	2,624,675	2,624,675	0	0	8,375,325	DAKOTA COUNTY	E3

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		CSAH 42	019-642-045	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	300,000	300,000	0	0	75,000	DAKOTA COUNTY	E3
2015		CSAH 42	019-642-051	EN	ALONG THE NORTH SIDE OF CSAH 42 FROM NICOLLET AVE TO ELM DRIVE IN BURNSVILLE-PED/BICYCLE TRAIL	3,692,233	2,953,786	0	0	0	738,447	DAKOTA COUNTY	AQ2
2015		CSAH 42	062-642-007	RD	CSAH 42 (FORD PKWY) FROM W OF HOWELL ST TO SNELLING AVE IN ST PAUL - RECONSTRUCT TO INCLUDE RAISED MEDIANS, BIKE AND TURN LANES AT INTERSECTIONS, NEW TRAFFIC SIGNALS AND SIDEWALK UPGRADES (TIED TO 6215-103)	3,330,896	2,664,717	0	0	0	666,179	RAMSEY COUNTY	S10
2015		CSAH 60	019-650-014AC	RC	**AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND 2-LANE TO 4-LANE DIVIDED HWY ON CSAH 50 N FROM CSAH 60 TO JUREL WAY AND ON CSAH 60 W FROM CSAH 50 TO ORCHARD TRAIL (AC PAYBACK 1 OF 1)	1,308,800	1,308,800	0	0	0	0	DAKOTA COUNTY	NC
2015		CSAH 8	070-608-022	RD	FROM CSAH 91 TO THE DAKOTA COUNTY LINE-RECONSTRUCT INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND A MULTI-USE TRAIL TO CONNECT TO AN EXISTING TRAIL IN DAKOTA COUNTY	4,730,000	3,784,000	0	0	0	946,000	SCOTT COUNTY	S19
2015		I 35E	1982-171	NO	ON SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL	495,000	0	0	0	445,000	50,000	MNDOT	O4
2015		I 35E	6280-367B	CA	FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION	1,200,000	0	0	0	1,200,000	0	MNDOT	A20
2015		I 35E	6280-384	AM	AT THE INTERSECTION OF RANDOLPH AVE (RAMSEY-CSAH 38) & I35E SB ENTRANCE & EXIT RAMP-ADA IMPROVEMENTS AND APS INSTALLATION	32,500	0	0	0	32,500	0	MNDOT	AQ2

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		I 35E	6281-20	BI	RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK AND WIDEN BRIDGE 62834, REPLACE APPROACH PANELS, CONCRETE OVERLAY ON CSAH 96 BETWEEN CENTERVILLE RD AND WHITE BEAR PARKWAY AND RAMPS FROM I35E TO CSAH 96, DRAINAGE, REPLACE TRAFFIC SIGNALS, ADA PED TRAIL	4,485,000	3,100,500	0	0	344,500	1,040,000	MNDOT	S19
2015		I 35E	6281-25	BR	FROM 0.2 MILE S OF RAMSEY CR E (CSAH 15) TO 0.5 MILE S OF RAMSEY CSAH 96 IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 (NEW 62729) AND 9568 (NEW 62730) INCLUDING PROFILE ADJUSTMENTS ON BOTH SIDES OF BRIDGE, MILL AND UNBONDED CONCRETE OVERLAY, ADA, RETAINING WAL	20,555,000	18,499,500	0	0	2,055,500	0	MNDOT	S19
2015		I 35E	6281-44	TM	SB I35E FROM RAMSEY CR J IN WHITE BEAR TWP TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER	10,000	0	0	0	10,000	0	MNDOT	S4
2015		I 35W	160-020-025	RD	AT I-35W AND CLEVELAND AVE IN ROSEVILLE-RECONSTRUCT RAMP TERMINALS INCLUDING DUAL LEFT TURN LANES ON NB CLEVELAND AVE	1,490,730	1,192,584	0	0	0	298,146	ROSEVILLE	E3
2015		I 35W	2782-315	RB	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	200,000	0	0	0	200,000	0	MNDOT	O6
2015		I 35W	2782-334	DR	FROM 39TH ST TO JUST N OF LAKE ST IN MPLS-STORMWATER TUNNEL REPAIR (CHP 388 BONDS)	6,250,000	0	0	0	0	6,250,000	MNDOT	O6
2015		I 35W	2783-138	DR	I35W, JUST N OF LAKE ST TO 13TH AVE S AND ON I94 FROM WILLOW ST TO PORTLAND AVE S IN MPLS-SEAL AND GROUT STORMWATER TUNNELS ($7M CHP 152 BONDS)	9,260,000	0	0	0	661,500	8,598,500	MNDOT	O6

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		I 35W	6284-157	AM	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS/NEW BRIGHTON- REPLACE BRIDGE 9577 WITH 62911, APPROACH PANEL AND RAMP WORK	2,500,000	0	0	0	2,500,000	0	MNDOT	S19
2015		I 35W	6284-170	TM	FROM MN36 IN ROSEVILLE TO US10 IN MOUNDS VIEW-INSTALL ITS, INCLUDING VEHICLE DETECTION, FIBER, REPLACE SHELTERS & ELIMINATE COPPER	1,200,000	0	0	0	1,200,000	0	MNDOT	S7
2015		I 35W	6284-171	BR	AT RAMSEY CSAH 12 (CR F) IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9599 WITH BRIDGE 62890 AND APPROACHES, GUARDRAIL, PED/BIKE TRAIL	3,215,000	2,790,000	0	0	310,000	115,000	MNDOT	S19
2015		I 394	2789-136	RS	JUST E OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE #27770D AND ON I94 NEAR JCT I94 AND I394 IN MPLS- MILL AND OVERLAY, MINOR CPR, DIAMOND GRINDING, DRAINAGE, ADA UPGRADES, GUARDRAIL, SIGNAL LOOPS AND REMOVE/REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON B	4,900,000	4,410,000	0	0	490,000	0	MNDOT	S10
2015		I 394	2789-142	TM	**ELLA**FROM I494 IN MINNETONKA TO WASHINGTON AVE N IN MPLS (I394 MNPASS) - PARTIAL ITS REFURBISHMENT, INCLUDING COMMUNICATIONS, FIBER, POWER, NON-INTRUSIVE DETECTION AND CABINETS (IN "OTHER" $1.35M IS MNPASS REVENUE, $200K IS ABC GARAGE FUNDS)	2,050,000	0	0	0	500,000	1,550,000	MNDOT	S7
2015		I 494	2785-330	MC	**PV40M**ADA5M**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIG	86,030,000	26,788,000	0	47,000,000	12,012,000	230,000	MNDOT	A20

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		I 494	2785-338	RB	FROM FLYING CLOUD DR TO W OF BUSH LAKE RD IN BLOOMINGTON - LANDSCAPING	470,000	0	0	0	470,000	0	MNDOT	O6
2015		I 494	2785-403	MC	**ELLA**FROM I394 TO I94/694 - TEMPORARY BYPASS WORK INCLUDING PAVEMENT, WIDENING OF 3 BRIDGES AND LIGHTING	5,100,000	0	0	0	5,100,000	0	MNDOT	A20
2015		I 694	6285-148	RB	US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING	200,000	0	0	0	200,000	0	MNDOT	O6
2015		I 94	2780-66	MC	**COC**ELLA**AUXILLIARY LANE CONSTRUCTION EB FROM TH241 IN ST. MICHAEL TO TH101 IN ROGERS-INCLUDING WB EXIT RAMP EXTENSION AT TH 101 AND WB THIRD LANE FROM TH101 TO TH241	33,400,000	0	0	0	0	33,400,000	MNDOT	A20
2015		I 94	2780-90	SC	**RI120M**AT I94/I494 INTERCHANGE IN MAPLE GROVE -REPLACE TOWERS AND LIGHTING SYSTEMS	1,100,000	0	0	0	1,100,000	0	MNDOT	S18
2015		I 94	2781-462	AM	**TED14** WB I94, EXIT RAMP TO 5TH ST SOUTH IN MPLS (REORIENT 5TH ST S TO 7TH ST S)- CONSTRUCT NEW BRIDGE #27W27	6,790,000	0	0	0	6,790,000	0	MNDOT	A20
2015		I 94	6282-190	NO	EB I94, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISE WALL	940,000	0	0	0	660,000	280,000	MNDOT	O3
2015		I 94	6282-200	BR	AT MACKUBIN STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9737 (NEW PED BRIDGE 62892), SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	1,630,000	1,467,000	0	0	163,000	0	MNDOT	S19
2015		I 94	8282-116	DR	MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP- REPAIR, REPLACE & LINE LARGE PIPES	4,430,000	0	0	0	4,430,000	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		LOCAL	082-595-002	RB	REHABILITATION AND CONSTRUCTION OF ST. CROIX BOOM SITE ROADSIDE RECREATIONAL AREA (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY)	325,000	325,000	0	0	0	0	WASHINGTON COUNTY	O9
2015		LOCAL 99	062-631-015AC	BI	**AC** ON MARYLAND AVE AND APPROACHES BETWEEN L'ORIENT ST AND JACKSON ST IN ST PAUL-RECONSTRUCT BRIDGE #62525 (AC PAYBACK 1 OF 1)	748,000	748,000	0	0	0	0	RAMSEY COUNTY	S19
2015		LOCAL 99	070-030-008	SH	INSTALLATION OF PED COUNT DOWN TIMERS AT 37 LOCATIONS IN SCOTT COUNTY	399,600	359,640	0	0	0	39,960	SCOTT COUNTY	S7
2015		LOCAL 99	107-030-007	SH	INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH MINOR RDWY IMPROVEMENTS AT 3 LOCATIONS IN BLOOMINGTON	189,600	170,640	0	0	0	18,960	BLOOMINGTON	S7
2015		LOCAL 99	107-444-007	SH	LINDAU LANE/IKEA WAY IN BLOOMINGTON-REMOVAL OF APPROXIMATELY 380FT OF MEDIAN	1,232,000	1,108,800	0	0	0	123,200	BLOOMINGTON	S9
2015		LOCAL 99	132-030-003	SH	MAIN ST FROM 5TH AVE TO 13TH AVE IN HOPKINS-PUSH BUTTONS, PED COUNT DOWN TIMERS, APS AND ADA IMPROVEMENTS AT 9 INTERSECTIONS	734,400	660,960	0	0	0	73,440	HOPKINS	S7
2015		LOCAL 99	141-030-021	TM	CMAQ: UPGRADE OF THE TRAFFIC SIGNAL CONTROL SYSTEM AT 262 LOCATIONS IN MPLS ENHANCING THE ITS AND SIGNAL COORDINATION CAPABILITIES THROUGH NEW CONTROLLERS, ADVANCED DETECTOR TECHNIQUES AND TMC UPGRADES	3,245,000	2,596,000	0	0	0	649,000	MINNEAPOLIS	E2
2015		LOCAL 99	141-030-025	SH	17 INTERSECTIONS IN MPLS-INSTALL SPECIAL COLORED MARKING AND SIGNING TREATMENTS FOR BICYCLE CONFLICT ZONES	187,000	168,300	0	0	0	18,700	MINNEAPOLIS	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		LOCAL 99	141-211-014	SH	4TH AVE S BETWEEN 3RD ST S AND 11TH ST S IN MPLS-OVERHEAD SIGNAL INDICATIONS AT 9 INTERSECTIONS	786,500	707,300	0	0	0	79,200	MINNEAPOLIS	S7
2015		LOCAL 99	141-328-024	BI	ON 10TH AVE SE OVER THE MISSISSIPPI RIVER IN MPLS-REHABILITATION OF CONCRETE ARCH STRUCTURE OF BRIDGE #2796	7,500,000	3,369,300	0	0	0	4,130,700	MINNEAPOLIS	S19
2015		LOCAL 99	141-425-006	RC	HENNEPIN/LYNDALE AVE FROM DUNWOODY BLVD TO FRANKLIN AVE-RECONSTRUCTION, SIGNAL WORK AND PED/BICYCLE FACILITIES	9,119,000	7,295,200	0	0	0	1,823,800	MINNEAPOLIS	E3
2015		LOCAL 99	164-158-021AC	BI	**AC**ON KELLOGG BLVD OVER THE RAVINE BETWEEN WABASHA ST AND SAINT PETER ST IN ST PAUL-RECONSTRUCT BRIDGE #92797 (AC PAYBACK 1 OF 1)	2,745,600	2,745,600	0	0	0	0	SAINT PAUL	S19
2015		LOCAL 99	189-020-023	SC	ON WEAVER LAKE RD AT DUNKIRK LANE, XENE LANE, AND NIAGARA LANE IN MAPLE GROVE-CONSTRUCT ROUNDABOUTS	2,620,305	2,096,244	0	0	0	524,061	MAPLE GROVE	E1
2015		LOCAL 99	189-102-011	SH	WEAVER LAKE RD AT DUNKIRK LANE IN MAPLE GROVE-CONVERT SIGNALIZED INTERSECTION TO ROUNDABOUT	1,138,610	1,024,749	0	0	0	113,861	MAPLE GROVE	E1
2015		LOCAL 99	880M-SHL-15	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015	216,100	194,490	0	0	0	21,610	MNDOT	NC
2015		LOCAL 99	TRS-TCMT-15	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	0	0	0	875,000	MET COUNCIL-MT	AQ1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		MN 100	2734-33AC	MC	**AC**FROM 36TH ST TO 26TH ST IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309(NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILLI	3,800,000	3,800,000	0	0	0	0	MNDOT	A20
2015		MN 101	238-010-003AC	MC	**AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PAYBACK 1 OF 1)	5,368,066	5,368,066	0	0	0	0	ROGERS	S10
2015		MN 13	1902-55	RD	**RI120M**FROM 2ND ST IN MENDOTA TO I35E IN LILYDALE-MILL AND OVERLAY, SLOPE STABILIZATION, REPLACE CURB, GUTTER AND CATCH BASINS ($400K IS ROADSIDE INFRASTRUCTURE)	1,765,000	0	0	0	1,705,000	60,000	MNDOT	NC
2015		MN 13	7001-104	AM	AT 150TH ST IN PRIOR LAKE AND SAVAGE-CONSTRUCT REDUCED CONFLICT INTERSECTION AT 150TH & RESTRICT ACCESS TO RI/RO AT ZINRAN/OAKLAND BEACH AVE ($702K IS CO-OP)	2,102,000	0	0	0	2,102,000	0	MNDOT	E1
2015		MN 13	7001-107	SC	AT SCOTT CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT	300,000	0	0	0	150,000	150,000	MNDOT	E2
2015		MN 13	7001-98	SC	AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	275,000	0	0	0	137,500	137,500	MNDOT	E2
2015		MN 149	1917-44	AM	**ELLA**FROM MN55 TO JUST S OF I494 IN EAGAN-MILL & OVERLAY, SIGNALS, DRAINAGE (TIED TO 195-010-010, 195-010-011, 1909-95)	1,250,000	0	0	0	1,250,000	0	MNDOT	A20

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2015		MN 149	195-010-010AC	RC	**AC**FROM TH 55 TO JUST SOUTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 2)	1,023,134	1,023,134	0	0	0	0	EAGAN	A20
2015		MN 36	6211-102	TM	FROM US61 IN MAPLEWOOD TO MN120 IN N ST PAUL-INSTALL TMS	1,200,000	0	0	0	1,200,000	0	MNDOT	S7
2015		MN 36	8204-62	RB	FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N IN GRANT-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2015		MN 36	8214-114MIT15	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS INCLUDING ENDOWMENT FUND FOR REPLACEMENT OF RIVER BRIDGE 4654	12,575,000	0	0	0	9,530,000	3,045,000	MNDOT	A20
2015		MN 36	8214-114RW2	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION	700,000	560,000	0	0	140,000	0	MNDOT	A20
2015		MN 36	8214-114SA15	SA	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	10,000,000	0	0	0	8,000,000	2,000,000	MNDOT	A20
2015		MN 36	8214-114Z	AM	ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	25,000	0	0	0	25,000	0	MNDOT	NC
2015		MN 36	8214-144	PL	**MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	339,950	271,960	271,960	0	67,990	0	MNDOT	O1
2015		MN 36	8214-164	RB	FROM W OF GREELEY AVE/CSAH 66 (W LIMIT OF ST. CROIX CROSSING PROJECT) TO E OF OSGOOD AVE - LANDSCAPING	460,000	0	0	0	460,000	0	MNDOT	O6

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2015		MN 36	8214-165	RB	BETWEEN OSGOOD AVE AND MN95 IN OAK PARK HEIGHTS - TYPE I STATE ENTRY AND EXIT SIGN	870,000	0	0	0	870,000	0	MNDOT	O8
2015		MN 36	8214-173	AM	CONSTRUCTION OF BERM AT KRIESEL FARMSTEAD IN WI AS PART OF ST. CROIX MITIGATION PACKAGE- WISCONSIN LET	30,000	0	0	0	30,000	0	MNDOT	O6
2015		MN 36	8214-174A	AM	WI ST HWY64 FROM CR-E TO 150TH AVE-GRADING FOR NEW ROADWAY AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	175,000	0	0	0	175,000	0	MNDOT	A20
2015		MN 36	8214-175	TM	NORTHWEST RAMP AT MN5 – CONSTRUCT OVER-WEIGHT ENFORCEMENT PULL OFF PAD, INCLUDING WEIGH-IN-MOTION SYSTEM AT MN36 AND OSGOOD AVE N, AS PART OF ST CROIX RIVER CROSSING PROJECT	1,000,000	0	0	0	1,000,000	0	MNDOT	E5
2015		MN 36	8221-01AC	BR	**AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 1)	8,368,663	8,368,663	0	0	0	0	MNDOT	A20
2015		MN 41	7010-100	RS	FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF MN RIVER BRIDGE #10012 IN JACKSONVILLE TWP - MILL & OVERLAY, SLOPE ARMORING	810,000	0	0	0	810,000	0	MNDOT	S10
2015		MN 5	1002-101	RS	**AB**MN5 FROM 0.2 MI E OF SCANDIA RD IN LAKETOWN TWP TO 0.1 MI W CARVER-CR11 IN VICTORIA - PAVEMENT RESURFACING, TURN LANES, WIDEN SHOULDERS ($365K OF "OTHER FUNDS" IS FUNDS ALREADY RECEIVED FROM PARTNERSHIP AGMT WITH DEVELOPER)	7,260,000	0	0	0	6,895,000	365,000	MNDOT	S10
2015		MN 5	1002-102	RS	**ELLA**FROM 0.1 MI E OF JCT MN25 IN CAMDEN TWP TO 94TH ST IN WACONIA- MILL & OVERLAY, TURN LANES, GUARDRAIL, DRAINAGE	2,350,000	0	0	0	2,350,000	0	MNDOT	S10

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2015		MN 5	1002-106	AM	**TED14** FROM 94TH ST TO JUST E BIRCH ST IN WACONIA-LANE WIDEN, ACCESS CLOSURES, SIGNAL, PED/BIKE/TRAIL UNDERPASS, LIGHTING ($702K IS CO-OP AMT, $4.5M IS TED14)	6,034,000	0	0	0	6,034,000	0	MNDOT	NC
2015		MN 5	2701-49	RS	FROM 0.1 MI W OF CSAH 4 (EDEN PRAIRIE RD) TO 0.1 MI E OF FULLER RD/VENTURE LANE IN EDEN PRAIRIE-MILL AND OVERLAY, CURB & GUTTER, ADA, APS, DRAINAGE, GUARDRAIL	765,000	612,000	0	0	153,000	0	MNDOT	S10
2015		MN 5	2732-104	SH	**SEC164**I494 IN BLOOMINGTON TO MN55 IN MPLS-CABLE MEDIAN BARRIER	244,000	244,000	0	0	0	0	MNDOT	S9
2015		MN 5	6201-86	BI	FROM MN55 IN MPLS TO DAVERN AVE ST IN ST PAUL - REDECK BRIDGE 9300, PAINT BRIDGES 9300 AND 9491, MINOR REPAIRS TO BRIDGES 9489, 9490 AND 9491, MINOR CONCRETE PAVEMENT REPAIR	10,544,665	0	0	0	0	10,544,665	MNDOT	S19
2015		MN 5	8214-171	AM	EAST AND WEST OF WASHINGTON-CSAH-17 IN LAKE ELMO-INSTALL SIGNALS AND TURN LANES	432,000	0	0	0	432,000	0	MNDOT	E1
2015		MN 51	6215-100	AM	**BP08**ADA5M**FROM JUST S OF W FORD PKWY IN ST PAUL TO CR-B2 IN ROSEVILLE-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE, ADA CURB RAMPS AND APS AT VARIOUS LOCATIONS (CHP 152 TRANSIT ADVANTAGE BONDS)	4,912,250	0	0	0	125,000	4,787,250	MNDOT	AQ2
2015		MN 51	6215-103	AM	AT RAMSEY-CSAH 42 (FORD PARKWAY) IN ST PAUL - SIGNAL UPGRADE AND APS (TIED TO 062-642-007)	148,500	0	0	0	148,500	0	MNDOT	E2

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2015		MN 51	6215-99	RC	**BP08**ADA5M**ADA**FROM JUST S OF DAYTON TO PIERCE BUTLER AVE IN ST PAUL-MILL AND OVERLAY, BRIDGE 9377 DECK REPLACEMENT, CHANNELIZATION, ADA, BUS STOP BUMPOUTS FOR RAPID BUS SERVICE AND REPAIRS ON BRIDGE 62847 AT I94 OVER FAIRVIEW (CHP 152 TRANSIT ADVANT	7,060,000	0	0	0	5,847,250	1,212,750	MNDOT	S10
2015		MN 51	6216-130	BR	AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE AND WIDEN BRIDGE 62010 (NEW BRIDGE 62038), ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL	2,720,000	2,176,000	0	0	544,000	0	MNDOT	S19
2015		MN 51	6216-133	TM	FROM DAN PATCH AVE/MIDWAY PKWY IN FALCON HEIGHTS/SAINT PAUL TO I694 IN ARDEN HILLS-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	708,225	566,580	0	0	141,645	0	MNDOT	E2
2015		MN 55	027-030-014	RW	**MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU)	1,014,314	399,181	399,181	0	0	615,133	HENNEPIN COUNTY	O4
2015		MN 55	027-596-005	RW	**MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU)	1,736,354	590,553	590,553	0	0	1,145,801	HENNEPIN COUNTY	O2
2015		MN 55	1910-44	SR	UP RR, COURTHOUSE BLVD IN HASTINGS-INSTALL CANTS, UPGRADE TO GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	S8
2015		MN 55	195-010-011AC	MC	**AC**FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-WIDEN FROM 4 TO 6-LANE EXPANSION, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 1)	2,640,000	2,640,000	0	0	0	0	EAGAN	A20

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2015		MN 55	2722-82	SC	AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM	300,000	0	0	0	150,000	150,000	MNDOT	E2
2015		MN 55	2723-123	SC	WB FROM I494 NB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-WIDEN NB OFF RAMP FROM I494, CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE AND ADA	920,000	0	0	0	920,000	0	MNDOT	E1
2015		MN 55	2723-127	AM	AT WINNETKA AVE IN GOLDEN VALLEY-RAISED MEDIAN, SB THROUGH LANE AND MODIFY SIGNAL	588,500	0	0	0	588,500	0	MNDOT	NC
2015		MN 610	2771-37	MC	**COC**AB**HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16	95,475,316	0	0	0	0	95,475,316	MNDOT	A20
2015		MN 610	2771-37E	MC	**MN266** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	399,932	399,932	399,932	0	0	0	MNDOT	A20
2015		MN 610	2771-37F	MC	**MN249** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	490,000	490,000	490,000	0	0	0	MNDOT	A20

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2015		MN 610	2771-37G	MC	**MN119** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	116,233	92,986	92,986	0	0	23,247	MNDOT	A20
2015		MN 610	2771-37H	MC	**MN235** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	4,204,068	3,363,254	3,363,254	0	0	840,814	MNDOT	A20
2015		MN 610	2771-37J	CA	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-DESIGN AND CONSTRUCTION OVERSIGHT	4,935,000	0	0	0	0	4,935,000	MNDOT	O1
2015		MN 610	2771-37K	AM	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-UTILITY AGREEMENTS WITH AT&T, TDS METROCOM, AND MCES	775,000	0	0	0	0	775,000	MNDOT	O1
2015		MN 610	2771-37L	AM	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RR AGREEMENT	500,000	0	0	0	0	500,000	MNDOT	O1
2015		MN 610	2771-37M	CA	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-STIPENDS FOR UNSUCCESSFUL BIDDERS	675,000	0	0	0	0	675,000	MNDOT	O1
2015		MN 610	2771-37N	CA	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-MISCELLANEOUS CONSULTANT AGREEMENTS	505,000	0	0	0	200,000	305,000	MNDOT	O1
2015		MN 610	2771-37RW1	RW	**MN211**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	2,107,164	1,685,731	1,685,731	0	421,433	0	MNDOT	O4
2015		MN 610	2771-37RW2	RW	**MN226**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	1,873,034	1,498,427	1,498,427	0	374,607	0	MNDOT	O4

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2015		MN 610	2771-37RW3	RW	**MN119**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	936,518	749,214	749,214	0	187,304	0	MNDOT	O4
2015		MN 62	2773-12	SH	**SEC164**I494 TO US169 IN MINNETONKA/EDEN PRAIRIE-CABLE MEDIAN BARRIER	304,000	304,000	0	0	0	0	MNDOT	S9
2015		MN 62	2775-24	SH	**SEC164**MN77 TO 34TH AVE S IN MPLS-CABLE MEDIAN BARRIER	260,000	260,000	0	0	0	0	MNDOT	S9
2015		MN 65	0208-142	AM	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	350,000	0	0	0	350,000	0	MNDOT	E1
2015		MN 65	0208-153	AM	AT ANOKA-CSAH 12 (109TH AVE NE) IN BLAINE-RIGHT TURN LANE AND UPGRADE SIGNALS	299,160	0	0	0	299,160	0	MNDOT	E1
2015		MN 65	2710-2440B	BI	AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS - CONCRETE AND SCOUR REPAIR ON PIER 5 AND REPAIR CONCRETE FOOTING SPALLING AT PIERS 1 & 2	905,000	0	0	0	905,000	0	MNDOT	S19
2015		MN 77	1925-52	BI	OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	3,540,000	2,832,000	0	0	708,000	0	MNDOT	S19
2015		MN 97	8212-25	AM	AT WASHINGTON-CR 91 & AT LOFTON AVE IN SCANDIA-TURN LANES	393,400	0	0	0	393,400	0	MNDOT	E1
2015		MN 999	0205-99	SC	FROM HENNEPIN-ANOKA CO LINE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS-SIGN REPLACEMENT	300,000	0	0	0	300,000	0	MNDOT	O8
2015		MN 999	880M-BI-15	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2015	115,000	0	0	0	115,000	0	MNDOT	NC
2015		MN 999	880M-CA-15	CA	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2015	8,000,000	0	0	0	8,000,000	0	MNDOT	NC
2015		MN 999	880M-CM-15	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2015	4,235,000	0	0	0	4,235,000	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		MN 999	880M-NO-15	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2015	1,560,000	0	0	0	1,560,000	0	MNDOT	NC
2015		MN 999	880M-PM-15	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2015	4,500,000	0	0	0	4,500,000	0	MNDOT	NC
2015		MN 999	880M-RB-15	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2015	100,000	0	0	0	100,000	0	MNDOT	NC
2015		MN 999	880M-RI12M-15	NO	**RI120M**METRO SETASIDE FOR ROADSIDE INFRASTRUCTURE PROJECTS FOR FY 2015	2,445,000	0	0	0	2,445,000	0	MNDOT	NC
2015		MN 999	880M-RS-15	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2015	1,485,000	0	0	0	1,485,000	0	MNDOT	NC
2015		MN 999	880M-RW-15	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2015	26,315,000	0	0	0	26,315,000	0	MNDOT	NC
2015		MN 999	880M-RX-15	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2015	4,600,000	0	0	0	4,600,000	0	MNDOT	NC
2015		MN 999	880M-SA-15	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2015	14,000,000	0	0	0	14,000,000	0	MNDOT	NC
2015		MN 999	880M-SC-15	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2015	25,000	0	0	0	25,000	0	MNDOT	NC
2015		MN 999	880M-TE-15	SC	DISTRICTWIDE SETASIDE FOR WATER RESOURCES ($20K), TRAF ENG ($50K), TRAF MGMT($0) PRESERVATION PROJECTS - FY 2015	70,000	0	0	0	70,000	0	MNDOT	NC
2015		MN 999	880M-TM-15	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2015	400,000	0	0	0	400,000	0	MNDOT	NC
2015		MN 999	880M-TRLF-15	RW	**TRLF**REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MNDOT	NC
2015		MN 999	8825-364	TM	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	1,300,000	0	0	0	1,300,000	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		MN 999	8825-382	TM	ELECTRICAL SERVICE UPGRADES/REFURBISH & NON-INTRUSIVE DETECTION ON I-94 N OF TUNNEL IN MPLS TO SHINGLE CREEK PKWY IN BROOKLYN CTR; SYSTEM REFURBISH & ADD RAMP METERS AT MAPLE GROVE PKWY TO EB94 ON RAMP AND HANSEN BLVD TO WB US10 ON RAMP; CAMERA FILL INS A	1,525,000	0	0	0	1,525,000	0	MNDOT	NC
2015		MN 999	8825-383	SC	METROWIDE - REPAIR OR REPLACE CANTILEVER SIGN STRUCTURES	500,000	0	0	0	500,000	0	MNDOT	O8
2015		MN 999	8825-391	SC	ONE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	550,000	0	0	0	550,000	0	MNDOT	S18
2015		MN 999	8825-477	TM	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	S7
2015		MN 999	8825-497	TM	**RI20M**METROWIDE-REPLACE CAMERAS	700,000	0	0	0	700,000	0	MNDOT	S7
2015		MN 999	8825-500	SC	**RI20M**METROWIDE- REMOVE OR REPLACE OBSOLETE TWISTED END GUARDRAIL TREATMENTS AND INSTALL GUARDRAIL UPGRADES	1,200,000	0	0	0	1,200,000	0	MNDOT	S9
2015		MN 999	8825-503	SH	METROWIDE (I-35, I-494, I-694, MN212 AND MN41)-INSTALL GROUND IN WET REFLECTIVE EDGE MARKING	798,000	718,200	0	0	79,800	0	MNDOT	S4
2015		MN 999	8825-507	SC	**ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS, SIDEWALKS & APS INSTALLATION	955,000	764,000	0	0	191,000	0	MNDOT	AQ2
2015		MN 999	8825-512	TM	AT VARIOUS LOCATIONS IN METRO AREA - ICE CRUSH REPAIRS OF FIBER OPTIC CABLE	200,000	0	0	0	200,000	0	MNDOT	S7
2015		PED/BIKE	010-090-005	EN	FROM 1ST ST BRIDGE OVER W CHASKA CREEK IN CHASKA TO MAIN ST IN CITY OF CARVER (SW OF INTERSECTION OF HICKORY ST)-PEDESTRIAN/BICYCLE TRAIL AND TRAILHEAD FACILITIES	757,900	606,320	0	0	0	151,580	CARVER COUNTY	AQ2

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2015		PED/BIKE	019-090-016	EN	FROM DAKOTA CSAH 38 TO JOHNNY CAKE RIDGE ROAD IN APPLE VALLEY-PEDESTRIAN/BICYCLE TRAIL INCLUDING BRIDGE	1,818,135	1,100,000	0	0	0	718,135	DAKOTA COUNTY	AQ2
2015		PED/BIKE	062-090-002	EN	FROM LONG LAKE REGIONAL PARK IN NEW BRIGHTON TO CR H IN MOUNDS VIEW-PEDESTRIAN/BICYCLE TRAIL	1,442,320	1,100,000	0	0	0	342,320	RAMSEY COUNTY	AQ2
2015		PED/BIKE	082-090-005	EN	FROM US 61 TO US 10 IN DENMARK TOWNSHIP-PEDESTRIAN/BICYCLE TRAIL	1,683,000	1,100,000	0	0	0	583,000	WASHINGTON COUNTY	AQ2
2015		PED/BIKE	091-090-078	BT	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PROJECT, PAYBACK IN FY16)	11,424,000	2,400,000	0	3,760,000	0	5,264,000	THREE RIVERS PARK DISTRICT	AQ2
2015		PED/BIKE	092-090-052	EN	ON THE GATEWAY STATE TRAIL OVER HADLEY AVE NORTH IN OAKDALE-PEDESTRIAN/BICYCLE TRAIL BRIDGE	1,650,000	1,100,000	0	0	0	550,000	DNR	AQ2
2015		PED/BIKE	107-090-008	BT	MINNESOTA RIVER CROSSING AT THE OLD CEDAR AVE BRIDGE PROJECT IN BLOOMINGTON-MULTIMODAL CROSSING ($3M IN OTHER IS BONDS AND $9M IN OTHER IS TIF)	14,000,000	2,000,000	0	0	0	12,000,000	BLOOMINGTON	AQ2
2015		PED/BIKE	110-020-031AC	EN	**AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK-PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PAYBACK 1 OF 1)	687,108	687,108	0	0	0	0	BROOKLYN PARK	AQ2
2015		PED/BIKE	138-591-001	BT	**SRTS**CR B FROM BIRMINGHAM ST TO VAN DYKE ST- PE FOR TRAIL AND CROSSING IMPROVEMENTS	85,000	68,000	0	0	0	17,000	MAPLEWOOD	S6
2015		PED/BIKE	138-591-002	BT	**SRTS**CR B FROM BIRMINGHAM ST TO VAN DYKE ST-TRAIL AND CROSSING IMPROVEMENTS	406,000	324,800	0	0	0	81,200	MAPLEWOOD	S6

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		PED/BIKE	164-030-011	EN	ON E 7TH ST FROM ARCADE ST TO BUSH; ON ARCADE ST FROM E 7TH ST TO BRIDGE OVER PHALEN BLVD; ON FOREST ST FROM WELLS ST TO REANEY AVE IN ST PAUL; AND ON REANEY AVE FROM FOREST ST TO JOHNSON PKWY-SIDEWALKS, LANDSCAPING, TREES, PEDESTRIAN LIGHTING, ON-STREET	529,411	423,536	0	0	0	105,875	SAINT PAUL	O9
2015		PED/BIKE	164-646-001	EN	ON RAYMOND AVE FROM HAMPDEN AVE TO ENERGY PARK DR IN ST PAUL-STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING, BIKE LANES, PEDESTRIAN LIGHTING	1,826,330	1,100,000	0	0	0	726,330	SAINT PAUL	O9
2015		PED/BIKE	179-090-004	EN	**AC**FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL AND TRAILHEAD ($1.04M IS TAP, $500K IS FLAP) (AC PROJECT, PAYBACK IN 2017)	2,200,000	780,892	0	759,108	0	660,000	BURNSVILLE	AQ2
2015		PED/BIKE	188-090-002	EN	FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL	1,124,267	899,410	0	0	0	224,857	LAKEVILLE	AQ2
2015		PED/BIKE	214-591-001	BT	**SRTS**TH 61 FROM 450' N OF SCANDIA TRAIL TO CITY HALL, 11TH AVE FROM TH 61 TO S SHORE DR, AND 8TH ST FROM S SHORE DR TO TH 97-BITUMINOUS TRAIL AND CONCRETE WALK, PE AND CE ARE SOFT MATCH	589,744	471,795	0	0	0	117,949	FOREST LAKE	S6
2015		PED/BIKE	246-591-002	BT	**SRTS**SUNSET DR FROM EISCHENS LANE TO CEDAR LANE DR-SIDEWALK AND CROSSING IMPROVEMENTS, PE AND CE ARE SOFT MATCH	100,750	80,600	0	0	0	20,150	JORDAN	S6

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2015		RR	10-00120	SR	TCWR RR, CARVER CSAH 41 IN RANDOLPH TOWNSHIP (1/2 MILE E OF COLOGNE)-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	S8
2015		RR	27-00308	SR	CP RR, 5TH AVE S (M220) IN HOPKINS-INSTALL CANTS–UPGRADE TO GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	S8
2015		RR	27-00309	SR	PGR RR, W 84TH ST, M1230 IN BLOOMINGTON-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	S8
2015		RR	27-00310	SR	PGR RR, W 90TH ST, MSAS 130 IN BLOOMINGTON-UPGRADE CANTILEVERS AND ADD LEDS	225,000	225,000	0	0	0	0	MNDOT	S8
2015		RR	27-00311	SR	UP RR, PENNSYLVANIA AVE, M72 IN GOLDEN VALLEY-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	0	MNDOT	S8
2015		US 10	0202-95	AM	**CIMS**AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING	10,000,000	0	0	0	10,000,000	0	MNDOT	A20
2015		US 10	0214-44	SH	**SEC164**FROM I35W IN MOUNDS VIEW TO MN 610 IN BLAINE-CABLE MEDIAN BARRIER	718,000	718,000	0	0	0	0	MNDOT	S9
2015		US 12	2714-142	SC	EB US12, FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL	1,225,000	0	0	0	1,225,000	0	MNDOT	S19
2015		US 169	2772-114	SC	FROM I394 IN GOLDEN VALLEY TO BROOKLYN BLVD IN MAPLE GROVE AND BROOKLYN PARK-SIGN REPLACEMENT	500,000	0	0	0	500,000	0	MNDOT	O8
2015		US 169	2772-99	NO	ON EAST SIDE US169 FROM 16TH ST W TO JUST N OF WAYZATA BLVD IN ST LOUIS PARK - NOISE WALL	705,000	0	0	0	635,000	70,000	MNDOT	O3
2015		US 169	2776-03RW15	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	1,150,000	920,000	0	0	230,000	0	MNDOT	O4

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2015		US 169	7008-100	SC	**PV40M**US169 FROM MN 282 TO 0.9 MI N OF MN 21 IN JORDAN - RECONSTRUCT/OVERLAY MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES; REPLACE JOINTS, MILL AND OVERLAY BRIDGES 6802, 6803, 6804 ON US169 AND 6859 ON MN282; MIN	7,910,000	6,328,000	0	0	1,582,000	0	MNDOT	S9
2015		US 212	2762-98	SH	**SEC164**POWERS BLVD IN CHANHASSEN TO I494 IN EDEN PRAIRIE-CABLE MEDIAN BARRIER	1,368,000	1,368,000	0	0	0	0	MNDOT	S9
2015		US 52	1905-39	AM	AT DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP-GRADE SEPARATED CROSSING ($702K IS CO-OP, $1M IS SAFETY CAPACITY, $356K WRE)	2,060,000	0	0	0	2,060,000	0	MNDOT	A20
2015		US 52	1907-107	SH	FROM DAKOTA CSAH 46 IN COATES TO N JCT OF MN 55 IN INVER GROVE HTS-CABLE MEDIAN BARRIER	1,620,000	1,458,000	0	0	162,000	0	MNDOT	S9
2015		US 52	1928-60	SC	FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,665,000	1,332,000	0	0	333,000	0	MNDOT	S18
2015		US 61	1913-64B	BR	**MN261**HASTINGS BRIDGE 19004 (2010 APPROPRIATIONS ACT-STP)	91,967	91,967	91,967	0	0	0	MNDOT	S19
2015		US 61	1913-64E	CA	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP)	50,000	50,000	50,000	0	0	0	MNDOT	O1
2015		US 61	1913-64F	CA	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE 2 (2010 APPROPRIATIONS ACT-STP)	50,000	50,000	50,000	0	0	0	MNDOT	O2
2015		US 61	1913-64G	CA	**MN261**HASTINGS BRIDGE 19004-POST CONSTRUCTION SURVEY OF HISTORICAL BLDGS (2010 APPROPRIATIONS ACT-STP)	100,000	100,000	100,000	0	0	0	MNDOT	O1

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2015		US 61	1913-74	RB	**MN261**HASTINGS BRIDGE 19004-STAGING AREA FOR HASTINGS BRIDGE REPLACEMENT - PRAIRIE RESTORATION (2010 APPROPRIATIONS ACT-STP)	50,000	50,000	50,000	0	0	0	MNDOT	O6
2015		US 61	6222-166	SC	AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	250,000	0	0	0	125,000	125,000	MNDOT	E2
2015		US 61	6222-173	SR	CP RR, JUST S OF RAMSEY CSAH 9 (BUFFALO ST) IN WHITE BEAR LAKE-INSTALL CANTS, UPGRADE TO GATES	350,000	350,000	0	0	0	0	MNDOT	S8
2016		BB	TRS-TCMT-16A	TR	CMAQ: PURCHASE FOUR BUSES FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON	1,607,320	1,072,082	0	0	0	535,238	METRO TRANSIT	A20
2016		BB	TRS-TCMT-16B	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON	8,842,206	5,927,918	0	0	0	2,914,288	METRO TRANSIT	A20
2016		BB	TRS-TCMT-16C	TR	CMAQ: PURCHASE FIVE BUSES FOR LIMITED STOP SERVICE ON E 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD	2,009,150	1,476,725	0	0	0	532,425	METRO TRANSIT	A20
2016		BB	TRS-TCMT-16D	TR	CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON EAST 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD	7,514,836	5,523,275	0	0	0	1,991,561	METRO TRANSIT	A20
2016		CSAH 1	002-601-047	SH	FROM BLACKFOOT ST TO TH10/47 WEST RAMPS-HIGH VISIBILITY PAVEMENT MARKINGS	303,240	272,916	0	0	0	30,324	ANOKA COUNTY	S4

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2016		CSAH 11	002-611-034	RC	FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD-RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES	4,183,200	3,346,560	0	0	0	836,640	ANOKA COUNTY	A20
2016		CSAH 11	019-611-011	SH	FROM COMMONWEALTH DRIVE TO PARKVIEW LANE IN BURNSVILLE-CONVERT 4-LANE ROADWAY TO 3 LANES	855,000	769,500	0	0	0	85,500	DAKOTA COUNTY	NC
2016		CSAH 116	002-716-015	MC	FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING	11,477,760	7,840,000	0	0	0	3,637,760	ANOKA COUNTY	A20
2016		CSAH 146	027-746-005	BR	ON CSAH 146 (BROWN RD) OVER LONG LAKE CREEK IN ORONO-REPLACE BRIDGE #90622	560,000	448,000	0	0	0	112,000	HENNEPIN COUNTY	S19
2016		CSAH 152	027-030-035	SH	INSTALL PEDESTRIAN COUNT DOWN TIMERS ON HENNEPIN CSAH 152, CSAH 2, CSAH 33 AND CSAH 153	236,664	212,998	0	0	0	23,666	HENNEPIN COUNTY	S7
2016		CSAH 159	027-030-033	SH	GROUND IN EDGE LINE STRIPING AT VARIOUS LOCATIONS IN HENNEPIN COUNTY	908,922	818,030	0	0	0	90,892	HENNEPIN COUNTY	S4
2016		CSAH 24	002-624-026	RC	FROM CR 72 (RUM RIVER BLVD)/POPPY ST THROUGH KERRY ST IN ST FRANCIS-RECONSTRUCT INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS AND MULTI-USE TRAIL	1,848,000	1,478,400	0	0	0	369,600	ANOKA COUNTY	S19

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2016		CSAH 34	107-020-065	RC	FROM W94TH ST TO T8500 BLOCK OF NORMANDALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS	8,120,000	6,496,000	0	0	0	1,624,000	BLOOMINGTON	A20
2016		CSAH 46	027-646-007	BR	OVER GODFREY PKWY IN MPLS-REPLACE BRIDGE #90585	2,240,000	1,792,000	0	0	0	448,000	HENNEPIN COUNTY	S19
2016		CSAH 53	027-653-021	RD	FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD-RECONSTRUCT	19,700,000	7,840,000	0	0	0	11,860,000	HENNEPIN COUNTY	A20
2016		CSAH 8	019-608-001	SH	DAKOTA CSAH 8 (WENTWORTH AVE) AT DAKOTA CSAH 73 (OAKDALE AVE) IN W ST. PAUL-ROUNDABOUT	896,000	806,400	0	0	0	89,600	DAKOTA COUNTY	E1
2016		I 35E	1982-172	SC	AT DIFFLEY RD(DAKOTA CSAH30) EAST AND WEST RAMPS IN EAGAN-REPLACE TRAFFIC SIGNAL AND ADA UPGRADES	500,000	0	0	0	250,000	250,000	MNDOT	AQ2
2016		I 35E	1982-179	NO	**ELLA**SB I35E, FROM KETTLE PARK TO S OF KINGS ROAD IN EAGAN - PRE-CAST CONCRETE PANEL NOISEWALL, GUARDRAIL END TREATMENTS ($588K IS CHP 152 BONDS)	1,428,000	0	0	0	756,000	672,000	MNDOT	O3
2016		I 35E	6280-369	BI	FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - REDECK BRIDGES 9519, 62802 AND 62803	1,370,000	0	0	0	1,370,000	0	MNDOT	S10
2016		I 35E	6280-370	SC	FROM SHEPARD ROAD TO KELLOGG BLVD IN ST. PAUL - REPLACE LIGHTING SYSTEMS	1,800,000	1,440,000	0	0	360,000	0	MNDOT	S18
2016		I 35W	0280-70	SC	SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) IN BLAINE TO S OF 85TH AVE IN SHOREVIEW - CONSTUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER	355,000	0	0	0	355,000	0	MNDOT	S6
2016		I 35W	2782-316	RB	FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	500,000	0	0	0	500,000	0	MNDOT	O6

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2016		I 35W	2783-137	BI	FROM HENNEPIN AVE TO JOHNSON ST IN MPLS - OVERLAY AND DECK REPAIR ON BRIDGES 27885, 27886, 27989, 27994, MILL AND PATCH DECK ON BRIDGE 27985, GUARDRAIL	1,965,000	0	0	0	1,965,000	0	MNDOT	S10
2016		I 35W	6284-162	AM	AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION	6,800,000	0	0	0	6,800,000	0	MNDOT	S19
2016		I 35W	6284-163	BR	FROM S I694 TO S OF RAMSEY CR E2 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9570 (NEW BRIDGE 62873)AND APPROACHES, GUARDRAIL, PONDING AND AUXILLIARY LANES IN BOTH DIRECTIONS (TIED TO 6284-166)	12,355,000	0	0	0	12,355,000	0	MNDOT	S19
2016		I 35W	6284-166	RS	**PV40M**FROM RAMSEY CR C IN ROSEVILLE TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, STRIPING (TIED TO 6284-163)	7,645,000	6,880,500	0	0	764,500	0	MNDOT	S19
2016		I 494	2785-330AC1	MC	**AC**FROM I394 TO I94/I694 - ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO	31,000,000	31,000,000	0	0	0	0	MNDOT	A20
2016		I 694	6285-143	MC	**COC** FROM EAST OF RICE ST IN LITTLE CANADA TO W OF LEXINGTON AVE IN ARDEN HILLS - CONSTRUCT A 3RD LANE AND RECONSTRUCT EXISTING LANES, LOW SLUMP OVERLAY ON BRIDGE 62723, NOISEWALL AND MEDIAN BARRIER	42,100,000	0	0	0	0	42,100,000	MNDOT	A20

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2016		I 94	2780-91	RC	I94 EB EXIT RAMP TO WEAVER LAKE ROAD IN MAPLE GROVE-REPLACE RAMP SETTLEMENT AREA-LIGHT WEIGHT GEOFOAM FILL, BITUMINOUS PAVING, DRAINAGE, TMS AND LIGHTING	490,000	0	0	0	490,000	0	MNDOT	S10
2016		I 94	6282-201	BR	AT GROTTO ST N IN ST. PAUL-REPLACE PED BRIDGE 9773 (NEW BRIDGE 62800), FIBER OPTIC CABLE, RETAINING WALL, GUARDRAIL	1,835,000	0	0	0	1,835,000	0	MNDOT	S19
2016		I 94	6282-204	BI	FROM JUST E OF DALE ST TO JUST W OF PELHAM BLVD IN ST PAUL - REPAIR SUBSTRUCTURE UNITS ON BRIDGES 9379, 9381, 9452, 9457, 9663, REDECK AND OVERLAY BRIDGES 9383, 62813, 62845, 9387, ADA PED RAMPS, GUARDRAIL UPGRADE, DRAINAGE	6,065,000	5,458,500	0	0	606,500	0	MNDOT	S19
2016		I 94	6283-175	SC	EB I94 FROM E 7TH ST EXIT TO PED BRIDGE 62868 IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	4,045,000	3,640,500	0	0	404,500	0	MNDOT	A20
2016		I 94	6283-233	SC	AT MCKNIGHT RD (NORTH, SOUTH AND BURNS AVE RAMPS) IN MAPLEWOOD-REPLACE SIGNALS	500,000	0	0	0	175,000	325,000	MNDOT	NC
2016		I 94	6283-234	RC	**PV40M**FROM JUST E MOUNDS BLVD IN ST PAUL TO JUST E OF MN120 IN WOODBURY AND ON US61 FROM JUST N OF BURNS AVE TO W JCT MN5 IN ST PAUL-UNBONDED CONCRETE OVERLAY, BITUMINOUS M&O, CONCRETE WHITE TOPPING, REPAIR BRIDGES 62706, 62861, 62862, 62838 AND 62870	31,350,000	28,215,000	0	0	3,135,000	0	MNDOT	S10
2016		LOCAL 99	070-030-007	SH	SHOULDER WIDENING AND PAVING ON VARIOUS ROADWAYS IN SCOTT COUNTY	2,280,000	2,052,000	0	0	0	228,000	SCOTT COUNTY	S4

TABLE A-13
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2016		LOCAL 99	107-030-006	TM	CMAQ:INSTALLATION OF INTERCONNECT INFRASTRUCTURE, COMMUNICATIONS EQUIPMENT AND MANAGEMENT SOFTWARE, IMPLEMENTATION OF PHASING MODIFICATIONS AND DEVELOPMENT AND INSTALLATION OF NEW COORDINATED TIMING PLANS THROUGH BLOOMINGTON	1,120,000	896,000	0	0	0	224,000	BLOOMINGTON	E2
2016		LOCAL 99	141-030-023	SH	35TH AND 36TH ST BETWEEN PARK AVE AND BLAISDALE AVE IN MPLS-CONSTRUCT OVERHEAD SIGNAL INDICATIONS AT 16 INTERSECTIONS	1,344,000	1,209,600	0	0	0	134,400	MINNEAPOLIS	S7
2016		LOCAL 99	141-030-024	SH	38 SIGNALIZED INTERSECTIONS IN MPLS-INSTALL PEDESTRIAN COUNTDOWN SIGNALS	341,600	306,880	0	0	0	34,720	MINNEAPOLIS	S7
2016		LOCAL 99	141-030-028	SH	INSTALL OVERHEAD SIGNAL INDICATIONS AT VARIOUS LOCATIONS IN MINNEAPOLIS	2,586,533	2,327,880	0	0	0	258,653	MINNEAPOLIS	S7
2016		LOCAL 99	161-030-001	SH	COUNTDOWN TIMERS, PED REFUGES, PED RAMPS AND SIDEWALK AT VARIOUS LOCATIONS IN ST. ANTHONY	770,153	693,138	0	0	0	77,015	ST ANTHONY VILLAGE	S7
2016		LOCAL 99	164-020-123	RC	FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE-EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS	10,026,296	7,840,000	0	0	0	2,186,296	SAINT PAUL	A20
2016		LOCAL 99	164-080-012	BI	ON WHEELOCK PKWY OVER THE TROUT BROOK STORM WATER STREAM, TROUT BROOK REGIONAL TRAIL AND CP RAILWAY BETWEEN ABLE ST AND PARK ST IN ST PAUL-RECONSTRUCT BRIDGE #90396	2,464,000	1,960,000	0	0	0	504,000	SAINT PAUL	S19
2016		LOCAL 99	880M-SHL-16	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016	821,486	739,337	0	0	0	82,149	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2016		LOCAL 99	TRS-TCMT-16	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	0	0	0	875,000	MET COUNCIL-MT	T1
2016		MN 100	2733-89	RD	FROM JCT I494 IN BLOOMINGTON TO JUST N OF W 36TH ST IN ST LOUIS PARK-BITUMINOUS OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES 9431, 9500, 27103, 27104 AND MISC REPAIR OF BRIDGES 27210, 9432, 27029, 27102	16,040,000	12,832,000	0	0	3,208,000	0	MNDOT	S11
2016		MN 100	2735-193	TM	SB ENTRANCE RAMP FROM DULUTH ST TO MN100 IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS, DRAINAGE, TMS	260,000	0	0	0	260,000	0	MNDOT	AQ1
2016		MN 120	6227-74	SC	AT E. SOUTH AVE(RAMSEY CSAH 25)/40TH ST N IN N. ST PAUL & OAKDALE-REPLACE TRAFFIC SIGNAL & ADA UPGRADES	300,000	0	0	0	150,000	150,000	MNDOT	AQ2
2016		MN 13	1901-171	RB	AT CSAH 5 IN BURNSVILLE-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		MN 252	2748-62	TM	FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	839,039	671,232	0	0	167,807	0	MNDOT	E2
2016		MN 280	6241-102	RS	**PV40M**FROM JUST S COMO IN ST PAUL TO I35W IN ROSEVILLE-MILL AND OVERLAY, RECONSTRUCT RAMP AT NB MN280 TO I35W, ADA RAMP IMPROVEMENTS, DRAINAGE, AND GUARDRAIL	2,800,000	2,240,000	0	0	560,000	0	MNDOT	S10

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2016		MN 3	1920-41	RS	JUST 0.1 MI S MN50 IN CASTLE ROCK TWP TO WILLOW ST IN FARMINGTON-MILL AND OVERLAY ON MAINLINE AND FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, SIGNALS, ADA PED RAMPS	1,330,000	1,064,000	0	0	266,000	0	MNDOT	S10
2016		MN 3	1921-98	RS	FROM S OF WILLOW ST IN FARMINGTON TO JUST N OF 170TH STREET/ DAKOTA CR-58 IN EMPIRE TWP -MILL & OVERLAY AND DRAINAGE	1,865,000	1,492,000	0	0	373,000	0	MNDOT	S10
2016		MN 36	6212-148	BR	OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 (NEW WB BRIDGE 62731 & EB 62734) AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS	13,460,000	0	0	0	2,555,000	10,905,000	MNDOT	S19
2016		MN 36	8204-64	SC	AT MN120 IN N ST PAUL & OAKDALE - REPLACE TRAFFIC SIGNAL & ADA UPGRADES	300,000	0	0	0	300,000	0	MNDOT	AQ2
2016		MN 36	8214-114AK	BT	FROM N SUNNYSIDE DR TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE	2,400,000	0	0	0	1,200,000	1,200,000	MNDOT	AQ2
2016		MN 36	8214-114MIT16	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	4,540,000	0	0	0	2,300,000	2,240,000	MNDOT	A20
2016		MN 36	8214-114SA16	SA	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	6,000,000	0	0	0	4,000,000	2,000,000	MNDOT	A20
2016		MN 36	8214-160	RB	FROM OSGOOD AVE TO WESTSIDE OF MN95 IN OAK PARK HEIGHTS- LANDSCAPING	550,000	0	0	0	550,000	0	MNDOT	O6
2016		MN 36	8214-174B	AM	WI ST HWY64 FROM NEW RIVER BRIDGE 82045 TO 150TH AVE-INSTALL PAVEMENT FOR NEW ROADWAY AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	37,500	0	0	0	37,500	0	MNDOT	A20

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2016		MN 41	1008-81	RB	HISTORIC CHASKA ATHLETIC PARK IN CHASKA-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		MN 41	1008-84	SC	AT CARVER CSAH 18 (LYMAN BLVD) IN CHASKA - SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	280,000	0	0	0	140,000	140,000	MNDOT	AQ2
2016		MN 47	0206-65	SH	FROM N END 142ND AVE NW TO S OF 142ND AVE NW IN RAMSEY-REMOVE CENTER MEDIAN AND SHIFT MAINLINE LEFT TURN LANES, DRAINAGE MODIFICATIONS	280,000	252,000	0	0	28,000	0	MNDOT	S9
2016		MN 5	1002-100	SH	E AND W JCT MN101 IN CHANHASSEN-ACCELERATION LANES	1,680,000	1,512,000	0	0	168,000	0	MNDOT	E3
2016		MN 5	6201-87	AM	**BP08**FROM HENNEPIN/RAMSEY CO LINE TO W 6TH ST IN ST PAUL-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHP 152 TRANSIT ADVANTAGE BONDS)	5,000,000	0	0	0	0	5,000,000	MNDOT	AQ2
2016		MN 56	1911-24	SR	PGR RR, JUST S OF 292ND ST E IN RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	S8
2016		MN 65	0207-99	SC	AT 41ST AVE NE IN COLUMBIA HEIGHTS - REPLACE TRAFFIC SIGNAL AND ADA IMPROVEMENTS	280,000	0	0	0	140,000	140,000	MNDOT	E2
2016		MN 7	2706-230	SC	AT US169 EAST AND WEST RAMP IN HOPKINS-REPLACE EXISTING SIGNAL	500,000	0	0	0	250,000	250,000	MNDOT	NC
2016		MN 7	2706-231	SC	FROM MN41 IN SHOREWOOD TO MN100 IN ST LOUIS PARK-SIGN REPLACEMENT	500,000	0	0	0	500,000	0	MNDOT	O8
2016		MN 77	1925-56	BI	AT DAKOTA CSAH32 (CLIFF RD) OVER MN77 IN EAGAN - MILL, LOW SLUMP OVERLAY, REPLACE JOINTS BRIDGE# 19067	520,000	0	0	0	520,000	0	MNDOT	S19
2016		MN 95	1909-94	AM	AT ARGENTA TRAIL(DAKOTA CSAH 63) IN INVER GROVE HEIGHTS-CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL WITH ADA CROSSING, DUAL LEFT TURN LANES	425,000	0	0	0	425,000	0	MNDOT	AQ2

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2016		MN 999	880M-ADA-16	SC	**ADA** DISTRICTWIDE SETASIDE FOR ADA PROJECT - FY 2016	1,080,000	860,000	0	0	220,000	0	MNDOT	NC
2016		MN 999	880M-AM-16	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2016	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2016		MN 999	880M-BI-16	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2016	690,000	0	0	0	690,000	0	MNDOT	NC
2016		MN 999	880M-CA-16	CA	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2016	8,000,000	0	0	0	8,000,000	0	MNDOT	NC
2016		MN 999	880M-CM-16	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECTS - FY 2016	3,205,000	0	0	0	3,205,000	0	MNDOT	NC
2016		MN 999	880M-ML-16	RC	DISTRICTWIDE SETASIDE FOR MANAGED LANE IMPLEMENTATION PROJECT - FY 2016	13,935,000	11,148,000	0	0	2,787,000	0	MNDOT	NC
2016		MN 999	880M-NO-16	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2016	70,000	0	0	0	70,000	0	MNDOT	O3
2016		MN 999	880M-PM-16	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2016	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2016		MN 999	880M-RB-16	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2016	100,000	0	0	0	100,000	0	MNDOT	NC
2016		MN 999	880M-RS-16	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2016	1,392,000	1,113,600	0	0	278,400	0	MNDOT	NC
2016		MN 999	880M-RW-16	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2016	15,600,000	0	0	0	15,600,000	0	MNDOT	NC
2016		MN 999	880M-RX-16	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2016	4,600,000	0	0	0	4,600,000	0	MNDOT	NC
2016		MN 999	880M-SA-16	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2016	14,000,000	0	0	0	14,000,000	0	MNDOT	NC
2016		MN 999	880M-SC-16	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2016	250,000	0	0	0	250,000	0	MNDOT	NC

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2016		MN 999	880M-TE-16	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING ($105K), ROADSIDE SAFETY($0), TMS($0) & WRE ($0) - FY 2016	105,000	0	0	0	105,000	0	MNDOT	NC
2016		MN 999	880M-TM-16	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2016	400,000	0	0	0	400,000	0	MNDOT	NC
2016		MN 999	880M-TR-16	TM	DISTRICTWIDE SETASIDE-TEAM TRANSIT FOR METRO PROJECTS - FY 2016	780,000	0	0	0	780,000	0	MNDOT	NC
2016		MN 999	880M-TRLF-16	RW	**TRLF**REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MNDOT	NC
2016		MN 999	8825-423	SC	METROWIDE-SIGN AND STRUCTURE REPLACE/REPAIR	550,000	0	0	0	550,000	0	MNDOT	O8
2016		MN 999	8825-478	TM	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	S7
2016		MN 999	8825-480	TM	METROWIDE - DMS REPLACEMENT	425,000	0	0	0	425,000	0	MNDOT	S7
2016		MN 999	8825-483	SC	IN VARIOUS LOCATIONS IN MPLS- SIGNAL REPLACEMENT AND ADA UPGRADES	5,000,000	0	0	0	5,000,000	0	MNDOT	AQ2
2016		PED/BIKE	091-090-076	EN	FROM BOONE AVE N/36TH AVE N IN NEW HOPE TO 32ND AVE N AND XENIA AVE N IN CRYSTAL-PEDESTRIAN/BICYCLE TRAIL	1,153,600	922,880	0	0	0	230,720	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	091-090-077	EN	ALONG 57TH AVE N FROM E OF TH 100 TO N MISSISSIPPI REGIONAL PARK IN BROOKLYN CENTER-PEDESTRAIN/BICYCLE TRAIL	1,435,840	1,120,000	0	0	0	315,840	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	091-090-078AC	BT	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PAYBACK 1 OF 1)	3,760,000	3,760,000	0	0	0	0	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	127-020-029	EN	FROM MAIN STREET (CR 102) AND 57TH AVE NE TO 44TH AVE NE ACROSS I-694 IN FRIDLEY-PEDESTRIAN/BICYCLE BRIDGE AND TRAIL CONNECTION	1,442,560	1,120,000	0	0	0	322,560	FRIDLEY	AQ2

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2016		PED/BIKE	130-090-004	EN	AT THREE POINTS ALONG THE VERMILLION RIVER BETWEEN THE INTERSECTION OF 3RD ST AND BAILY ST TO VERMILLION FALLS PARK IN HASTINGS-PEDESTRIAN/BICYCLE TRAIL	1,008,000	806,400	0	0	0	201,600	HASTINGS	AQ2
2016		PED/BIKE	141-030-022	EN	ON 7TH AND 8TH ST S FROM 1ST AVE N TO CHICAGO AVE AND ON 6TH AND 9TH ST S FROM 1ST AVE N TO 2ND AVE S IN MPLS-LANDSCAPING, PEDESTRIAN LIGHTING, PEDESTRIAN SAFETY IMPROVEMENTS	2,016,000	1,120,000	0	0	0	896,000	MINNEAPOLIS	O9
2016		PED/BIKE	141-220-005	EN	RECONSTRUCTION OF 6TH AVE N WITH PRESERVATION OF HISTORIC PAVERS AND LOADING DOCKS, INSTALLATION OF SIDEWALKS FROM 5TH ST N TO THE END OF ST N OF WASHINGTON AVE	2,799,104	1,120,000	0	0	0	1,679,104	MINNEAPOLIS	O9
2016		PED/BIKE	164-646-002	EN	ON RAYMOND AVE FROM ENERGY PARK DR TO COMO AVE, STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING	1,472,240	1,120,000	0	0	0	352,240	SAINT PAUL	O9
2016		PED/BIKE	173-591-001	BT	**SRTS**WENTWORTH FROM CHARLTON ST TO BELLOWS ST AND BELLOWS ST FROM WENTWORTH TO THOMPSON AVE- PE FOR TRAIL AND SIDEWALK	11,000	8,800	0	0	0	2,200	WEST ST PAUL	S6
2016		PED/BIKE	173-591-002	BT	**SRTS**WENTWORTH FROM CHARLTON ST TO BELLOWS ST AND BELLOWS ST FROM WENTWORTH TO THOMPSON AVE- CE AND CONSTRUCTION FOR TRAIL AND SIDEWALK	145,500	116,400	0	0	0	29,100	WEST ST PAUL	S6
2016		PED/BIKE	199-090-001	EN	FROM MISSISSIPPI W REGIONAL PARK TO CITY LIMITS 3/8 MI W OF MNDOT WAYSIDE REST AREA/DAYTONPORT ROADSIDE PARKING AREA IN CITY OF RAMSEY-PEDESTRIAN/BICYCLE TRAIL	1,631,739	1,120,000	0	0	0	511,739	RAMSEY	AQ2

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2016		PED/BIKE	208-591-002	BT	**SRTS**SHANNON PKWY TO SHANNON PARK ELEMENTARY-TRAIL, EVERMOR PKWY AT SHANNON PARK-LED CROSSWALK, 144TH ST FROM CHILI AVE TO CAMEO AVE-CONCRETE WALK, ADA RAMPS, PAVEMENT MARKINGS	266,250	213,000	0	0	0	53,250	ROSEMOUNT	S6
2016		RR	02-00136	SR	BNSF RR, EGRET BLVD, MSAS 104 IN COON RAPIDS-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	S8
2016		RR	19-00144	SR	PGR RR, 282ND ST E, DAKOTA CSAH 88 IN RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	S8
2016		RR	27-00303	SR	CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	260,000	0	0	0	0	MNDOT	S8
2016		RR	27-00312	SR	CP, VALLEY LANE, MSAS 144, IN EDINA-UPGRADE TO GATES	250,000	250,000	0	0	0	0	MNDOT	S1
2016		RR	62-00209	SR	MNNR RR, LONG LAKE ROAD, RAMSEY CSAH 45 IN NEW BRIGHTON-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	0	MNDOT	S8
2016		RR	70-00124	SR	UP RR, DELAWARE AVE, T180 IN ST. LAWRENCE TWSP-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	S8
2016		US 10	0202-93	SC	**ELLA**AT FELDSPAR AVE NW IN RAMSEY-RECONSTRUCT INTERSECTION	260,000	0	0	0	260,000	0	MNDOT	E1
2016		US 12	2713-107	SC	AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES	760,000	0	0	0	760,000	0	MNDOT	E1
2016		US 169	2750-82	TM	FROM MN610 IN BROOKLYN PARK TO US10 IN ANOKA-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	1,152,197	921,758	0	0	230,439	0	MNDOT	E2
2016		US 169	2750-84	RB	AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		US 169	2772-103	NO	ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL	1,305,000	0	0	0	1,175,000	130,000	MNDOT	O3

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2016		US 169	7005-105	SC	FROM SCOTT CSAH 14 IN LOUISVILLE TOWNSHIP TO OLD SHAKOPEE RD IN BLOOMINGTON-SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2016		US 169	7005-106	TM	FROM CANTERBURY RD(SCOTT CSAH 83) TO CSAH 18 IN SHAKOPEE-RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL	965,000	0	0	0	965,000	0	MNDOT	S4
2016		US 169	7005-114	RB	AT CR 69 IN JACKSON TWP-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		US 169	7005-88	TM	FROM SOUTH OF HENNEPIN/SCOTT CO LINE IN SHAKOPEE TO EAST OF US169 IN SAVAGE - TMS INSTALLATION	500,000	0	0	0	500,000	0	MNDOT	S7
2016		US 52	6244-101	RB	FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING	300,000	0	0	0	300,000	0	MNDOT	O6
2016		US 61	8205-137	SC	FROM MAYCREST AVE TO US10 INTERSECTION IN DENMARK TOWNSHIP-CONSTRUCT TURN LANES, MAYCREST AVE CONNECTION, MILL AND OVERLAY, STORM SEWER, PONDS, GUARDRAIL, ADA CURB RAMPS	3,290,000	0	0	0	3,290,000	0	MNDOT	E1
2016		US 61	8205-141	BI	WASHINGTON CSAH19 OVER US61 IN COTTAGE GROVE - CLEAN BEARINGS, REPLACE JOINTS & MINOR SUBSTRUCTURE REPAIRS ON BRIDGE #9071	120,000	0	0	0	120,000	0	MNDOT	S19
2016		US 61	8206-45	SC	NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE-RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES	6,720,000	5,376,000	0	0	1,344,000	0	MNDOT	E1
2017		CITY	141-454-001AC	BR	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 1 OF 1)	8,960,000	8,960,000	0	0	0	0	MINNEAPOLIS	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2017		CITY	164-158-020AC	BR	**AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PAYBACK 1 OF 1)	1,100,000	1,100,000	0	0	0	0	SAINT PAUL	S19
2017		CSAH 81	027-681-034	RC	FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKILYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL	13,350,000	7,840,000	0	0	0	5,510,000	HENNEPIN COUNTY	A20
2017		CSAH 9	019-609-018AC	RC	**AC**FROM SCOTT CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PAYBACK 1 OF 1)	5,610,000	5,610,000	0	0	0	0	DAKOTA COUNTY	S19
2017		I 35E	6280-381	RB	S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL-LANDSCAPING	300,000	0	0	0	300,000	0	MNDOT	O6
2017		I 35E	6280-382	RB	FROM I94 IN ST PAUL TO JUST N LITTLE CANADA RD IN LITTLE CANADA-LANDSCAPING	300,000	0	0	0	300,000	0	MNDOT	O6
2017		I 35W	2782-327	MC	**AC**FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE BRIDGES 9731 (27822, 27777), 9733 (27844, 27841), 27842, 27843, 27867 (27V47, 27V48), 27868, 27869 (27W02), 27870 (27W03),	269,165,000	56,220,000	0	36,000,000	0	176,945,000	MNDOT	A20
2017		I 35W	2783-148	BI	AT 5TH ST SE OVER I35W IN MPLS - REPAIR PED BRIDGE 27987, APPROACHES, FENCING, ADA PED CURB RAMP	1,305,000	0	0	0	1,305,000	0	MNDOT	S19
2017		I 494	1985-143	DR	AT SE QUADRANT OF I494 & BLAINE AVE E IN INVER GROVE HEIGHTS - REPAIR & IMPROVE DRAINAGE TO POND T-23	62,000	0	0	0	62,000	0	MNDOT	O5

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2017		I 494	2785-330AC2	MC	**AC**FROM I394 TO I94/I694 - ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO	16,000,000	16,000,000	0	0	0	0	MNDOT	A20
2017		I 694	0285-66	BI	FROM BNSF RR TO WEST OF I35W IN FRIDLEY - PAINT BRIDGES 02807, 9860, 62828, 9390 AND 9389	1,625,000	0	0	0	1,625,000	0	MNDOT	S19
2017		I 94	2781-432	RD	FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER-MAJOR CPR AND DIAMOND GRINDING, SIGNING, GUARDRAIL, TMS, DRAINAGE AND MISC REPAIR ON 50 BRIDGES (TIED TO 2781-452 & 2781-453)	33,590,000	30,231,000	0	0	3,359,000	0	MNDOT	S10
2017		I 94	2781-452	BI	OVER GLENWOOD AVE IN MPLS-REPAIR BRIDGES 27726, 27726A, 27726B, 27727, 27727A, 27727B, 27728 (TIED TO 2781-432 & 2781-453)	1,635,000	1,471,500	0	0	163,500	0	MNDOT	S19
2017		I 94	2781-453	BI	AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR (TIED TO 2781-432 & 2781-452)	2,500,000	2,250,000	0	0	250,000	0	MNDOT	S19
2017		I 94	6282-203	NO	ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL-NOISE WALL	565,000	0	0	0	510,000	55,000	MNDOT	O3
2017		LOCAL	163-080-002	BR	AT W 37TH ST OVER MINNEHAHA CREEK IN ST LOUIS PARK-REPLACE BRIDGE 27067 AND APPROACHES	1,500,000	1,200,000	0	0	0	300,000	ST LOUIS PARK	S19
2017		LOCAL 99	164-090-014	EN	FROM HARRIET ISLAND REGIONAL PARK IN ST PAUL TO THE MISSISSIPPI RIVER REGIONAL TRAIL IN SOUTH ST PAUL-PED/BICYCLE TRAIL	7,693,280	6,154,624	0	0	0	1,538,656	SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2017		LOCAL 99	880M-CMAQ-17	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2017	34,213,455	27,370,764	0	0	0	6,842,691	MNDOT	NC
2017		LOCAL 99	880M-SHL-17	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2017	9,222,222	8,300,000	0	0	0	922,222	MNDOT	NC
2017		LOCAL 99	880M-STP-17	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2017	12,087,137	9,669,710	0	0	0	2,417,427	MNDOT	NC
2017		LOCAL 99	880M-TAP-17	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2017	7,901,115	6,320,892	0	0	0	1,580,223	MNDOT	NC
2017		MN 100	2734-50	RB	FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	250,000	0	0	0	250,000	0	MNDOT	O6
2017		MN 110	1918-110	RD	**AB**FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAMATION/WHITE TOPPING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS	7,435,000	5,948,000	0	0	1,487,000	0	MNDOT	O6
2017		MN 120	6227-76	SC	FROM EB I694 RAMPS TO S OF LONG LK RD IN OAKDALE/WHITE BEAR LK-SIGNAL, LIGHTING, RTMC REVISIONS, DRAINAGE, SIDEWALKS, ADD RIGHT TURN LANE AT WB I694 EXIT RAMP TO NB MN120 AND ON SB MN120 TO WB I694 ENTRANCE RAMP, EXTEND LEFT TURN LANE AT EB I694 EXIT RAMP	690,000	0	0	0	690,000	0	MNDOT	E1
2017		MN 13	7001-112	RS	FROM E OF US 169 IN SAVAGE TO JUST E OF WASHBURN AVE IN BURNSVILLE-MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, GUARDRAIL, ADA, SIGNAL REPLACMENT	5,535,000	4,428,000	0	0	1,107,000	0	MNDOT	S10
2017		MN 149	1917-45	RS	FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL-PAVEMENT PRESERVATION, TURN LANE, SIGNAL, ADA AND DRAINAGE	5,665,000	4,428,000	0	0	1,107,000	130,000	MNDOT	S10

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2017		MN 149	195-010-010AC1	RC	**AC**FROM TH 55 TO JUST SOUTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS (AC PAYBACK 2 OF 2)	865,666	865,666	0	0	0	0	EAGAN	A20
2017		MN 149	6223-20	BI	OVER MISSISSIPPI RIVER IN ST PAUL - REDECK & APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS	12,740,000	0	0	0	0	12,740,000	MNDOT	S19
2017		MN 36	8214-114AH	AM	ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	46,000	0	0	0	46,000	0	MNDOT	NC
2017		MN 36	8214-114MIT17	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	2,880,000	0	0	0	1,680,000	1,200,000	MNDOT	A20
2017		MN 36	8214-114SA17	SA	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,000,000	0	0	0	4,500,000	2,500,000	MNDOT	A20
2017		MN 36	8214-161	RB	S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT- LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	200,000	0	0	0	200,000	0	MNDOT	O6
2017		MN 36	8214-174	AM	WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	637,500	0	0	0	637,500	0	MNDOT	AQ2
2017		MN 36	8217-4654D	BR	**ELLA** OVER ST CROIX RIVER - LIFT BRIDGE MGMT PLAN AND REPAIR CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	11,610,000	0	0	0	0	11,610,000	MNDOT	A20

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2017		MN 41	1008-76	SC	AT HUNDERTMARK RD IN CHASKA - CONSTRUCT SB THRU LANE FROM WB HUNDERTMARK RD TO SB MN41, AND EXTEND LEFT TURN LANE FROM NB MN41 TO WB HUNDERTMARK RD	390,000	0	0	0	390,000	0	MNDOT	E1
2017		MN 50	1904-27	RS	FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 & 81, DRAINAGE, GUARDRAIL, ADA IMPROVEMENTS	5,030,000	4,024,000	0	0	1,006,000	0	MNDOT	S10
2017		MN 51	6216-127	RD	FROM PIERCE BUTLER (CSAH 33) IN ST PAUL TO MN36 IN ROSEVILLE-CPR AND DIAMOND GRINDING, DRAINAGE, TMS, ADA & INTERSECTION IMPROVEMENTS	5,070,000	3,968,000	0	0	992,000	110,000	MNDOT	S10
2017		MN 610	2771-43	TM	FROM US169 IN BROOKLYN PARK TO MN47 IN COON RAPIDS - INSTALL TRAFFIC MANAGEMENT SYSTEM	425,000	0	0	0	425,000	0	MNDOT	S7
2017		MN 65	0208-149	SC	FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, CULVERT REPAIRS	685,000	0	0	0	685,000	0	MNDOT	E1
2017		MN 95	8208-37	SC	AT VALLEY CREEK ROAD IN WOODBURY- CONSTRUCT NB/SB LEFT AND SB RIGHT TURN LANES, MILL AND OVERLAY, LIGHTING, CULVERTS AND STORM WATER POND	550,000	0	0	0	550,000	0	MNDOT	S10
2017		MN 95	8210-102	RB	WEST SIDE OF MN95 BETWEEN MAPLE ST AND ELM ST IN MARINE ON ST. CROIX - REFACE AND SOIL NAIL LOWER RETAINING WALL	95,000	0	0	0	95,000	0	MNDOT	O6
2017		MN 999	880M-ADA-17	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2017	1,950,000	1,560,000	0	0	390,000	0	MNDOT	NC
2017		MN 999	880M-AM-17	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2017	3,000,000	0	0	0	3,000,000	0	MNDOT	NC

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2017		MN 999	880M-BI-17	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2017	2,455,000	1,964,000	0	0	491,000	0	MNDOT	NC
2017		MN 999	880M-CA-17	CA	DISTRICTWIDE SETASIDE - CONSULTANT DESIGN -FY 2017	6,350,000	0	0	0	6,350,000	0	MNDOT	NC
2017		MN 999	880M-CM-17	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2017	15,275,000	0	0	0	15,275,000	0	MNDOT	NC
2017		MN 999	880M-NO-17	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2017	895,000	0	0	0	895,000	0	MNDOT	NC
2017		MN 999	880M-PM-17	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2017	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2017		MN 999	880M-RB-17	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2017	100,000	0	0	0	100,000	0	MNDOT	NC
2017		MN 999	880M-RS-17	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2017	975,000	780,000	0	0	195,000	0	MNDOT	NA
2017		MN 999	880M-RS-17N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2017	835,000	668,000	0	0	167,000	0	MNDOT	NC
2017		MN 999	880M-RW-17	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2017	10,100,000	0	0	0	10,100,000	0	MNDOT	NC
2017		MN 999	880M-RX-17	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2017	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2017		MN 999	880M-SA-17	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2017	12,500,000	0	0	0	12,500,000	0	MNDOT	NC
2017		MN 999	880M-SC-17	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS ON NHS - FY 2017	150,000	120,000	0	0	30,000	0	MNDOT	NC
2017		MN 999	880M-SC-17N	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS ON NON-NHS - FY 2017	1,005,000	804,000	0	0	201,000	0	MNDOT	NC
2017		MN 999	880M-SHS-17	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2017	4,111,111	3,700,000	0	0	411,111	0	MNDOT	NC

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2017		MN 999	880M-TE-17	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING ($3.655M), ROADSIDE SAFETY($0), TMS($0) & WRE ($325K) - FY 2017	3,980,000	0	0	0	3,980,000	0	MNDOT	NC
2017		MN 999	880M-TM-17	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2017	400,000	0	0	0	400,000	0	MNDOT	NC
2017		MN 999	880M-TR-17	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2017	170,000	0	0	0	170,000	0	MNDOT	NC
2017		MN 999	880M-TRLF-17	RW	**TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	1,980,000	0	0	0	1,980,000	0	MNDOT	NC
2017		MN 999	8825-479	TM	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	S7
2017		PED/BIKE	179-090-004AC	EN	**AC**FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL AND TRAILHEAD (AC PAYBACK 1 OF 1)	759,108	759,108	0	0	0	0	BURNSVILLE	AQ2
2017		US 169	2772-104	SC	SB US169 AT 16TH ST W IN ST LOUIS PARK - ACCESS CLOSURE, CONSTRUCT VISUAL BARRIER	875,000	0	0	0	875,000	0	MNDOT	NC
2017		US 169	2772-105	RD	JUST NORTH OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY - CPR WITH DIAMOND GRINDING AND MILL AND OVERLAY, DRAINAGE, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586)	12,515,000	10,012,000	0	0	2,503,000	0	MNDOT	S10
2017		US 169	2772-110	SC	AT CEDAR LAKE ROAD IN MINNETONKA/ST LOUIS PARK - LENGTHEN ACCELERATION & DECELERATION LANES, STORM SEWER, LIGHTING, TMS	760,000	0	0	0	760,000	0	MNDOT	E4
2017		US 169	2772-111	DR	FROM 23RD AVE TO MEDICINE LAKE RD IN PLYMOUTH - CONSTRUCT NEW LOW POINT DRAINAGE SYSTEM	450,000	0	0	0	450,000	0	MNDOT	O6

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2017		US 169	2772-112	TM	FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK-INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT	500,000	0	0	0	500,000	0	MNDOT	S7
2017		US 52	1906-65	SC	FROM JCT MN19 IN CANNON FALLS TO 117TH ST IN ROSEMOUNT-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES	2,760,000	0	0	0	2,760,000	0	MNDOT	NC
2018		CR 202	027-596-009	BR	ELM CREEK BLVD (CR 202) OVER ELM CREEK ROAD IN DAYTON - REPLACE BRIDGE L8081 AND APPROACHES	1,750,000	1,400,000	0	0	0	350,000	HENNEPIN COUNTY	S19
2018		I 35	8280-47	RC	FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8-BITUMINOUS MILL AND UNBONDED CONCRETE OVERLAY, REPLACE BRIDGES 82815, 02804, AUXILLIARY LANE FROM I35/I35W/I35E TO MN97	36,175,000	32,557,500	0	0	3,617,500	0	MNDOT	A20
2018		I 35W	2782-327AC	MC	**AC**FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, LIGHTING, REPLACE BRIDGES 9731 (27822, 27777), 9733 (27844, 27841), 27842, 27843, 27867 (27V47, 27V48), 27868, 27869 (27W02), 27870 (27W03),	36,000,000	36,000,000	0	0	0	0	MNDOT	A20
2018		I 94	2781-447	BI	WB RAMP OVER LRT AND CITY ST LOCATED JUST E OF JCT OF MN 55 IN MPLS AND ON I494 OVER 34TH ST IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK	1,310,000	1,179,000	0	0	131,000	0	MNDOT	S19
2018		LOCAL 99	880M-CMAQ-18	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2018	33,875,000	27,100,000	0	0	0	6,775,000	MNDOT	NC

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2018		LOCAL 99	880M-SHL-18	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2018	9,222,222	8,300,000	0	0	0	922,222	MNDOT	NC
2018		LOCAL 99	880M-STP-18	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2018	50,250,000	40,200,000	0	0	0	10,050,000	MNDOT	NC
2018		LOCAL 99	880M-TAP-18	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2018	8,850,000	7,080,000	0	0	0	1,770,000	MNDOT	NC
2018		MN 21	7002-47	RD	FROM JUST S OF SCOTT-CSAH37(7TH ST NW) TO MILL ST - BITUMINOUS OVERLAY, TURN LANES, ADA IMPROVEMENTS	5,700,000	4,560,000	0	0	1,140,000	0	MNDOT	E1
2018		MN 3	1921-94	RD	**AB**MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL-BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3-BITUMINOUS MILL & OVERLAY	4,980,000	3,984,000	0	0	996,000	0	MNDOT	S10
2018		MN 36	8214-114MIT18	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	120,000	0	0	0	90,000	30,000	MNDOT	A20
2018		MN 36	8214-169	BT	FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR IN STILLWATER - MULTI-USE LOOP TRAIL, DRAINAGE, RETAINING WALLS AS PART OF ST CROIX MITIGATION PACKAGE	307,000	0	0	0	153,500	153,500	MNDOT	AQ2
2018		MN 36	8214-176	RB	FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	75,000	0	0	0	75,000	0	MNDOT	O6
2018		MN 47	2726-74	RD	FROM 27TH AVE NE IN MPLS TO 40TH AVE NE IN COLUMBIA HEIGHTS - MILL AND OVERLAY, ADA	2,780,000	2,224,000	0	0	556,000	0	MNDOT	S10
2018		MN 5	2732-102	DR	I494 TO TOWER ROAD-REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	1,110,000	0	0	0	1,110,000	0	MNDOT	O6

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2018		MN 62	2773-10	RC	FROM BEACH RD TO UNDER TRACY AVE BRIDGE AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62- CONCRETE REHAB WITH DIAMOND GRINDING, MILL AND OVERLAY, SIDEWALK	7,350,000	5,880,000	0	0	1,470,000	0	MNDOT	S10
2018		MN 7	2706-237	RD	FROM JUST E OF I494 TO JUST W OF LOUISANA AVE- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS	5,680,000	4,544,000	0	0	1,136,000	0	MNDOT	S10
2018		MN 77	2758-75	BI	MN77 SB COLLECTOR RD UNDER KILLEBREW DR (FLY OVER RAMP BRIDGE) - MILL AND OVERLY BRIDGE 27046 DECK, JOINT REPLACEMENT, BEARING REHAB, PAINTING, SUBSTRUCTURE AND RAILING WORK AND APPROACH PANEL REPAIRS	1,140,000	912,000	0	0	228,000	0	MNDOT	S19
2018		MN 95	8208-38	SC	FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CR20 - WIDEN SHOULDERS, ADD RIGHT TURN LANES	2,460,000	0	0	0	2,460,000	0	MNDOT	E1
2018		MN 999	880M-ADA-18	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2018	2,500,000	0	0	0	2,500,000	0	MNDOT	NC
2018		MN 999	880M-AM-18	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2018	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2018		MN 999	880M-BI-18	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NHS - FY 2018	13,985,000	11,188,000	0	0	2,797,000	0	MNDOT	NC
2018		MN 999	880M-BI-18N	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2018	20,000,000	16,000,000	0	0	4,000,000	0	MNDOT	NC
2018		MN 999	880M-CA-18	CA	DISTRICTWIDE SETASIDE - CONSULTANT DESIGN -FY 2018	7,500,000	0	0	0	7,500,000	0	MNDOT	NC
2018		MN 999	880M-CM-18	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2018	16,000,000	8,800,000	0	0	7,200,000	0	MNDOT	NC
2018		MN 999	880M-IM-18	TM	DISTRICTWIDE SETASIDE- INCIDENT MANAGEMENT PROJECTS - FY 2018	500,000	0	0	0	500,000	0	MNDOT	NC

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2018		MN 999	880M-NO-18	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2018	2,000,000	0	0	0	2,000,000	0	MNDOT	NC
2018		MN 999	880M-PM-18	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2018	4,441,930	0	0	0	4,441,930	0	MNDOT	NC
2018		MN 999	880M-RB-18	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2018	1,000,000	0	0	0	1,000,000	0	MNDOT	NC
2018		MN 999	880M-RS-18	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2018	4,020,000	3,216,000	0	0	804,000	0	MNDOT	NC
2018		MN 999	880M-RS-18N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2018	4,250,000	3,400,000	0	0	850,000	0	MNDOT	NC
2018		MN 999	880M-RW-18	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2018	11,000,000	0	0	0	11,000,000	0	MNDOT	NC
2018		MN 999	880M-RX-18	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2018	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2018		MN 999	880M-SA-18	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2018	10,000,000	0	0	0	10,000,000	0	MNDOT	NC
2018		MN 999	880M-SC-18	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS ON NHS - FY 2018	1,885,000	1,508,000	0	0	377,000	0	MNDOT	NC
2018		MN 999	880M-SHS-18	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2018	4,111,111	3,700,000	0	0	411,111	0	MNDOT	NC
2018		MN 999	880M-TE-18	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING ($5M), ROADSIDE SAFETY($0), TMS($700K) & WRE ($1.815M) - FY 2018	7,515,000	0	0	0	7,515,000	0	MNDOT	NC
2018		MN 999	880M-TM-18	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2018	400,000	0	0	0	400,000	0	MNDOT	NC
2018		MN 999	880M-TR-18	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2018	290,000	0	0	0	290,000	0	MNDOT	NC
2018		MN 999	880M-TRLF-18	RW	**TRLF**REPAYMENT, FY 2018, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	O4

TABLE A-13
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2018		US 169	7007-33	DR	FROM GERMAN RD AND STOPPEMAN BLVD NEAR BELLE PLAINE-CULVERT, STORM SEWER, EROSION CONTROL	115,000	0	0	0	115,000	0	MNDOT	O6
2018		US 169	7008-111	RC	FROM MN25 TO MN282 - UNBONDED CONCRETE OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, ENSION CABLE GUARDRAIL	17,995,000	14,396,000	0	0	3,599,000	0	MNDOT	S10
				Totals		2,050,866,453		24,162,527		504,413,887			
							882,424,247		87,519,108		576,509,211		

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			002-030-007		SIGNAL INTERCONNECT AND SOFTWARE SYSTEM AT VARIOUS LOCATIONS IN ANOKA COUNTY	393,120	353,808	0	0	0	39,312	ANOKA COUNTY	
2014			002-596-020		ON ANOKA CR 3 (COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES	520,000	468,000	0	0	0	52,000	ANOKA COUNTY	
2014			002-605-018		ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT & RIGHT TURN LANES	1,040,000	936,000	0	0	0	104,000	ANOKA COUNTY	
2014			002-611-032		ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL	3,031,600	2,425,280	0	0	0	606,320	ANOKA COUNTY	
2014			002-651-007		FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS	7,956,000	6,364,800	0	0	0	1,591,200	ANOKA COUNTY	
2014			002-678-020		ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	1,300,000	842,400	0	0	0	457,600	ANOKA COUNTY	
2014			010-618-013		ON CARVER CSAH 18 (LYMAN BLVD) FROM CARVER CSAH 15 (AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	6,344,000	5,075,200	0	0	0	1,268,800	CARVER COUNTY	
2014			019-090-011		THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL ($1.02M IS TAP, $800K IS FLAP)	4,100,000	1,820,000	0	0	0	2,280,000	DAKOTA COUNTY	
2014			019-090-013		MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY (WAS 091-090-057)	5,500,000	1,032,192	0	0	0	4,467,808	DAKOTA COUNTY	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			019-090-015		TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	1,600,000	794,080	0	0	0	805,920	DAKOTA COUNTY	
2014			019-609-018		**AC**FROM SCOTT CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PROJECT, PAYBACK IN 2017)	7,012,500	0	0	5,610,000	0	1,402,500	DAKOTA COUNTY	
2014			019-632-028		ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE-CONSTRUCT WB LEFT TURN LANE AND CHANNELIZATION	364,000	327,600	0	0	0	36,400	DAKOTA COUNTY	
2014			019-632-034AC		**AC**DAKOTA CSAH 32(CLIFF RD) AT JOHNNY CAKE RIDGE RD IN EAGAN-SIGNAL REBUILD, LEFT AND RIGHT TURN LANES (AC PAYBACK 1 OF 1)	618,750	618,750	0	0	0	0	DAKOTA COUNTY	
2014			019-650-014		**AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT, EXPAND 2-LANE TO 4-LANE DIVIDED HWY ON CSAH 50 N FROM CSAH 60 TO JUREL WAY AND ON CSAH 60 W FROM CSAH 50 TO ORCHARD TRAIL (AC PROJECT, PAYBACK IN 2015)	6,870,000	323,200	0	1,308,800	0	5,238,000	DAKOTA COUNTY	
2014			02-00134		MNNR, 69TH AVE NE, MSAS 305 IN FRIDLEY-INSTALL GATES AND FLASHING LIGHTS	195,000	195,000	0	0	0	0	MNDOT	
2014			0207-100		**ADA**AB**FROM 53RD AVE NE IN FRIDLEY TO JUST N ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY, ALT BID (UNBONDED CONCRETE OVERLAY OR RUBBLIZE CONCRETE AND THICK BIT OVERLAY), DRAINAGE, GUARDRAIL, ADA PED RAMPS & WALK, SIGNAL, STRIPING AND BUS STOP I	8,567,000	6,853,600	0	0	1,713,400	0	MNDOT	
2014			0207-109		FROM 53RD AVE NE TO JUST S OF W MOORE LAKE RD IN FRIDLEY-MILL AND OVERLAY	763,000	610,400	0	0	152,600	0	MNDOT	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			0208-136		AT VIKING BLVD IN EAST BETHEL-EXTEND NB & SB LEFT TURN LANES, REPLACE CULVERT, ADA	249,175	0	0	0	249,175	0	MNDOT	
2014			027-030-034		GROUND IN EDGE LINE STRIPING ON HENNEPIN CSAH 12 AND HENNEPIN CSAH 10	94,250	84,500	0	0	0	9,750	HENNEPIN COUNTY	
2014			027-605-029		HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441	23,653,000	8,320,000	0	0	0	15,333,000	HENNEPIN COUNTY	
2014			027-619-023		ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE TRAIL	618,000	216,233	0	0	0	401,767	HANOVER	
2014			027-661-046		FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235)	13,000,000	7,280,000	0	0	0	5,720,000	HENNEPIN COUNTY	
2014			0280-68		INTERCHANGES AT S JCT ANOKA CSAH 23 (LAKE DR) IN BLAINE, AT ANOKA CSAH 32 (85TH AVE) IN BLAINE/SHOREVIEW AND AT N JCT ANOKA CSAH 23 (LAKE DR) IN LINO LAKES - REPLACE INTERCHANGE LIGHTING	251,567	0	0	0	251,567	0	MNDOT	
2014			0282-33		**BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	1,773,825	0	0	0	0	1,773,825	MNDOT	
2014			062-030-016		RED LIGHT CONFIRMATION LIGHTS AND PED COUNT DOWN PED TIMERS AT VARIOUS LOCATIONS IN RAMSEY COUNTY	370,240	333,216	0	0	0	37,024	RAMSEY COUNTY	
2014			062-630-059		RAMSEY CSAH 53 AD CSAH 30-CONVERSION OF 4-LANE TO 3-LANE	398,060	358,254	0	0	0	39,806	RAMSEY COUNTY	
2014			062-631-009		ON RAMSEY CSAH 31 (MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES	1,663,951	1,497,556	0	0	0	166,395	RAMSEY COUNTY	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			062-631-015		**AC**ON MARYLAND AVE AND APPROACHES BETWEEN L'ORIENT ST AND JACKSON ST IN ST PAUL-RECONSTRUCT BRIDGE #62525 (AC PROJECT, PAYBACK IN 2015)	935,000	0	0	748,000	0	187,000	RAMSEY COUNTY	
2014			070-602-020		**AC**AT SCOTT CSAH 46 IN NEW MARKET-ROUNDABOUT (AC PROJECT, PAYBACK IN FY15)	1,485,000	551,722	0	784,778	0	148,500	SCOTT COUNTY	
2014			070-646-005AC		**AC**AT CR 29 IN NEW MARKET-ROUNDABOUT (AC PAYBACK 1 OF 1)	369,283	369,283	0	0	0	0	SCOTT COUNTY	
2014			070-701-008		ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	1,300,000	1,040,000	0	0	0	260,000	SCOTT COUNTY	
2014			082-090-004		CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM 145TH ST TO 140TH ST IN HUGO	135,000	92,000	0	0	0	43,000	WASHINGTON COUNTY	
2014			082-090-006		RIGHT OF WAY ACQUISITION FOR HARDWOOD CREEK REGIONAL TR EXTENSION FROM 145TH ST TO 140TH ST IN HUGO	650,000	520,000	0	0	0	130,000	WASHINGTON COUNTY	
2014			082-595-001		PLANNING AND PRELIMINARY ENGINEERING FOR THE RESTORATION AND ENHANCEMENT OF ST. CROIX BOOM SITE ROADSIDE RECREATIONAL AREA (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY)	175,000	175,000	0	0	0	0	WASHINGTON COUNTY	
2014			091-070-026		GRAND ROUNDS MISSING LINK-CONSTRUCTION OF RIDGEWAY PARKWAY SHARED-USE PATH AND OVERLOOK IMPROVEMENTS (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY)	650,000	350,000	0	0	0	300,000	MPLS PARK/REC BOARD	
2014			091-090-068		FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS	1,202,500	962,000	0	0	0	240,500	MPLS PARK/REC BOARD	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			091-090-071		ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS	1,040,000	832,000	0	0	0	208,000	MPLS PARK/REC BOARD	
2014			091-090-072		OVER HENNEPIN CSAH 19 IN SHOREWOOD & TONKA BAY-CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE	2,000,000	1,040,000	0	0	0	960,000	THREE RIVERS PARK DISTRICT	
2014			091-090-074		CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO 86TH ST IN BLOOMINGTON	7,150,000	5,720,000	0	0	0	1,430,000	THREE RIVERS PARK DISTRICT	
2014			091-090-075		CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BOARDWALK, TRAILHEAD, KIOSKS	2,600,000	1,840,000	0	0	0	760,000	THREE RIVERS PARK DISTRICT	
2014			10-00119		TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	
2014			1002-104		FROM JUST W OF CARVER CSAH 11 W JCT IN VICTORIA TO JUST E OF MN41 IN CHANHASSEN-LANDSCAPING	158,735	0	0	0	158,735	0	MNDOT	
2014			1006-28		AT 7TH ST (62ND ST) IN MAYER - ROUNDABOUT	391,000	0	0	0	391,000	0	MNDOT	
2014			1007-19		**FMP**MN25 FLOOD MITIGATION ALONG S FORK OF CROW RIVER-RAISING RDWY GRADE SOUTH OF WATERTOWN	350,000	0	0	0	0	350,000	MNDOT	
2014			1009-24		FROM CARVER CSAH 61 IN CHANHASSEN TO MINN RIVER BR APPROACH IN SHAKOPEE-GRADE, SURFACE, NEW FLOODPLAIN BR 10004 (REP BR 10007),PED/BIKE TRAIL, SIGNING, REMOVE BOX CULVERT #4528, DRAINAGE ($5M IN OTHER IS LOCAL FUNDS; $9M IN OTHER IS LRIP-GO BONDS)	33,835,500	0	0	0	19,835,500	14,000,000	MNDOT	
2014			1014-15		E 10TH ST IN WACONIA-ROUNDABOUT ($702K IS CO-OP AGMT FUNDS)	1,102,000	0	0	0	1,102,000	0	MNDOT	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			1014-21		**RI120M**FROM E CHURCH ST TO JUST N OF E CHURCH ST IN COLOGNE-CONSTRUCT DIVERSION BERM & GRADING	50,000	0	0	0	50,000	0	MNDOT	
2014			1017-101		**ITS** AT DELL RD IN EDEN PRAIRIE AND AT MN101 & POWERS BLVD (CARVER CSAH17) IN CHANHASSEN - ATMS INSTALLATION (FEDERAL AMOUNT IS DISTRICT C ITS FUNDS)	67,827	54,262	0	0	13,565	0	MNDOT	
2014			107-030-005		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	0	0	0	260,100	CITY OF BLOOMINGTON	
2014			107-425-008		HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON-CONSTRUCT TRAIL	1,197,300	539,760	0	0	0	657,540	BLOOMINGTON	
2014			110-020-031		**AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK-PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PROJECT, PAYBACK IN 2015)	1,210,000	280,892	0	687,108	0	242,000	BROOKLYN PARK	
2014			127-591-002		**SRTS** CE AND CONSTRUCT INFRASTRUCTURE IMPROVEMENTS AT THREE SCHOOLS IN FRIDLEY	94,040	94,040	0	0	0	0	FRIDLEY	
2014			141-030-027		INSTALL OVERHEAD SIGNAL INDICATIONS AT VARIOUS LOCATIONS IN MINNEAPOLIS	855,111	769,600	0	0	0	85,511	MINNEAPOLIS	
2014			141-090-038		OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REPAIR CONCRETE AND INSTALL FULL HEIGHT CONCRETE ENCASEMENT AT PIER 3 ON BR 9(MN BR 94246)	1,320,000	1,040,000	0	0	0	280,000	MINNEAPOLIS	
2014			141-091-030		SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES	1,300,000	1,300,000	0	0	0	0	MINNEAPOLIS	

TABLE A-14
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			141-454-001		**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PROJECT, PAYBACK IN 2017)	23,000,000	0	0	8,960,000	0	14,040,000	MINNEAPOLIS	
2014			141-591-004		**SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	63,000	0	0	0	0	MINNEAPOLIS	
2014			141-591-008		**SRTS** INFRASTRUCTURE MINNEAPOLIS, CE AND CONSTRUCTION FOR BIKE STORAGE AND PED/BIKE IMPROVEMENTS AROUND LUCY CRAFT LANEY SCHOOL	254,710	254,710	0	0	0	0	MINNEAPOLIS	
2014			164-158-020		**AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PROJECT, PAYBACK IN 2017)	2,447,200	300,000	0	1,100,000	0	1,047,200	SAINT PAUL	
2014			164-158-021		**AC**ON KELLOGG BLVD OVER THE RAVINE BETWEEN WABASHA ST AND SAINT PETER ST IN ST PAUL-RECONSTRUCT BRIDGE #92797 (AC PROJECT, PAYBACK IN 2015)	3,432,000	0	0	2,745,600	0	686,400	SAINT PAUL	
2014			164-214-016		ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY-STREETSCAPE, LIGHTING	2,250,000	1,040,000	0	0	0	1,210,000	SAINT PAUL	
2014			166-020-014		ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD, SIGNAL COMMUNICATION INTERCONNECT, RED LIGHT RUNNING SYSTEM, TURN LANES AND FROM 17TH AVE TO 10TH AVE, MILL AND OVERLAY; ON VIERLING DR FROM SAGE LN TO MILLER ST-PAVEMENT REHA	2,220,000	1,101,600	0	0	0	1,118,400	SHAKOPEE	
2014			173-010-007		ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-WIDENING, MILL & OVERLAY, LANDSCAPING (TIED TO 1908-84)	11,720,000	6,980,000	0	0	0	4,740,000	WEST ST PAUL	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			1906-57		AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS AND CONSTRUCT LEFT TURN LANE	1,074,627	967,164	0	0	107,463	0	MNDOT	
2014			1907-106		FROM JUST EAST OF ARGENTA TRAIL ON TH 55 TO CONCORD BLVD IN INVER GROVE HEIGHTS - CONCRETE PAVEMENT REPAIR	500,000	0	0	0	500,000	0	MNDOT	
2014			1908-84		**CIMS**ADA5M**ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER, ACCESS CLOSURES, SIGNAL REPLACEMENTS (TIED TO 173-010-007) ($702K IS CO-OP AGMT FUNDS; $3.5M IS CIMS FUNDS)	5,452,000	0	0	0	5,452,000	0	MNDOT	
2014			1909-95		FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-SIGNALS, DRAINAGE (TIED TO 195-010-011)	570,000	0	0	0	570,000	0	MNDOT	
2014			1913-75		FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	2,357,159	1,884,527	0	0	472,632	0	MNDOT	
2014			1918-108		AT DAKOTA CR 43 (LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL, INSTALL APS & ADA RAMPS	190,260	0	0	0	95,130	95,130	MNDOT	
2014			195-010-010		**AC**FROM TH 55 TO JUST S OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS (TIED TO 1917-44, 195-010-011 & 1909-95) (AC PROJECT, PAYBACKS IN 2015 AND 2017	2,361,000	0	0	1,888,800	0	472,200	EAGAN	
2014			195-010-011		**AC**FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-WIDEN FROM 4 TO 6-LANE EXPANSION, TRAIL, ADA, SIGNALS (AC PROJECT, PAYBACK IN FY15) (TIED TO 1909-95, 195-010-010 & 1917-44)	3,544,130	0	0	2,640,000	0	904,130	EAGAN	

TABLE A-14
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			1980-87		AT DAKOTA CSAH 46 (162ND ST W) AND 70 (210TH ST W) IN LAKEVILLE - LANDSCAPING AND LIVING SNOW FENCE	166,661	0	0	0	166,661	0	MNDOT	
2014			1982-181		AT MARIE AVE IN MENDOTA HEIGHTS - CONSTRUCT DRAINAGE PIPE AND REPAIR EROSION (MNDOT DESIGN; CITY LET)	20,000	0	0	0	20,000	0	MNDOT	
2014			1985-146		AT 7TH AVE IN S ST PAUL-LANDSCAPING	3,000	0	0	0	3,000	0	MNDOT	
2014			238-010-003		**AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (REMAINDER OF MATCH TO FEDERAL FUNDS IS UNDER 2738-28) (TIED WITH 2738-28, 2738-29)	5,663,726	0	0	5,368,066	0	295,660	ROGERS	
2014			238-591-002		**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	171,500	0	0	0	0	ROGERS	
2014			27-00304		PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES AND FLASHING LIGHTS	234,000	234,000	0	0	0	0	MNDOT	
2014			2706-225		AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD/EXCELSIOR-SIGNAL REPLACEMENT & TURN LANE EXTENSION	495,000	0	0	0	425,000	70,000	MNDOT	
2014			2706-227		AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-SIGNAL REPLACEMENT	283,684	0	0	0	141,842	141,842	MNDOT	
2014			2706-235		AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 027-661-046) ($577K IS CO-OP AGMT FUNDS)	702,000	0	0	0	702,000	0	MNDOT	
2014			2710-42		NORTH OF 14TH AVE IN MPLS-REPLACE RAILROAD BRIDGE 90446 (NEW 27236) & RAISE CLEARANCE, DRAINAGE(INCLUDING RR AGMT & EARLY MATERIALS)	10,338,675	0	0	0	0	10,338,675	MNDOT	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			2723-120		AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE	741,849	0	0	0	535,518	206,331	MNDOT	
2014			2732-99		FROM I-494 IN BLOOMINGTON TO EDGCUMBE RD IN ST PAUL-SIGN REPLACEMENT	300,000	0	0	0	300,000	0	MNDOT	
2014			2733-87		FROM I494 IN BLOOMINGTON TO 50TH ST IN EDINA - SIGN REPLACEMENT	350,000	0	0	0	350,000	0	MNDOT	
2014			2734-27W17		HCRRA BRIDGE 5309 (NEW BRIDGE 27W17) IN ST. LOUIS PARK - DESIGN AND CONSTRUCT NEW LRT BRIDGE	2,700,000	0	0	0	2,700,000	0	MNDOT	
2014			2734-33		**AB**AC**FROM 36TH ST TO 26TH ST IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309 (NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AU	46,800,000	30,000,000	0	3,800,000	0	13,000,000	MNDOT	
2014			2734-33RR		FROM 36TH ST TO 26TH ST IN ST. LOUIS PARK - RAIL ROAD AGREEMENT	1,670,748	0	0	0	1,670,748	0	MNDOT	
2014			2738-28		**SAM**RECONSTRUCT INTERCHANGE AT MN101/CSAH144 IN ROGERS (BONDS ARE PART OF MATCH TO FEDERAL ON 238-010-003) (TIED WITH 2738-29, 238-010-003)	9,200,000	0	0	0	0	9,200,000	MNDOT	
2014			2738-29		FROM S. DIAMOND LAKE RD IN ROGERS TO HENNEPIN/WRIGHT COUNTY LINE - BITMUMINOUS MILL & OVERLAY (TIED WITH 2738-28, 238-010-003)	905,177	724,142	0	0	181,035	0	MNDOT	
2014			2755-101		AT BROOKLYN BLVD OVER MN100 IN BROOKLYN CENTER-REDECK BRIDGE 27038 & PED BRIDGES 27038A, 27038B, REPLACE APPROACH PANELS, DRAINAGE & GUARDRAIL	2,740,000	0	0	0	2,513,000	227,000	MNDOT	

TABLE A-14
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			2763-49		**TED12** AT SHADY OAK ROAD IN EDEN PRAIRIE - INTERCHANGE RECONSTRUCTION (OTHER INCLUDES MULTIPLE FUNDING SOURCES)	7,000,000	0	0	0	0	7,000,000	MNDOT	
2014			2771-101		HENNEPIN CSAH 81 TO I94 IN MAPLE GROVE-POWERLINE RELOCATION INCLUDING INSTALLATION OF NEW STILL TOWER STRUCTURES AND REMOVAL OF LATICE TOWER	1,982,341	1,585,873	0	0	396,468	0	MNDOT	
2014			2772-90		FROM I-394 IN ST LOUIS PARK TO BROOKLYN BLVD IN BROOKLYN PARK-SIGN REPLACEMENT	294,740	0	0	0	294,740	0	MNDOT	
2014			2772-91		FROM JUST S OF VALLEY VIEW ROAD TO JUST N JCT MN 62 IN EDINA & EDEN PRIARIE-MILL & UNBONDED CONCRETE OVERLAY, GUARDRAIL, DRAINAGE, PED RAMPS, SIGNING, SIGNAL UPGRADES, REDECK BRIDGES 27079 AND 27080, NEW APPROACH PANELS, REPAIR BRIDGE 27589	9,581,251	7,665,001	0	0	1,916,250	0	MNDOT	
2014			2775-15		FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM	239,541	0	0	0	239,541	0	MNDOT	
2014			2776-03RW14		I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	4,535,000	3,628,000	0	0	907,000	0	MNDOT	
2014			2781-438		FROM I94/694 SPLIT IN BROOKLYN CENTER TO NICOLLET AVE IN MPLS - SIGN REPLACEMENT	692,574	0	0	0	692,574	0	MNDOT	
2014			2781-456		SOUTH SIDE OF I-94, FROM SE FRANKLIN AVE TO JUST E OF SE CECIL ST IN MPLS-NOISE WALL ABSORPTION PANELS	758,988	0	0	0	758,988	0	MNDOT	
2014			2781-458		FROM SOUTH END OF LYNDALE/HENNEPIN TUNNEL TO EAST OF LASALLE AVE IN MINNEAPOLIS - MICROSURFACING, SIGNING & TMS IMPROVEMENTS	228,376	0	0	0	228,376	0	MNDOT	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			2782-295		FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	500,000	0	0	0	500,000	0	MNDOT	
2014			2782-320		AT W 94TH ST OVER I35W IN BLOOMINGTON-RE-DECK BRIDGE 9053 AND APPROACH WORK	3,443,000	2,961,000	0	0	329,000	153,000	MNDOT	
2014			2782-335		AT BRIDGE #9053 AT 94TH ST IN THE CITY OF BLOOMINGTON - EARLY MATERIALS FOR CONSTRUCTION SP 2782-320	219,000	0	0	0	219,000	0	MNDOT	
2014			2783-136		**TED10** FROM 3RD & 4TH ST RAMP TO JOHNSON ST IN MINNEAPOLIS- CONSTRUCT ENTRANCE RAMP AND ADD AUXILIARY LANE (TED INTERCHANGE BONDS)	13,475,510	0	0	0	3,500	13,472,010	MNDOT	
2014			2785-27974D		AT BRIDGE NOS. 27974, 27976, & 27978 - EARLY STEEL MATERIALS (FOR SP 2785-403)	125,000	0	0	0	125,000	0	MNDOT	
2014			2785-372		AT NB MN77 AND AT 12TH AVE OVER I494 IN BLOOMINGTON-REDECK BRIDGE 9082 & REPLACE APPROACH PANELS & REHAB BRIDGE 9080, PAINT BRIDGES 9081 AND 9081A	1,390,000	1,233,000	0	0	157,000	0	MNDOT	
2014			2785-401		ON I494 AT MINNETONKA BLVD (HENNEPIN-CSAH5) IN MINNETONKA - PIPE RELINING	241,323	0	0	0	241,323	0	MNDOT	
2014			2785-404		AT BRIDGE #9082 AT THE JCT OF TH 77 (NB) & I-494 IN BLOOMINGTON - EARLY MATERIALS (FOR CONSTRUCTION SP 2785-372)	90,000	0	0	0	90,000	0	MNDOT	
2014			2789-141		**TED12** FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09 (OTHER INCLUDES MULTIPLE FUNDING SOURCES)	1,603,965	0	0	0	0	1,603,965	MNDOT	
2014			62-00203		MNNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	
2014			62-00210		CP ON S ERIE ST M636 IN ST PAUL-UPGRADE TO GATES AND FLASHING LIGHTS	230,000	230,000	0	0	0	0	MNDOT	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			6201-9300D		FROM MN55 IN MPLS TO DAVERN AVE ST IN ST PAUL - EARLY STEEL FOR REDECK BRIDGE 9300 (FOR SP 6201-86)	480,335	0	0	0	0	480,335	MNDOT	
2014			6222-162		**ADA5M**FROM JUST S WHITE BEAR AVE TO JUST N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, SIGNALS, ADA, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE & MEDIAN ISLAND	3,410,000	0	0	0	3,020,000	390,000	MNDOT	
2014			6280-367		**BR4M**FMP*FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS	98,430,000	41,943,358	0	0	0	56,486,642	MNDOT	
2014			6280-367CE		FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS DESIGN AND CONSTRUCTION OVERSIGHT	4,250,000	0	0	0	0	4,250,000	MNDOT	
2014			6280-367STIP		FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS STIPENDS	600,000	0	0	0	600,000	0	MNDOT	
2014			6281-43		**BP08**AT RAMSEY COUNTY ROAD E IN VADNAIS HEIGHTS-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	1,844,673	0	0	0	0	1,844,673	MNDOT	
2014			6284-172		FROM MN36 IN ROSEVILLE TO LEXINGTON AVE IN BLAINE-I35W N MANAGED LANE ENVIRONMENTAL ASSESSMENT & PRELIMINARY DESIGN (2008 APPROPRIATIONS ACT-IMD)	904,540	814,086	814,086	0	90,454	0	MNDOT	
2014			6285-149		I694 EB RAMP TO SB I35E IN LITTLE CANADA - REPAIR SHOULDER SETTLEMENT AREA AND SLOPE STABILITY PROBLEM	1,055,000	0	0	0	1,055,000	0	MNDOT	
2014			6285-154		AT LEXINGTON AVENUE IN ARDEN HILLS/SHOREVIEW - RIGHT TURN LANES AND SIGNAL MODIFICATION	252,212	0	0	0	252,212	0	MNDOT	

TABLE A-14
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			70-00123		UP ON CSAH 9 IN JORDAN-INSTALL CANTILEVERS, GATES AND FLASHING LIGHTS	312,000	312,000	0	0	0	0	MNDOT	
2014			7001-110		FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING	34,965	0	0	0	34,965	0	MNDOT	
2014			7003-13		MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT	170,625	0	0	0	170,625	0	MNDOT	
2014			7005-94		FROM JUST N MN25 IN BELLE PLAINE TO SCOTT CSAH 83 IN SHAKOPEE-REMOVE MEDIAN CROSSOVERS, ACCESS MODIFICATIONS, ADD TURN LANES, DRAINAGE	420,000	0	0	0	420,000	0	MNDOT	
2014			7005-97		**SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS)	15,450,000	0	0	0	0	15,450,000	MNDOT	
2014			7101-63		AT VARIOUS LOCATIONS BETWEEN 167TH AVE NW & EDISON AVE NW IN ELK RIVER - CONSTRUCT STRUCTURAL SNOW FENCE	150,000	0	0	0	150,000	0	MNDOT	
2014			82-00139		UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES AND FLASHING LIGHTS	286,000	286,000	0	0	0	0	MNDOT	
2014			82-00140		UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES AND LIGHTS	338,000	338,000	0	0	0	0	MNDOT	
2014			8209-107		AT 56TH ST/PICKETT AVE IN OAK PARK HEIGHTS-CONSTRUCTION, REALIGNMENT AND SIGNAL REVISION AS PART OF THE ST. CROIX RIVER CROSSING PROJECT	1,700,000	0	0	0	1,700,000	0	MNDOT	
2014			8211-35		AT WASHINGTON CSAH 15 (MANNING AVE) IN GRANT - ROUNDABOUT	702,000	0	0	0	702,000	0	MNDOT	
2014			8214-114AN		ON LOOKOUT TRAIL RD, FROM BEACH RD IN OAK PARK HEIGHTS TO MN 95 IN STILLWATER-RECONSTRUCT PAVEMENT, GRADING AND DRAINAGE	415,000	0	0	0	415,000	0	MNDOT	

TABLE A-14
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			8214-114MIT14		OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	184,000	0	0	0	92,000	92,000	MNDOT	
2014			8214-114RW1		ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION	165,000	132,000	0	0	33,000	0	MNDOT	
2014			8214-168		AT JAMACA AVE/STILLWATER BLVD IN LAKE ELMO - LANDSCAPING	26,352	0	0	0	26,352	0	MNDOT	
2014			8221-01		**AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 & XCEL BARGE UNLOADER FACILITY REMOVAL (AC PROJECT, PAYBACK IN 2015, $96.74M MANAGED INTO THE FUTURE)	328,416,639	43,137,344	0	105,111,093	0	180,168,202	MNDOT	
2014			8221-01A		**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU) (BEING USED AS PART OF 8221-01 CONSTRUCTION)	4,039,171	3,231,337	3,231,337	0	0	807,834	MNDOT	
2014			8221-01CE		CONSTRUCTION ENGINEERING BY CONSULTANTS FOR ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95	10,960,749	0	0	0	0	10,960,749	MNDOT	
2014			8221-01RR		RR AGREEMENT FOR ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95	420,000	0	0	0	210,000	210,000	MNDOT	

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			8221-82045AAC		**AC**AT BRIDGE 82045 OVER ST. CROIX RIVER - CONSTRUCT SUBSTRUCTURE (COFFERDAMS, DRILLED SHAFTS, FOOTINGS, & STARTER COLUMN SEGMENTS) FOR 5 RIVER PIERS (AC PAYBACK 1 OF 1)	14,693,780	14,693,780	0	0	0	0	MNDOT	
2014			8221-82045PEAC		**AC**ST. CROIX RIVER CROSSING - DESIGN & PREPARE 3 BRIDGE PLANS, SPECIAL PROVISIONS, ESTIMATES & CONDUCT REVIEW OF HYDRAULIC ANALYSIS FOR THE ENTIRE CONSTRUCTION PROJECT (AC PAYBACK 1 OF 1)	5,600,000	5,600,000	0	0	0	0	MNDOT	
2014			8221-82045PRAC		**AC**ST. CROIX RIVER CROSSING - PEER REVIEW OF FINAL BRIDGE DESIGN FOR 3 BRIDGES (82045, 82047, 82048) (AC PAYBACK 1 OF 1)	1,000,000	1,000,000	0	0	0	0	MNDOT	
2014			8221-82047A		AT MN RAMP BRIDGES 82047 AND 82048 - EARLY MATERIALS FOR HP PILING AND PILE TIPS (AS PART OF THE ST. CROIX RIVER CROSSING PROJECT) (CHAPTER 152 BRIDGE BONDS)	819,284	0	0	0	0	819,284	MNDOT	
2014			8280-46		AT CSAH 2 IN FOREST LAKE-REPLACE LIGHTING SYSTEM	258,903	0	0	0	258,903	0	MNDOT	
2014			880M-BI-14		METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	70,000	0	0	0	70,000	0	MNDOT	
2014			880M-CA-14		METRO SETASIDE - CONSULTANT DESIGN -2014	8,700,000	0	0	0	8,700,000	0	MNDOT	
2014			880M-PM-14		METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	0	5,000,000	0	MNDOT	
2014			880M-RB-14		METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	100,000	0	0	0	100,000	0	MNDOT	
2014			880M-RW-14		METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	12,610,000	0	0	0	12,610,000	0	MNDOT	
2014			880M-RX-14		METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	0	4,600,000	0	MNDOT	

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Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			880M-SA-14		METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	0	13,700,000	0	MNDOT	
2014			880M-SC-14		METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014	1,645,000	0	0	0	1,645,000	0	MNDOT	
2014			880M-TE-14		METRO SETASIDE FOR WATER RESOURCES ($500K), TRAF ENG ($10K), TRAF MGMT($0K) PRESERVATION PROJECTS FOR FY 2014	510,000	0	0	0	510,000	0	MNDOT	
2014			880M-TM-14		METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	400,000	0	0	0	400,000	0	MNDOT	
2014			880M-TRLF-14		**TRLF**REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MNDOT	
2014			8825-388		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	0	0	234,495	0	MNDOT	
2014			8825-389		METROWIDE-INSTALL RURAL INTERSECTION LIGHTING	208,000	187,200	0	0	20,800	0	MNDOT	
2014			8825-439		METROWIDE - POND RESTORATION	80,000	0	0	0	80,000	0	MNDOT	
2014			8825-473		**ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS & APS INSTALLATION	349,951	279,961	0	0	69,990	0	MNDOT	
2014			8825-476		METROWIDE-LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	
2014			8825-494		**RI120M**ALONG I35 AT FOREST LAKE REST AREA IN FOREST LAKE & ALONG I94 AT ELM CREEK REST AREA IN MAPLE GROVE-REPLACE REST AREA LIGHTING SYSTEM	725,000	0	0	0	725,000	0	MNDOT	
2014			8825-495		**RI120M**METROWIDE-OVERHEAD SIGN REPLACEMENT & REPAIR	1,830,000	0	0	0	1,830,000	0	MNDOT	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			8825-496		**RI20M**METROWIDE-REPLACE ROADSIDE DYNAMIC MESSAGE SIGNS (DMS)	1,075,000	0	0	0	1,075,000	0	MNDOT	
2014			SRS-9064-13A		**SRTS** NON-INFRA, MPLS PUBLIC SCHOOLS; GRANT TO HIRE A SRTS COORDINATOR, PURCHASE A DISTRICT-WIDE BICYCLE FLEET, AND PROVIDE EDUCATION AND ENCOURAGEMENT ACTIVITIES IN THE SCHOOLS	96,000	96,000	0	0	0	0	MINNEAPOLIS PUBLIC SCHOOLS	
2014			SRS-9086-13		**SRTS** NON-INFRA, SOUTH WASHINGTON COUNTY SCHOOLS; GRANT TO HIRE A SRTS COORDINATOR TO ASSIST THE SRTS SCHOOL TEAMS, PURCHASE SAFETY EQUIPMENT AND TRAINING FOR SCHOOL SAFETY PATROLS, PURCHASE INCENTIVES FOR STUDENTS, AND PAY FOR SRTS CAMPAIGN MATERIALS	62,000	62,000	0	0	0	0	SOUTH WASHINGTON COUNTY SCHOOLS	
2014			SRS-9087-13		**SRTS** NON-INFRA, COLUMBIA HEIGHTS PUBLIC SCHOOLS; GRANT TO PROVIDE ACCESS TO BICYCLES AND BICYCLE EDUCATION THROUGH THE PURCHASE OF A BIKE FLEET, BIKE MAINTANCE TRAINING FOR STAFF AND STUDENTS, AND TOOLS FOR BICYCLE REPAIR	12,000	12,000	0	0	0	0	COLUMBIA HEIGHTS PUBLIC SCHOOLS	
2014			TRS-TCMT-10B		CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	0	680,520	MET COUNCIL-MT	
2014			TRS-TCMT-11B		CMAQ: PURCHASE 15 BUSES FOR EXPRESS, LOCAL AND ARTERIAL BRT SERVICE	8,250,000	6,600,000	0	0	0	1,650,000	MET COUNCIL-MT	
2014			TRS-TCMT-13H		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	0	0	0	206,550	CITY OF CARVER	

TABLE A-14
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo $	AC $	State $	Other $	Agency	AQ
2014			TRS-TCMT-14		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	0	0	0	624,000	MVTA	
2014			TRS-TCMT-14A		CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL	13,839,259	7,000,000	0	0	0	6,839,259	MET COUNCIL-MT	
2014			TRS-TCMT-14C		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	0	0	0	875,000	MET COUNCIL-MT	
2014			TRS-TCMT-14F		CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-FOUR 60 FT BUSES FOR EXPRESS SERVICE	2,794,500	2,235,600	0	0	0	558,900	MET COUNCIL-MT	
2014			TRS-TCMT-14G		CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-EXPRESS SERVICE FOR 3 YEARS	958,117	766,494	0	0	0	191,623	MET COUNCIL-MT	
				Totals		943,999,429		4,045,423		110,842,127			
							266,423,965		140,752,245		425,981,092		

	Twin Cities Metropolitan Area													
	2015-2018 Transportation Improvement Program (TIP)													
TIP Number	**Project Number**	**Project Elements**	**Project Sponsor**	**Project Description** (street name, termini, type of work, length in miles, and funding program)	**Phase**	**Estimated Cost (in thousands of $)**					**Funding Source and Cost Share**			
						2015	**2016**	**2017**	**2018**	**Total**	**Federal**	**State**	**Local**	**Total**
013-14-001	8110-02	21, 40, 42, 43, 71, 72, 73, 75, 89	WisDOT	St. Croix River Crossing - to 150th Ave in Town of St. Joseph and STH 64 bridge approaches	Engineering	0	0	0	0	-	0	0	0	0
				Bridge Replacement - BR	Right-of-Way	0	0	0	0	-	0	0	0	0
				4.89 Mi	Construction	13,134	17,808	951	10	31,903	0	31,903	0	31,903
					TOTAL	13,134	17,808	951	10	31,903	0	31,903	0	31,903

Appendix B.
Conformity Documentation
Of the *2015-2018 Transportation Improvement Program* to the 1990 Clean Air Act Amendments

May 9, 2014

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93*, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2015-2018 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

Specifically, the Minneapolis/St. Paul Metropolitan Area is within an EPA-designated carbon monoxide (CO) limited maintenance area. A map of this area, which for air quality analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright, is shown in Exhibit B-1. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the NAAQS were introduced, but were subsequently brought under control through a metro-area Vehicle Inspection and Maintenance (VIM) Program completed in the 1990s. The EPA then re-designated the area as in attainment of the NAAQS for CO in 1999 and approved a "maintenance plan" containing a technical rationale and actions designed to keep emissions below a set region-wide budget. The maintenance plan was updated in 2005, when changes to the emissions rates approved by EPA necessitated an update of the approved CO budget as well. A second ten-year maintenance plan was approved by EPA on November 8, 2010 as a “limited maintenance plan.” Every long-range Plan or TIP approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget.

A conforming TIP and Plan must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the USEPA on September 27, 2013. This appendix describes the procedures used to analyze the 2015-2018 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the 2015-2018 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2015-2018 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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I. CONFORMITY OF THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

An analysis of the regionally significant projects listed in the TIP was prepared. The analysis included the projects listed in Tables B-1 through B-3. This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation*: The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects*: The TIP analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.
- *Donut areas*: Regionally significant projects were identified for Wright County to be built within the analyses period of the TIP. These projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions*: The published source of socioeconomic data for this region is the Metropolitan Council's *Thrive MSP 2040*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published May 28, 2014.
- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies federal requirements for public involvement and consultation.
- The TIP addresses the fiscal constraint requirements of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- Any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

The Council remains committed to a proactive public involvement process used in the development and adoption of the plan as required by the Council's Public Participation Plan for Transportation Planning. The Public Participation Plan complies with all federal requirements for the public involvement process.

Solicitation of comments on the TIP is done by notice of a public hearing and a 45-day comment period. The TIP is adopted after the 45-day public comment period and revised as needed in response to comments received. A public hearing is held by the TAB on the TIP during the public comment period. A copy of the TIP is available to download from the Council's web site. A draft document for public comment and technical information are available at no charge to the public through requests to the Council. The TIP public comment period and public hearing date are announced on the Council's web site. The draft plan document can also be accessed through the web site. The public can contact the Council's transportation department directly by phone using a contact phone number posted on the web site.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the plan. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the TIP.

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

As required by the Conformity Rule, the projects listed in the 2015-2018 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process. Regionally significant projects were selected according to the definition the Conformity Rules:

> ***Regionally significant project*** *means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.*

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model (RTDFM), and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the TIP are listed in Exhibit B-4. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:
    a. A determination of categorical exclusion: or
    b. A finding of no significant impact: or
    c. A final Environmental Impact Statement for which a record of decision has been issued.

3. The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.
    a. Safety projects that eliminated hazards or improved traffic flows.
    b. Mass transit projects that maintained or improved the efficiency of transit operations.
    c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
    d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2015-2018 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;
- Major projects from MnDOT's ten-year work program; and
- Regionally significant projects (regardless of funding sources) which are currently:
    - under construction, or;
    - undergoing right-of-way acquisition, or;
    - come from the first year of a previously conforming TIP (2011-2014), or;
    - have completed the NEPA process.

Each project was assigned to a horizon year and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015 and 2020 is shown in Tables B-1 through B-2.

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2015-2018 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2020 and 2030 is shown in Tables B-1 through B-3.

Table B- 1
Regionally Significant Projects
2020 Action Scenario

Route	Agency	Description
	Metro Transit	CHICAGO-EMERSON/FREMONT AVES. BUS RAPID TRANSIT
	Metro Transit	E 7TH BUS RAPID TRANSIT
	Metro Transit	SNELLING AVE. BUS RAPID TRANSIT
	Metro Transit	SOUTHWEST LIGHT RAIL TRANSIT
	Metro Transit	WEST 7TH BUS RAPID TRANSIT

Table B- 1 Regionally Significant Projects 2020 Action Scenario		
CSAH 11	Anoka County	FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD-RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES
CSAH 116	Anoka County	FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING
CSAH 17	Scott County	FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL
CSAH 3	Hennepin County	LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION
CSAH 34	Bloomington	FROM W94TH ST TO T8500 BLOCK OF NORMANDALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS
CSAH 35	Richfield	FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT CSAH 35 INCLUDING TRANSIT, BIKE AND PED FACILITIES
CSAH 53	Hennepin County	FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD-RECONSTRUCT
CSAH 81	Hennepin County	FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKLYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MULTI-USE TRAIL
I 35	MnDOT	FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8-BITUMINOUS MILL AND UNBONDED CONCRETE OVERLAY, REPLACE BRIDGES, AUXILLIARY LANE FROM I35/I35W/I35E TO MN97
I 35E	MnDOT	FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION
I 35W	MnDOT	FROM 43RD ST TO I94 IN MPLS - MANAGED LANE COMPLETION
I 35W	MnDOT	FROM RAMSEY CR C IN ROSEVILLE TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, STRIPING
I 494	MnDOT	FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO
I 694	MnDOT	FROM EAST OF RICE ST IN LITTLE CANADA TO W OF LEXINGTON AVE IN ARDEN HILLS - CONSTRUCT A 3RD LANE AND RECONSTRUCT EXISTING LANES, LOW SLUMP OVERLAY ON BRIDGE 62723, NOISEWALL AND MEDIAN BARRIER
I 94	MnDOT	AUXILLIARY LANE CONSTRUCTION EB FROM TH241 IN ST. MICHAEL TO TH101 IN ROGERS-INCLUDING WB EXIT RAMP EXTENSION AT TH 101 AND WB THIRD LANE FROM TH101 TO TH241
I 94	MnDOT	EB I94 FROM E 7TH ST EXIT TO PED BRIDGE 62868 IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL
I 94	MnDOT	WB I94, EXIT RAMP TO 5TH ST SOUTH IN MPLS (REORIENT 5TH ST S TO 7TH ST S)- CONSTRUCT NEW BRIDGE
MN 100	MnDOT	RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILLIARY LANE
MN 149	Eagan	FROM TH 55 TO JUST SOUTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS
MN 149	MnDOT	**ELLA**FROM MN55 TO JUST S OF I494 IN EAGAN-MILL & OVERLAY, SIGNALS, DRAINAGE
MN 36	MnDOT	NEW ST. CROIX RIVER CROSSING
MN 55	Eagan	FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-WIDEN FROM 4 TO 6-LANE EXPANSION, TRAIL, ADA, SIGNALS

Table B- 1 Regionally Significant Projects 2020 Action Scenario		
MN 610	MnDOT	HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94
PBR	Saint Paul	FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE-EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS
US 10	MnDOT	AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING
US 52	MnDOT	AT DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP-GRADE SEPARATED CROSSING
	Metropolitan Council	I-35W BUS RAPID TRANSIT
	Metropolitan Council	WEST BROADWAY AVE BUS RAPID TRANSIT
	Metropolitan Council	ROBERT ST BUS RAPID TRANSIT
	Metropolitan Council	BOTTINEAU LIGHT RAIL TRANSIT

Table B– 2 Regionally Significant Projects 2030 Action Scenario		
Route	**Description**	**Agency**
	AMERICAN BOULEVARD ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL
	CENTRAL AVE ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL
	NICOLLET AVE ARTERIAL BUS RAPID TRANSIT	METROPOLITAN COUNCIL

IV. CONFORMITY DEMONSTRATION

The EPA, in response to a MPCA request, redesignated the Twin Cites seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. In 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour National Ambient Air Quality Standard (NAAQS) for eight consecutive quarters. MPCA ambient CO monitoring data shows that eight hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that "an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result." No regional modeling analysis is required, however federally funded projects are still subject to "hot spot" analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: Ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used the SIP; A regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; Adoption of Thrive MSP 2040 that supports land use patterns that efficiently connect housing, jobs, retail centers, and transit oriented development along transit corridors; The continued involvement of local government units in the regional 3C transportation planning process allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Status of Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the Transportation Improvement Program and certifies that the Transportation Improvement Program conforms to the State Implementation Plan and does not conflict with its implementation. All Transportation System Management (TSM) strategies which were the adopted TCM's for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCM's nor fully funded non-regulatory TCM's that will be implemented during the programming period of the Transportation Improvement Program. There are no prior TCM's that were adopted since November 15, 1990, nor any prior TCM's that have been amended since that date. A list of officially adopted TCM's for the region may be found in the November 27, 1979 Federal Register notice for EPA approval of the Minneapolis-St. Paul CO Maintenance Plan, based upon the 1980 Air Quality Control Plan for Transportation, which in turn cites transit strategies in the 1978-1983 Transportation Systems Management Plan. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future. The following lists the summary and status of the currently adopted TCM's:

- Vehicle Inspection and Maintenance Program (listed in Transportation Control Plan as a potential strategy for hydrocarbon control with CO benefits). This program became operational in July 1991 and was terminated in December 1999.
- I-35W Bus/Metered Freeway Project. Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W. In March, 2002 a revised metering program became operational. The 2030 Transportation Policy Plan calls for the implementation of Bus Rapid Transit in the I-35W corridor. As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.
- Traffic Management Improvements (multiple; includes State Implementation Plan amendments):
- Minneapolis Computerized Traffic Management System. The Minneapolis system is installed. New hardware and software installation were completed in 1992. The system has been significantly extended since 1995 using CMAQ funding. Traffic signal improvements were made to the downtown street system to provide daily enhanced preferred treatment for bus and LRT transit vehicles in 2009.
- St. Paul Computerized Traffic Management System. St. Paul system completed in 1991.
- University and Snelling Avenues, St. Paul. Improvements were completed in 1990 and became fully operational in 1991.
- Fringe Parking Programs. Minneapolis and St. Paul are implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations.
- Stricter Enforcement of Traffic Ordinances. Ongoing enforcement of parking idling and other traffic ordinances is being aggressively pursued by Minneapolis and St. Paul.
- Public Transit Strategies (from the 1983 Transportation Systems Management Plan):
    - Reduced Transit Fares. Current transit fares include discounts for off-peak and intra-CBD travel. Reduced fares are also offered to seniors, youth, Medicare card holders, and persons with disabilities.
    - Transit Downtown Fare Zone. All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents. Since March 2010 passengers can ride Nicollet Mall buses for free within the downtown zone.
    - Community-Centered Transit. The Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010

- Flexible Transit. Several routes in the region are operated offering flexible, on-demand stops. Also, Metro Mobility, as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.
- Total Commuter Service. The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now by the Van-Go! program, a service of the Council.
- Elderly and Handicapped Service. ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. LRT trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.
- Responsiveness in Routing and Scheduling. Metro Transit conducted a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. Service is now re-evaluated as needed.
- CBD Parking Shuttles. The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD.
- Simplified Fare Collection. The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based upon time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.
- Bus Shelters. Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit and heated transit centers at major transfer points and light-rail stations.
- Rider Information. Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline. Some shelters and stations have real time “next trip” information. Schedule and real-time data is shared with private web and smartphone developers to provide more information to riders.
- Transit Marketing. Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs, and other programs. Metro Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.
- Cost Accounting and Performance-Based Funding. Key criteria in the aforementioned Transit Redesign process include service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue-hour). Metro Transit uses these metrics to evaluate route cost-effectiveness and performance and determine which routes are kept, re-tuned, or eliminated.
- "Real-Time" Monitoring of Bus Operations. The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.

  - Park and Ride. Appendix J of the Transportation Policy Plan provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating, and maintaining park-and-ride facilities. In 2013 the region served 106 park-and-ride facilities with a capacity of 31,088. Average usage in 2013 was 63 percent.

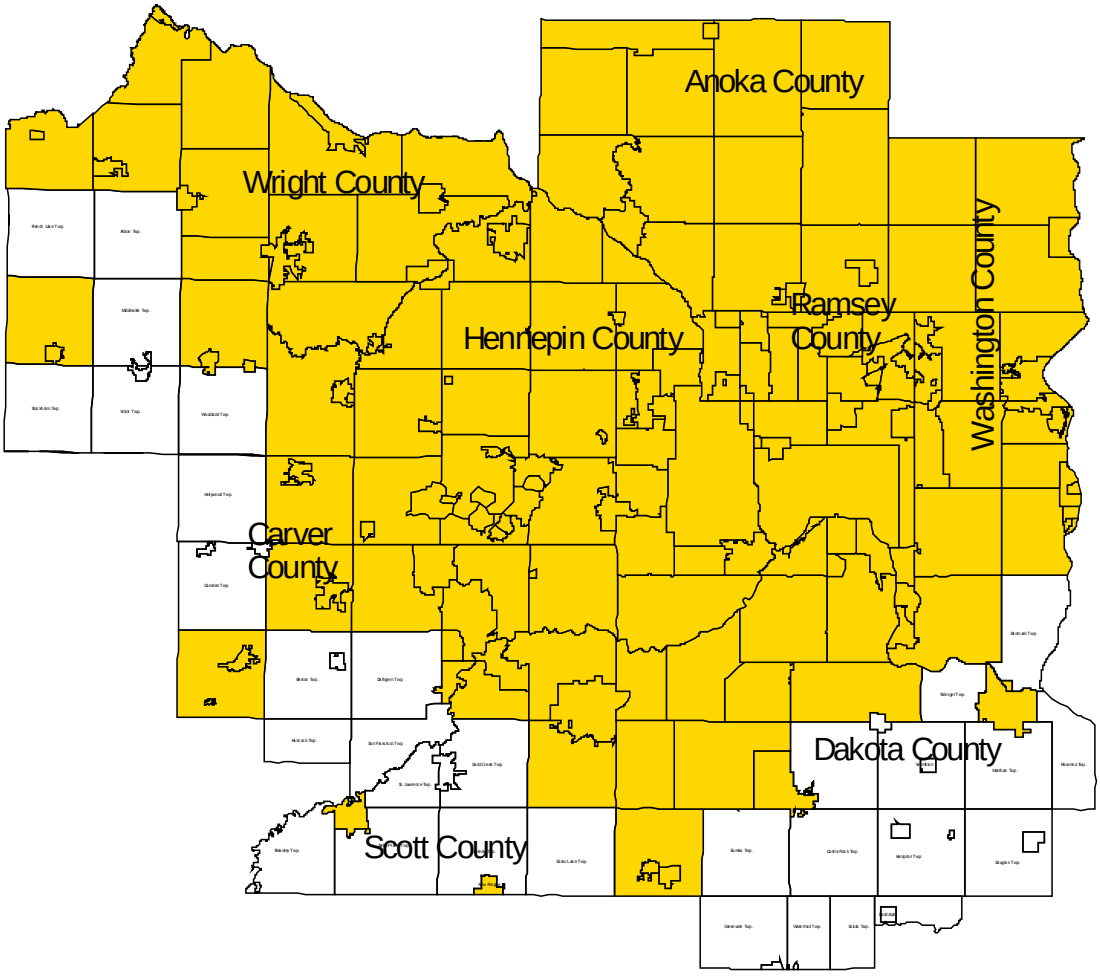
- Hennepin and First Avenue One-Way Pair. These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local CO hot-spot issue that has since been resolved. The streets reverted to a two-way configuration in 2009.
- The above list includes two TCM's that are traffic flow amendments to the State Implementation Plan. The MPCA added them to the State Implementation Plan since its original adoption. These include in St. Paul, a CO Traffic Management System at the Snelling and University Avenue. While not control measures, the MPCA added two additional revisions to the State Implementation Plan which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992. In December 1999 the vehicle emissions inspection/maintenance program was eliminated.
- The MPCA requested that the USEPA add a third revision to the State Implementation Plan, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has a state mandate year-round program that started in 1995. The program will remain regardless of any USEPA rulemaking.

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

Carbon Monoxide Maintenance Area Seven County Metropolitan Area and Wright County



Note: Shaded area is designated maintenance.

EXHIBIT 2

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

Certain transportation projects eligible for funding under Title 23 U.S.C. have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of the TPP and TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2015-2018 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

Except for projects given an "A" code or a "B" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the TIP air quality conformity requirements. They are intended for project applicants to use in the preparation of any required federal documents. Ultimate responsibility for determining the need for a hot-spot analysis for a project under 40 CFR Pt. 51, Subp. T (The transportation conformity rule) rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to project applicants of possible conformity requirements, if the applicants decide to pursue federal funding for the project.

<u>SAFETY</u>

Railroad/highway crossing S-1
Hazard elimination program S-2
Safer non-federal-aid system roads S-3
Shoulder improvements S-4
Increasing sight distance S-5
Safety improvement program S-6
Traffic control devices and operating assistance other than signalization projects S-7
Railroad/highway crossing warning devices S-8
Guardrails, median barriers, crash cushions S-9
Pavement resurfacing and/or rehabilitation S-10
Pavement marking demonstration S-11
Emergency relief (23 U.S.C. 125) S-12
Fencing S-13
Skid treatments S-14
Safety roadside rest areas S-15
Adding medians S-16
Truck climbing lanes outside the urbanized area S-17
Lighting improvements S-18
Widening narrow pavements or reconstructing bridges (no additional travel lanes) S-19
Emergency truck pullovers S-20

<u>MASS TRANSIT</u>

Operating assistance to transit agencies T-1
Purchase of support vehicles T-2
Rehabilitation of transit vehicles T-3
Purchase of office, shop, and operating equipment for existing facilities T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.) T-5
Construction or renovation of power, signal, and

communications systems T-6
Construction of small passenger shelters and information kiosks T-7
Reconstruction or renovation of transit buildings and structures
(e.g., rail or bus buildings, storage and maintenance facilities,
stations, terminals, and ancillary structures) T-8
Rehabilitation or reconstruction of track structures, track
and trackbed in existing rights-of-way T-9
Purchase of new buses and rail cars to replace existing
vehicles or for minor expansions of the fleet T-10
Construction of new bus or rail storage/maintenance facilities
categorically excluded in 23 CFR 771 ..... T-11

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion
activities at current levels AQ-1
Bicycle and pedestrian facilities AQ-2

OTHER

Specific activities which do not involve or lead directly to construction, such as:
Planning and technical studies
Grants for training and research programs
Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Federal-aid systems revisions O-1
Engineering to assess social, economic and environmental effects
of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except
rehabilitation and operation of historic
transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest,
or terrorist acts, except projects involving
substantial functional, locational, or capacity changes O-10

Projects Exempt from Regional Emissions Analyses that may Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, MnDOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

Intersection channelization projects E-1
Intersection signalization projects at
individual intersections E-2

Interchange reconfiguration projects E-3
Changes in vertical and horizontal alignment..... E-4
Truck size and weight inspection stations E-5
Bus terminals and transfer points E-6

Regionally significant projects

The following codes identify the projects included in the "action" scenarios of the TIP air quality analysis:

Baseline - Year 2010 .....A-10
Action - Year 2015 .....A-15
Action - Year 2020 .....A-20
Action - Year 2030 .....A-25

Non-Classifiable Projects

Certain unique projects cannot be classified as denoted by a "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt nor intersection-level analysis category, but they are clearly not of a nature which would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal. Register, August 15, 1997) may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

Chapter 1: Overview

The region's mobility – so fundamental to its economic vitality and quality of life – is challenged by mounting congestion, rising costs, and tight fiscal constraints.

Traffic on the region's freeways and expressways is heavy and expected to worsen. By 2030, the Twin Cities area will be home to nearly a million more people than in 2000, who will make more trips and travel more miles. The result: commuters and others will endure more hours of delay on more miles of congested highway.

In the past, the answer to meeting travel demand was to build additional highway lanes to meet projected 20-year needs. This was the vision that built the Interstate freeway system and guided subsequent highway development. But experience has shown that there are never enough highway lanes to meet the growing demand for peak-hour urban travel. Instead of preserving future capacity for decades, new highway lanes can fill up in a matter of months.

Compounding the situation is the issue of funding. Even if current and future funding levels were commensurate with those of decades past, there would still not be enough money to "fix" congestion throughout the region's highway system. Adding enough highway capacity to meet forecasted 2030 demand over the next 20 years would cost some $40 billion dollars, an amount that, if funded by the state gas tax alone, would add more than two dollars per gallon to the cost of fuel.

The lack of adequate funding to support highway and transit programs has been a problem in past years and remains so, despite recent changes in state transportation financing. By FY 2012, 100 percent of revenues from the state motor vehicle sales tax (MVST) will be dedicated to transportation. But total MVST revenues have been declining since 2002, and although an upturn is forecasted beginning in FY 2010, predictions of a turnaround have been off the mark since 2003.

A 2008 state law will channel significant levels of new revenue to highways and transitways in coming years. However, growing preservation costs and legislatively mandated bridge repair/replacement investments will absorb a very large portion of those new revenues destined to the state highway fund.

The law permits funding of transitway development by revenues from a quarter-cent sales tax allocated by a joint-powers board led by metropolitan area counties that enacted the tax. Each of the seven counties has authority to enact the sales tax; five counties enacted the tax in 2008. This revenue will provide a significant infusion of money into transitway development, but the funds, by law, may not be spent on general bus operations.

Considering the projected state financial situation, securing significant additional transportation funds from the state in the near term will be a challenge. At the federal level, the six-year transportation funding bill was scheduled for reauthorization in 2009, offering some potential for higher levels of federal highway and transit funds but as of the adoption of this plan no new bill has been enacted by Congress.

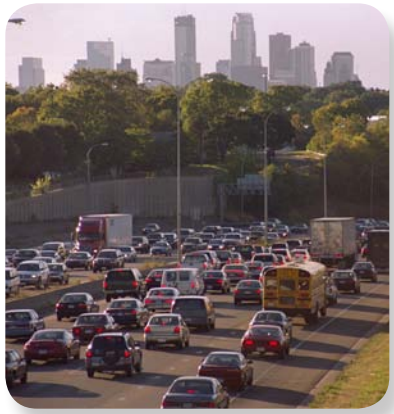


Figure 2-1: Road congestion is expected to continue to grow

However, infrastructure investments were part of the federal funding package (ARRA) passed in 2009 to stimulate the nation's economy.

In recent years the cost of fuel and construction materials – concrete, asphalt, steel – has soared, and the declining value of the U.S. dollar further eroded purchasing power. Although these trends have moderated, they signal the uncertain future and the challenges this region faces as it grapples with the task of preserving its aging transportation infrastructure.

A number of recent and long-term trends, whose impacts on transportation needs are as yet unclear, add uncertainty to the future of transportation:

- Having climbed to record levels in 2008, fuel prices have fallen, but continue to fluctuate, making the future direction uncertain.
- In a reversal of past trends, the number of vehicles miles traveled (VMT) per capita in the region edged downward from 2005–2008 but rebounded slightly as fuel costs dropped; however, total VMT continued to grow.
- The region will see continued job growth, a prime generator of peak-period highway travel, but more slowly than in previous years.
- Retired baby-boomers will likely keep driving into their later years but may not contribute to rush-hour travel.
- In previous decades, women surged into the workforce and onto commuting routes, but the effect of this increase on commuter travel has now leveled off.
- Growing concerns about the impact of fuel-burning on climate change could lead to some cut back in travel and to higher carbon taxes not dedicated to transportation, but to what extent these outcomes might happen remains uncertain.

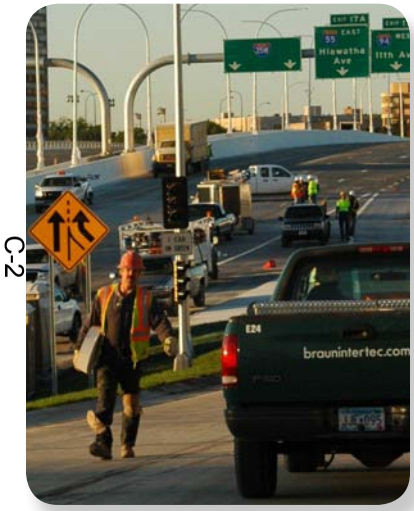


Figure 2-2: The increased cost of construction materials is just one challenge in maintaining transportation infrastructure.

The Regional Transportation Strategy

The region faces hard choices in addressing mobility, safety and preservation needs. To respond effectively, the region needs a transportation strategy that is realistic, innovative and focused on leveraging available dollars for the most benefit while coordinating those investments with land use decisions. The transportation system must optimize all available transportation modes – highways, transit and others – and be coordinated with land use decisions for maximum effect.

The Highway Vision

Adequate resources must be committed to the preservation and maintenance of the extensive highway system built over the last 50 years, including the bridge repair/replacement program mandated by the 2008 Legislature. It is also important, however, to improve the performance of the highway system in order to preserve essential regional mobility levels for the region's economic vitality and quality of life.

Mn/DOT's 2009 Statewide Transportation Plan estimates that statewide trunk highway investment needs exceed $65 billion over the next 20 years, while projected revenues total only about $15 billion – resulting in a gap of about $50 billion statewide. About $40 billion of this funding gap is for mobility needs in the metro area and on interregional corridors in Greater Minnesota. As the Mn/DOT plan acknowledges, it is unrealistic to expect that future transportation funding will increase to meet the $50 billion "unmet need." In fact, that plan estimates that meeting just 5 percent of this $50 billion gap – or $2.5 billion – over the next 10 years would require the equivalent of a 12.5-cent per gallon increase in the motor vehicle fuel tax.

The statewide transportation plan's policies and strategies, therefore, emphasize a new approach to meeting system improvement needs. This is especially evident in the plan's vision for mobility in the metro area, which calls for "a more comprehensive and fiscally realistic approach to congestion mitigation."

While traffic congestion impacts can and should be mitigated, physical, social and environmental constraints as well as the limited funds available for capacity expansion must be recognized.

Five major objectives to mitigate congestion on the region's roadway system and enhance its performance should be pursued:

- Increase the people-moving throughput
- Manage and optimize the existing system, to the greatest extent possible
- Manage future demand
- Increase trip reliability, and
- Minimize travel time

In order to achieve the above objectives, this plan recommends emphasizing a system-wide management approach with the following strategies:

- Implement an Active Traffic Management (ATM) program on a system-wide basis.
- Construct lower-cost/high-benefit highway improvements on a system-wide basis to improve traffic flow by removing bottlenecks, improving geometric design and minimizing safety hazards on the Regional Highway System.
- Develop a system of managed lanes to move more people, more reliably and provide more capacity within existing right-of-way, while providing greater speed and reliability for transit which also benefits freight and people movement in the adjacent general purpose lanes.
- Implement strategic capacity expansion in the form of general purpose lanes.
- Implement non-freeway trunk highway improvements consistent with the investments above.
- Support other strategies including Travel Demand Management (TDM), transit investments and land use changes, to reduce future demand on the Metropolitan Highway System.

Fully funding these investment strategies is beyond the fiscal constraint of this plan. As additional funds are sought and become available, they should be used to more fully implement the highway investment vision articulated in this plan.

The system-wide management approach and associated strategies, together with the transit investment approach described in Chapter 7: Transit, constitute the policy basis for the federally required Congested Management Process (CMP). A more detailed discussion of the CMP is included in Chapter 5: Regional Mobility.

In 2009 and early 2010, Mn/DOT and the Metropolitan Council conducted a Metropolitan Highway System Investment Study (MHSIS), a MnPASS Part 2 Study, and other studies to refine in greater detail the managed lane highway vision, identify lower-cost/high-benefit projects along congested highway corridors, reassess major expansion projects and identify key investments on the Metropolitan Highway System by 2030 and beyond. The results of these studies are incorporated into this Transportation Policy Plan.

Additional needs in the developing portions of the region, including for new principal and "A" minor arterials, are also acknowledged in spite of current financial constraints.

This new highway vision is discussed in greater detail in Chapter 6: Highways.

The Transit Contribution

Transit is already a major contributor to regional mobility. Ridership has grown steadily since 2003 to 91 million rides in 2008. The numbers are on track for reaching the goal of doubling 2003 ridership (73 million rides) by 2030 (147 million rides). Key factors driving this growth include opening of the region's first modern rail transit line in 2004, increased park-and-rides and express service, higher fuel and parking prices, strong employment concentrations in the core cities and increasing congestion.

Transit is currently moving people through the most heavily traveled, typically congested highway segments during the morning peak hour. On some stretches, express buses carry as many as 30 to 40 percent of the people moving inbound during that peak 60-minute period.

In the future, transit will take on an even bigger role in moving people in the region. A network of transitways will allow travel that avoids congested lanes, connects regional employment centers, improves the reliability of riders' trips and boosts the potential for transit-oriented development.

Transitways can be commuter rail, light rail transit, express buses using corridors with transit advantages, and bus rapid transit (which can use dedicated busways, managed or priced lanes, bus-only shoulders and arterial street bus lanes).

Most of the corridors labeled as Tier 1 in the Council's 2004 plan are well underway. The Northstar Commuter Rail Line started operations between downtown Minneapolis and Big Lake in November 2009. Construction has begun on Central Corridor Light Rail, to connect the St. Paul and Minneapolis downtowns and the University of Minnesota, and it is expected to open in 2014. The Hiawatha Light Rail

Figure 2-3: Hiawatha LRT

Figure 2-4: Metro Transit Bus

Figure 2-5: Northstar Commuter Rail

Figure 2-6: BRT - U of M Campus Connector on Transitway

line, already operating between downtown Minneapolis and the Mall of America, has been extended to meet the Northstar Commuter Rail line at the Target Field Station and will need to shift from two- to three-car trains to expand its capacity. Also two Bus Rapid Transit (BRT) lines are under construction on highways south of downtown Minneapolis:

- I-35W, including a combination of a high-occupancy toll lane and a priced dynamic shoulder, from Lakeville to downtown Minneapolis, and
- Cedar Avenue, from Lakeville north to the Mall of America with express bus to downtown Minneapolis.

BRT uses buses incorporating a number of the premium characteristics of light rail or commuter rail to provide fast and reliable service.

Nine other potential transitway corridors are under consideration in this plan. According to the Council's Transit Master Study, two of them show good potential for light rail or a dedicated busway– Southwest, between Eden Prairie and Minneapolis, and Bottineau Boulevard, connecting the northwest suburbs with downtown Minneapolis. LRT was selected as the locally preferred alternative (LPA) for the Southwest Corridor by Hennepin County Regional Railroad Authority in early 2010 and amended into the Transportation Policy Plan by the Council in May, 2010. Bottineau Boulevard is under study, as is the Rush Line, the proposed link between Forest Lake and St. Paul. An alternatives analysis for Red Rock was completed, and bus improvements are currently being planned. An alternatives analysis will begin for the Gateway corridor (I-94 east) in fall 2010.

Four other promising transitway corridors - I-35W North, Highway 36/NE Corridor, Highway 65/Central Avenue/BNSF (Bethel/Cambridge), and Midtown should also be analyzed in the next few years to determine the most appropriate mode and alignment for implementation.

This plan assumes that one of these nine corridors will be implemented as a light rail line by 2020 and work begun on another LRT line to be completed shortly after 2020. It also anticipates that a third LRT line will be built by 2030. Based on current data, no corridor is projected to have enough ridership to justify investment in another commuter rail line. However, with Northstar now operational, it will be possible, after the regional Travel Behavior Inventory is completed, to reexamine current projections compared with actual ridership and determine whether or not ridership projections for other commuter rail corridors should be higher. Also the possible implementation of high speed rail lines to Chicago and Duluth may significantly reduce the capital costs of commuter rail in the Red Rock and Bethel/Cambridge corridors. Because these corridors may become viable under those changed assumptions, this plan also assumes implementation of a second commuter rail line between 2020 and 2030 in its cost estimates. The plan also calls for the implementation of four highway BRT corridors, in addition to 35W South and Cedar Avenue.

The implementation of the above transitway corridors converging in the two downtowns will require the development of two intermodal transit passenger facilities at the St. Paul Union Depot and the Minneapolis Interchange.

The **regular-route bus system** will evolve and expand as population, congestion and travel costs increase, as the region implements rail transit and as customer needs change. *Local routes* will benefit from expanded coverage and frequency. Arterial routes, on high-traffic arterial streets, will receive the highest level of local bus service with highly visible passenger facilities at major stops. *Express routes* will be enhanced and expanded in congested highway corridors. Some arterial and express routes will develop into bus rapid transit corridors. The plan identifies nine arterial streets which are good candidates.

Figure 2-7: Bike commuting is a growing mode choice in the region

Dial-a-ride services, including Metro Mobility, will be expanded as both the general population and the number of people with disabilities increases. Metro Mobility will continue to meet the requirements of the Americans with Disabilities Act by providing transit service to people with disabilities who cannot use the regular-route transit system. The Council will partner with local units of government to provide general-public dial-a-ride services in suburban and rural areas.

Other Transportation Modes

Walking and **bicycling** are part of the total transportation picture and work well for shorter, non-recreational trips. The Council provides planning guidance on land use issues related to bikeways and walkways, and with its Transportation Advisory Board, allocates federal funds to bicycle and pedestrian projects. The Council will continue to support and coordinate efforts to strengthen these modes.

Figure 2-8: Pedestrian facilities are an important component of multimodal transportation

The **freight movement system** and the **region's airports** connect the region to the rest the nation and the world. The Council will continue to work with Mn/DOT and monitor the issues confronting the freight industry. This plan contains the first major update of the aviation plan since 1996, and the Council will work with the Metropolitan Airports Commission to ensure adequate facilities for aviation users.

The region is able to draw on proven as well as innovative tools to achieve a transportation system that best meets current and future needs. No single solution will accomplish that goal, but taken together, coordinated and refined, they will keep the region moving and vital.

Chapter 2: Policies and Strategies

The purpose of this *Transportation Policy Plan* is to guide development of the region's transportation system to the year 2030 and to provide for an integrated multimodal transportation system that advances regional land use and growth management goals. This section contains policies and strategies to help achieve the regional vision as defined by the *Regional Development Framework*.

The Council develops broad action policies so regional issues are effectively addressed. Accompanying strategies provide specific methods for implementing those policies. The Council and other partners will implement the policies and strategies to bring about the transportation facilities and services called for in this plan. This chapter contains all of the policies and strategies. Particular policies and strategies are also repeated and if necessary expanded upon in the corresponding chapters of this plan, for instance the highway policies and strategies are contained in Chapter 6: Highways.

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

The Metropolitan Council will identify and pursue an adequate level of resources for regional transportation investments. The first priority is to ensure that adequate resources are available to preserve, operate and maintain the existing systems and the second is to seek resources to address identified but unmet needs and demands.

Strategy 1a. Resources Available and Needed: The Metropolitan Council will identify (1) transportation resources currently available and reasonably expected to be available in the future, (2) the level of resources needed for transportation investments in preservation, operations and maintenance of existing systems and (3) resources required to meet unmet needs and demands.

Strategy 1b. Adequate Resources: The Metropolitan Council, working with the Governor, Legislature, local governments and others will pursue an adequate level of transportation resources to preserve, operate and maintain existing systems and to meet identified unmet needs.

Policy 2: Prioritizing for Regional Transportation Investments

The priorities for regional transportation investments are to adequately preserve, operate and maintain existing transportation systems and to make additional transportation investments on the basis of need and demand consistent with the policies, strategies and priorities of this policy plan and the *Regional Development Framework.*

Strategy 2a. System Preservation: The first priority for transportation investments for all modes is the preservation, operation and maintenance of existing systems and facilities.

Figure 2-1: Transit ridership is increasing, with investments being made to the system to meet the goal of doubling ridership by 2030.

Strategy 2b. Highway System Investments: After preservation, operations and maintenance, the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.

Strategy 2c. Transit Capital and Operating Investments: After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.

Strategy 2d. Bicycle and Pedestrian Investments: The Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel. Funding priority for separate bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives for bicycling and walking.

Strategy 2e. Multimodal Investments: Criteria used by the region to prioritize projects for federal funding will encourage multimodal investments. Examples of such investments include bus-only shoulders, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors and rail/truck intermodal terminals.

Policy 3: Investments in Regional Mobility

The Council recognizes that congestion will not be eliminated or significantly reduced in the Metropolitan Area. Therefore, to maximize regional mobility, congestion and demand must be managed to the extent possible and alternatives to congestion provided where feasible.

Strategy 3a. Congestion Management Process: The Council, working with Mn/DOT, has developed the Transportation Policy Plan as the Congestion Management Process (CMP) to meet federal requirements. The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and TMOs to increase the efficiency of the multimodal transportation system, reduce SOV use, and provide lower-cost / high-benefit safety and mobility projects, where feasible.

Strategy 3b. Apply Person Throughput as a Performance Measure: The region's highway system will be operated, managed, and improved to maximize usage of existing facility capacity, pavement, and right-of-way and to increase people-moving capacity as measured by person throughput.

Strategy 3c. Provide Alternatives to Congestion: The region will continue to develop and implement a system of bus-only shoulders and managed lanes (i.e., high-occupancy toll (HOT) lanes and priced or non-priced dynamic shoulder lanes) to achieve travel time savings by providing alternatives to traveling in congested highway conditions.

Strategy 3d. Travel Demand Management Initiatives: The region will promote a wide range of Travel Demand Management (TDM) initiatives that help to avoid and manage congestion. The initiatives will be responsive to changing attitudes and the economy to help reduce automobile use, especially during the most congested times of the day. Local and regional TDM efforts will focus on employment centers and corridors with significant investments in multimodal options (e.g., managed lanes).

Figure 2-2: Monitoring and mitigating congestion will continue to be a priority

Strategy 3e. Parking Pricing and Availability: The Council will continue to work with its TDM partners to help define the relationship of parking supply (including minimum/maximum requirements), demand, location, and cost relative to the use of SOVs versus transit and other modes.

Strategy 3f. Promoting Alternatives: The Council and its regional partners will promote and market transportation choices that allow travelers to avoid and help manage growth in congestion by riding transit, bicycling, walking, vanpooling and carpooling, or using managed lanes.

Strategy 3g. Alleviate Highway Construction Impacts: The Council, regional transit providers, and TMOs will work with Mn/DOT and local units of government to determine where and when transit service improvements and TDM actions may be appropriate to alleviate traffic delays and impacts related to highway construction.

Strategy 3h. Monitor Congestion Mitigation: Mn/DOT, working with the Council and other partners, will monitor and evaluate, through the CMP, the spectrum of congestion mitigation and avoidance actions put in place in the region and modify future investments accordingly.

Policy 4: Coordination of Transportation Investments and Land Use

Regional transportation investments will be coordinated with land use objectives to help implement the *Regional Development Framework's* growth strategy and support the region's economic vitality and quality of life.

Strategy 4a. Accessibility: The Council will promote land use planning and development practices that maximize accessibility to jobs, housing and services.

Strategy 4b. Alternative Modes: Transportation investments and land development will be coordinated to create an environment supportive of travel by modes other than the automobile including travel by transit, walking and bicycling.

Strategy 4c. Increased Jobs and Housing Concentrations: Transportation investments and land development along major transportation corridors will be coordinated to intensify job centers, increase transportation links between job centers and medium-to-high density residential developments and improve the jobs/housing connections.

Strategy 4d. Transit as Catalyst for Development: Transitways and the arterial bus system should be catalysts for the development and growth of major employment centers and residential nodes to form an interconnected network of higher density nodes along transit corridors. Local units of government are encouraged to develop and implement local comprehensive plans and zoning and community development strategies, including parking policies, that ensure more intensified development along transitways and arterial bus routes.

Strategy 4e. Local Comprehensive Plans: Local comprehensive plans must conform to the *Transportation Policy Plan* and should recognize the special transportation opportunities and problems that various *Development Framework* planning areas present with regard to transportation and land uses.

Strategy 4f. Local Transportation Planning: Local governments should plan for and implement a system of interconnected arterial and local streets, pathways and bikeways to meet local travel needs without using the Regional Highway System. These interconnections will reduce congestion, provide access to jobs, services and retail, and support transit.

Strategy 4g. Metropolitan Urban Service Area (MUSA): Local governments within the MUSA should plan for a prospective 20 years and stage their transportation infrastructure to meet the needs of forecast growth. Outside the Metropolitan Urban Service Area transportation plans and facilities and land use patterns must be compatible with the region's need for future sewered development and protection of agriculture.

Policy 5: Investments in Regional, National and Global Connections

The Metropolitan Council, Mn/DOT and other agencies will pursue transportation investments that will strengthen the Twin Cities connections with other regions, the nation and other countries and contribute to the economic development and competitiveness of the Twin Cities region.

Strategy 5a. Interregional and National Highway Connections: Mn/DOT, the Council and other agencies will pursue a strong and efficient highway system that connects travelers and freight with other regions in Minnesota and other states.

Strategy 5b. Intercity Passenger Rail and Bus Connections: Mn/DOT, the Metropolitan Council and other agencies will pursue improved regional and national connections using alternative transportation modes such as intercity passenger rail (including high-speed rail) and bus service.

Figure 2-3: Work will be done to maintain Minneapolis-St. Paul airport as a major passenger hub.

Strategy 5c. Freight Connections: Mn/DOT, the Metropolitan Council and other agencies will pursue improved freight connections between the Twin Cities and other regions through improved state highways, interregional rail service, a strong air freight system and the Mississippi River system.

Strategy 5d. Connections by Air: The Metropolitan Airports Commission (MAC), the Metropolitan Council, Mn/DOT and other agencies will work to maintain a strong airport system, including maintaining the Minneapolis-St. Paul airport as a major passenger hub.

Policy 6: Public Participation in Transportation Planning and Investment Decisions

The Council and its regional partners will promote public participation in formulating transportation policy, developing transportation plans and making transportation investment decisions.

Strategy 6a. Public Participation: The Metropolitan Council, the Transportation Advisory Board and Mn/DOT will foster a variety of public participation activities and methods to communicate with the public to solicit broad participation, comment, review and debate on proposed plans and implementation proposals.

Strategy 6b. Interjurisdictional Coordination and Participation: The Council will coordinate with cities, counties and government agencies in planning and implementing regional investment and policy through the Transportation Advisory Board and its Technical Advisory Committee and subcommittees, as well as by participating in some local planning initiatives and providing technical assistance.

Strategy 6c. Participation of Underrepresented Populations: The Council will recruit representatives of groups traditionally underrepresented in regional policymaking and provide enhanced participation opportunities to encourage people who belong to underrepresented groups to share their unique perspectives, comments and suggestions.

Strategy 6d. Public Awareness of Transportation Issues: The Council will utilize a variety of media and technologies to actively engage and inform the public regarding important transportation issues.

Strategy 6e. Transit Customer Involvement: The Council will continue to solicit community, municipal and customer involvement in transit planning and service restructuring to ensure that transit is tailored to meet community needs and markets for travel.

Policy 7: Investments in Preserving of Right-of-Way

Rights-of-way for future transportation infrastructure are difficult to obtain, and as they become available should be preserved as corridors for public use. The Council will facilitate and promote cooperation among the implementing agencies regarding funding priorities, ownership, maintenance and near- and long-term use of linear rights-of-way.

Figure 2-4: Transportation options are an important design consideration for all investments

Strategy 7a: Preservation of Railroad Rights-of-Way: The Council will support an interagency approach to preserving abandoned railroad rights-of-way which can accommodate a variety of public uses for transportation, recreation and habitat preservation.

Strategy 7b: Right-of-Way Acquisition Loan Fund (RALF): The Council's Right-of-Way Acquisition Loan Fund will be used to preserve right-of-way for the highway projects consistent with this policy plan.

Strategy 7c. Identification of Right-of-Way in Local Plans: Local transportation plans should identify future right-of-way needs for roads, transit, bikeways and walkways and describe procedures to preserve them, including official mapping.

Policy 8: Energy and Environmental Considerations in Transportation Investments

Transportation planning and investment decisions will consider and seek to minimize impacts on the environment.

Figure 2-5: Parks represent a long standing value of Twin Cities residents

Strategy 8a. Reduction of Transportation Emissions: The Council will promote strategies to reduce transportation emissions of pollutants identified in the federal Clean Air Act and its amendments.

Strategy 8b. Compliance with Federal Standards: Projects that help the region maintain compliance with federal air quality standards will have funding priority over projects that do not.

Strategy 8c. Preservation of Cultural and Natural Resources: Regional transportation projects should give special consideration to the preservation and enhancement of the region's cultural and natural resources, and should be consistent with regional plans and policies for parks and open space to the extent feasible.

Strategy 8d. Protection of Surface Water: The Council will work to ensure that surface water management programs and policies are implemented in the metropolitan area when transportation facilities are planned and implemented.

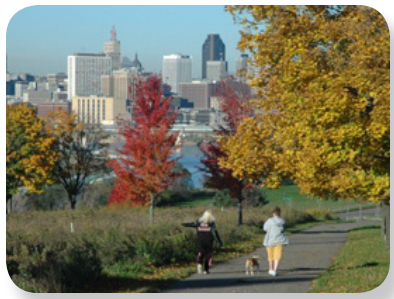


Figure 2-6: Transportation projects must adhere to federal standards, such as air quality

Strategy 8e. Reduction of Greenhouse Gas Emissions: The Council will support and implement initiatives to reduce greenhouse gas emissions including programs that reduce the impact of transit on energy usage and the environment such as Metro Transit's "Go Greener" initiative.

Strategy 8f. Transit Priority for Fuel: In times of limited resources, the Council will advocate that transit be given priority for available fuel.

Figure 2-7: New fuel options are already being implemented

Figure 2-8: A highway is a multimodal facility capable of carrying cars, buses and trucks.

Figure 2-9: HOT lanes represent a method to add market forces to manage congestion.

Highway System Policies

Policy 9: Highway Planning

The Council, Mn/DOT, and local governments will plan the Metropolitan and Regional Highway Systems and local roads to provide a cost-effective, multimodal and safe roadway system that reflects the needs of a growing population and economy.

Strategy 9a. Planning in the Context of Congestion: The Council, Mn/DOT and local units of government will plan for the Metropolitan Highway System with the understanding that congestion will not be eliminated or significantly reduced. However, congestion should and can be mitigated if travel alternatives are provided, travel demand patterns are changed and appropriate land use configurations are implemented.

Strategy 9b. Multimodal System: The Council, Mn/DOT, local governments and transit providers will plan for and implement a multimodal roadway system. Highway planning and corridor studies will give priority to alternatives that include high-occupancy vehicle (HOV) and managed lanes (high-occupancy toll (HOT) lanes, bus-only shoulders, priced dynamic shoulder lanes) and other transit advantages that help mitigate congestion.

Strategy 9c. Optimize Metropolitan Trunk Highways: The Council, working with Mn/DOT, will define the most cost-effective techniques and types of projects to optimize the performance of the highway system as measured by person, rather than vehicle, throughput. Optimization techniques and projects will maximize utilization of existing system capacity, pavement and right-of-way and may include, but are not limited to, managed lanes such as high-occupancy vehicle and toll (HOV/HOT) lanes, bus-only shoulders and priced dynamic shoulder lanes.

Strategy 9d. Congestion Management Process: A Congestion Management Process (CMP) that meets federal requirements is included in this plan (Chapter 5 Regional Mobility). The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and Transportation Management Organizations (TMOs) in increasing the efficiency of the multimodal transportation system, reducing vehicle use and providing lower-cost safety and mobility projects where feasible.

Strategy 9e. Interconnected Roadway Network: Local and county governments shall plan a system of multimodal interconnected collector roads and minor arterials to serve short and medium-length trips.

Strategy 9f. Roadway Jurisdiction: The agency with jurisdiction over, and responsibility for a roadway should be matched to the role the roadway plays in the regional roadway system. For example, Mn/DOT should be responsible for principal arterials.

Strategy 9g. Corridor Studies: Any corridor study or sub-area study focused on a trunk highway and conducted by a local government or interagency task force must be accepted by Mn/DOT and

Figure 2-10: Road maintenance will continue to be a high priority in the region

adopted by the Metropolitan Council as consistent with this policy plan prior to implementing the study recommendations or making regional highway investments.

Strategy 9h. Context-Sensitive Design: All new and reconstructed roads will be planned and designed in a way that protects and enhances the environment and is sensitive to community attributes and objectives.

Strategy 9i. Coordination with Adjacent Counties: The Council will work cooperatively with Mn/DOT, adjacent area transportation partnerships and local units of government to support connections between the Metropolitan Highway System and the counties surrounding the seven-county metropolitan area.

Policy 10: Preserve, Operate and Maintain the Metropolitan Highway System

A high priority for the region is to continue focusing highway investments toward the safe operation, preservation and maintenance of the Metropolitan Highway System.

Strategy 10a. Budget for Preservation: Mn/DOT should regularly budget adequate resources for existing facilities preservation, operations and maintenance to fully utilize the design life and minimize the investment required over the life-cycle of facilities.

Strategy 10b. Diversified Investments: Mn/DOT should strive to meet its preservation performance targets while also recognizing the need for a diversified investment plan that allows for safety and congestion mitigation so as to optimize system performance.

Strategy 10c. Integrate Preservation with Congestion Mitigation and Safety: Mn/DOT should regularly review planned preservation and maintenance projects to determine if there are opportunities to include lower-cost congestion mitigation and safety improvements.

The existing process to identify opportunities to integrate preservation projects with congestion mitigation and safety projects is more important than ever. A similar approach should be used by cities and counties as they undertake local highway projects.

Policy 11: Highway System Management and Improvements

The Metropolitan Highway System and "A" minor arterial system will be managed and improved to provide for maximum person throughput, safety and mobility using existing facility capacity, pavement and right-of-way where feasible.

Strategy 11a. Investments in Managing the Highway System: After preservation, operations and maintenance, investments to manage and optimize performance of the highway system and improve safety are the region's next highest priority.

Strategy 11b. Embracing Technology: The Council and Mn/DOT will use and implement cost-effective technology solutions to manage and optimize the performance of the existing highway system as measured by person throughput.

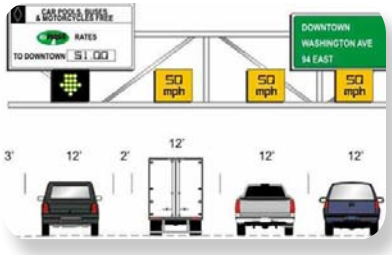


Figure 2-11: Technology represents one method to mitigate congestion

Strategy 11c. Affect Travel Patterns: The Metropolitan Highway System should be managed with the understanding that congestion may be mitigated with greater efficiencies in the highway system performance and changes in travel patterns.

Strategy 11d. Optimize Highway System Performance: Mn/DOT and the Council will implement techniques to optimize performance of metropolitan highway facilities as measured by person throughput. These optimization projects will maximize use of existing facility capacity, pavement and right-of-way and may include, but are not limited to, implementation of HOV and HOT lanes, priced dynamic shoulders and other roadway pricing initiatives, freeway ramp meters with HOV bypasses, and bus-only shoulders.

Strategy 11e. Access Management: State, county and local governments will manage access to the Regional Highway System. The capacity, safety, and utility of principal and "A" minor arterials are dictated in large part by how access to these roadways is provided and managed. Managing the location and design and new or reconstructed street and driveway connections to these arterials is a key strategy to preserve the existing capacity and enhance the safety of these roadways. Managing access consistently throughout the system will require a cooperative effort among Mn/DOT, counties, cities and townships. (See Appendix D and E)

Strategy 11f. Pricing: The Council supports roadway pricing, including HOT lanes and priced dynamic shoulder lanes, to provide an alternative to congestion and will consider implementing pricing on any expansion project.

Strategy 11g. Highway Expansion: Strategic capacity expansion projects can mitigate congestion in the region. Because of financial constraints, however, highway expansion projects should not be implemented at the expense of system preservation and management.

Transit System Policies

Policy 12: Transit System Planning

Regional transit providers should plan, develop and operate their transit service so that it is cost-effective, reliable and attractive, providing mobility that reflects the region's diverse land use, socioeconomic conditions and travel patterns and mitigating roadway congestion with the goal of doubling regional transit ridership by 2030 and a 50% increase in ridership by 2020.

Figure 2-12: In areas of lower population and employment density, express bus service from park-and-ride locations provides transit options for commuters.

Strategy 12a. Transit Services Tailored to Diverse Markets: Diverse transit markets need different transit service strategies, service hours, operating frequencies, and capital improvements. To tailor transit service to these diverse market needs, regional transit providers will follow the standards and service delivery strategies as outlined in Appendix G: Transit Market Areas and Service Standards.

Strategy 12b. Transit Service Options: Transit providers will pursue a broad range of transit service options and modes to match transit services to demand.

Figure 2-13: Hiawatha LRT is integrated with the bus system to provide easy transfers to other modes.

Strategy 12c. Transit Centers and Stations: Regional providers will plan and design a transit network that utilizes Transit Centers and Stations to connect various types of transit service options. Transit Centers and Stations will also link transit to local land use and enable the network to provide efficient service to a wider geographic area through timed transfers.

Strategy 12d. Park-and-Rides: Transit providers will work with cities to expand regional park-and-ride facilities to support service expansion as expected growth occurs within express corridor areas and along dedicated transitways.

Strategy 12e. Underrepresented Populations: Regional transit providers will continue to ensure their transit planning fairly considers the transit needs of all populations and is compliant with the environmental justice directives outlined in various federal legislation, including Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act.

Policy 13: A Cost-Effective and Attractive Regional Transit Network

Regional transit providers will preserve, operate, maintain and expand the transit system in a cost-effective manner that optimizes existing and future investments. The Council will continue to improve transit service coordination, travel speed, passenger safety, financial incentives and customer amenities to make the system more attractive, visible, travel time competitive and user-friendly.

Strategy 13a. Coordination Among Services: The Council will promote coordination among the different transit services provided by various authorities throughout the region to ensure that the overall regional transit system functions as a seamless and user-friendly regional network, and to avoid inefficiencies and duplication.

Strategy 13b. Transit Fare Structure: The Council will support a regional transit fare structure that balances ridership and fare revenue, relates the fare to the cost of providing service and to other transportation costs, is easy to understand and administrate, and convenient to use.

Strategy 13c. Marketing Transit: The Council will increase the value, benefits and usage of transit services through a variety of advertising and promotional programs. Annual transit marketing plans will be developed by the Council based on input from stakeholders.

Strategy 13d. Transit Technologies: The Council and regional providers will implement new technologies to improve customer information, service reliability and the delivery of transit service.

Strategy 13e. Transit Safety and Security: Working with transit operators and communities, the Council will continue striving to provide a secure and safe environment for passengers and employees on vehicles and at transit facilities through provision of transit police services, employee awareness, public education, security partnerships and security investments.

Strategy 13f. Ridesharing: The Council will promote programs that encourage shared vehicle usage including carpooling, vanpooling and car sharing.

Policy 14: Transit System Operations and Management

The regional transit providers will promote innovation, efficiency, flexibility and greater diversity of options in operating and managing transit services.

Figure 2-14: The Hiawatha LRT facilities have spawned new development in the adjacent neighborhoods

Strategy 14a. Competitively Procured Services: Some transit services within the region will be competitively procured to increase flexibility, potentially reduce costs, maximize efficiencies and enhance service effectiveness.

Strategy 14b. Jointly Procured Services and Products: The Council will promote and facilitate the joint procurement of goods and services among providers to improve the coordination of transit service and increase cost-effectiveness.

Strategy 14c. Service Improvement Plan: Every two years, regional transit providers in consultation with customers and stakeholders, will prepare a short-term Service Improvement Plan that identifies their priorities for transit service expansion over the following two to four years. The plans will be submitted to the Council, which will prepare a Regional Service Improvement Plan.

Strategy 14d. Review Service Performance: All providers will review their transit service annually based on the performance standards outlined in Appendix G to ensure operational efficiency and consistency. Providers will annually submit their performance reviews to the Council for inclusion in a regional service performance review.

Strategy 14e. Fleet and Facilities Policy: The Council will develop and maintain policies, in consultation with regional providers, CTIB and other partners, to guide investments in regional fleet and facilities.

Policy 15: Transitway Development and Implementation

As one element of an overall transit network, the Metropolitan Council will strongly pursue, in coordination with CTIB, county regional railroad authorities and transit providers, the cost-effective implementation of a regional network of transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase the convenience and attractiveness of transit service.

Strategy 15a. Transitway Modes: Transitway modes will include commuter rail, light rail, bus rapid transit, and express buses with transit advantages. Other transitway technologies may be considered as they become proven, reliable and cost-effective. Intercity passenger rail services could develop rail improvements that could also be used by commuter rail transitways within the region.

Strategy 15b. Criteria for Transitway Selection: Transitway investment decisions will be based on factors such as ridership, mobility improvements, operating efficiency and effectiveness, environmental impacts, regional balance, economic development impacts and cost-effectiveness. Readiness, priority and timing will be considered when making transitway investments, as will local commitment to transitway implementation and land use.

Strategy 15c. Process for Transitway Selection: Every transitway corridor will be studied in-depth before investments are made. Every potential commuter rail and light rail project will undergo an alternatives analysis and develop an environmental impact statement before seeking funding for implementation. All bus rapid transit corridors will be studied and a range of implementation alternatives developed.

Strategy 15d. Transitway Coordination: Transitway implementation will be coordinated with other transit, highway, bicycle and pedestrian projects, facilities, and investments.

Strategy 15e. Enhanced Transit Service Along Transitways: The Council will support enhanced transit service along transitways and the integration of existing routes along transitway corridors as appropriate to take full advantage of transitway improvements.

Strategy 15f. Transitway Coordination with Other Units of Government: The Council will coordinate transitway planning and implementation with other jurisdictions including Mn/DOT, CTIB, regional railroad authorities, local units of government and transit providers.

Strategy 15g. Transitways and Development: The Council will work with local units of government to ensure that transitways promote efficient development and redevelopment.

Strategy 15h. Transitway Operations: Transitway infrastructure investments will not occur unless operating funds have been identified.

Policy 16: Transit for People with Disabilities

The Council will provide transit services for persons with disabilities in full compliance with the 1990 Americans with Disabilities Act including the accessible regular-route transit system, comparable ADA, and other dial-a-ride programs.

Strategy 16a. Accessible Vehicles: The Council will ensure that all new transit vehicles and facilities will be accessible to persons with disabilities.

Strategy 16b. Provide Comparable Service: Paratransit service comparable to the region's local regular-route transit system will be provided to individuals who are certified by the Council under the Americans with Disability Act (ADA).

Figure 2-15: Metro Mobility satisfies federal ADA requirements

Figure 2-16: Metro Mobility provides over 1.5 million regional ADA trips a year

Strategy 16c. Access to Transit Stops and Stations: Local communities and transit providers shall coordinate their efforts to assure that all fixed-route transit stops are accessible year-round, including snow removal.

Strategy 16d. Transfers Between Fixed-Route and ADA Services: The Council will encourage transfers between regular-route services, dial-a-ride and ADA paratransit services utilizing transit centers and rail stations as transfer points.

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

The region will maintain an effective and efficient regional freight transportation system to support the region's economy.

Strategy 17a. Freight Terminal Access: The Council will work with its partners to analyze needs for freight terminal access.

Strategy 17b. Congestion Impacts on Freight Movement: The Council will work to reduce the impacts of highway congestion on freight movement.

Policy 18: Providing Pedestrian and Bicycle Travel Systems

The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.

Strategy 18a. Bicycle and Pedestrian Regional Investment Priorities: The Council will prioritize federal funding for bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling or walking in a cost-effective manner and improving access to major destinations.

Strategy 18b. Connectivity to Transit: Recognizing the importance of walking and bicycling to a multimodal transportation system, the Council will strongly encourage local units of government to develop a safe and attractive pedestrian environment near major transit corridors and stations with linkages for pedestrians and bicyclists from origins and destinations to buses and trains.

Strategy 18c. Local Planning for Bicycling and Walking: The Metropolitan Council encourages local planning for bicycle and pedestrian mobility by requiring that a local bicycle or pedestrian project must be consistent with an adopted plan to be considered eligible for federal transportation funding.

Strategy 18d. Interjurisdictional Coordination: The Metropolitan Council, along with local and state agencies, will coordinate planning efforts to develop efficient and continuous bikeway systems and pedestrian paths, eliminate barriers and critical gaps and ensure adequate interjurisdictional connections and signage.

Figure 2-17: The Council will prioritize federal funding allocated for bike and pedestrian improvements
Bike lockers at regional park-and-ride

Strategy 18e. Complete Streets: Local and state agencies should implement a multimodal roadway system and should explicitly consider providing facilities for pedestrians and bicyclists in the design and planning stage of principal or minor arterial road construction and reconstruction projects with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians in the travel corridor.

Strategy 18f. Education and Promotion: The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.

Aviation Policies

Policy 19: Aviation and the Region's Economy

Availability of adequate air transportation is critical to national and local economies in addressing globalization issues and airline alliances that have increased competition and the need for improved international market connectivity.

Strategy 19a. MSP as a Major Hub: Public and private sector efforts in the region should focus on continued development of MSP as a major international hub.

Strategy 19b. Region as Aviation Industry Center: State and regional agencies, in cooperation with the business community, should define efforts to be a major aviation-industry center in terms of employment and investment, including the ability to compete for corporate headquarters and specialized functions.

Strategy 19c. Air Passenger Service: The MAC should continue to pursue provision of a mix of service by several airlines with frequent passenger flights at competitive prices to all regionally-preferred North American markets and major foreign destinations.

Strategy 19d. Air Cargo Service: The MAC should pursue provision of air cargo infrastructure and air service for the region with direct air freight connections to import/export markets providing trade opportunities for the region's economy.

Strategy 19e. Provide State-of-the-Art Facilities: State-of-the-art facilities should be made available by airport sponsors at the region's airports, commensurate with their system role, to induce additional aviation services and provide additional jobs, thereby enhancing the region's economy.

Strategy 19f. Competition and Marketing: Decisions by aviation partners on provision of facilities and services to improve regional economic capabilities, should be based upon periodic updating and refinement of airport economic impact studies and surveys, a MAC commercial air-service competition plan and on-going airport marketing efforts.

Policy 20: Air and Surface Access to Region's Airports

Provision of adequate local access by air service providers and system users to the region's airports is essential to realizing the advantages of air transportation to the region's businesses and citizens.

Strategy 20a. Use of Technology: Airport sponsors should provide facilities that are safe and secure, affordable and technologically current for all facets of the aviation industry.

Strategy 20b. User Friendly: Airport sponsors and service providers should make flying convenient and comfortable for everyone using regional aviation facilities.

Strategy 20c. Airport Service Area Access: The Council will work with Mn/DOT, counties and airport sponsors to achieve high-quality multimodal ground accessibility, appropriate to the airport's role and function, to all portions of each airports service area within regionally defined travel times.

Policy 21: Consistency with Federal and State Plans/Programs

The planning, development, operation, maintenance and implementation of the regional aviation system should be consistent with applicable Federal and State aviation plans and programs.

Strategy 21a. Project Eligibility: Project sponsors, to improve chances of successful outcomes, should meet funding eligibility requirements, design standards and operational considerations.

Strategy 21b. Consider Alternatives: Project sponsors need to consider impacts of alternatives, such as telecommunications and other travel modes, in regional aviation planning and development.

Strategy 21c. Responding to National Initiatives: Project sponsors need to include the following in their planning and operational activities;

- Environmental sustainability efforts.
- Security needs as identified by National Homeland Security through the Transportation Security Administration.

Policy 22: Airport Development Plans

Long-term comprehensive plans (LTCPs) should be prepared by the airport sponsor for each system airport according to an established timetable and with required contents as defined in this policy plan.

Strategy 22a. Preparing LTCPs: Regional aviation facilities are under different types of public and private ownership. Therefore, the scope, application and content, for preparation of a LTCP is defined for different sponsors in this TPP.

Strategy 22b. Updating/Amending LTCPs: The LTCP should be periodically updated according to the timetable established in this TPP. If a substantial change to the approved plan is recommended and cannot be addressed as part of the periodic update it should be amended.

Strategy 22c. Transitioning the Airport: The development of system airports must be carried out in a way that allows for continued growth in operations and uninterrupted services for an overall smooth transition to new, expanded or enhanced facilities. Airport LTCPs should describe how this will be accomplished.

Strategy 22d. Providing Metro Services: Airports straddling the boundary between the rural service area and the MUSA should be included in the MUSA so metropolitan facilities and services can be provided when they are available.

Policy 23: Agency and Public Coordination

The regional aviation planning partners will promote public participation and awareness of aviation issues including involvement of non-traditional populations, system users and individuals.

Strategy 23a. Enhance Public Awareness: The region's aviation partners will utilize a variety of media and technologies to bring aviation planning into the mainstream of public decision-making so all interested persons have an opportunity to participate in the process and become acquainted with major development proposals.

Strategy 23b. Governmental Roles Defined: The region's aviation partners will have a regional aviation management system that clearly defines government roles and responsibilities for planning, development, operations, environmental mitigation and oversight.

Policy 24: Protecting Airspace and Operational Safety

Safety is the number one priority in the planning and provision of aviation facilities and services. Local ordinances should control all proposed structures 200 feet or more above ground level at the site to minimize potential general airspace hazards.

Strategy 24a. Notification to FAA: The local governmental unit is required to notify the Federal Aviation Administration (FAA) prior to approving local permits for proposed tall structures.

Strategy 24b. Locating Tall Structures: Structures over 500 feet tall should be clustered, and no new structures over 1,000 feet tall should be built in the region unless they are replacements or provide for a function that cannot otherwise be accommodated.

Strategy 24c. Airport/Community Zoning: Joint Airport/Community Zoning Boards should be established at each of the region's system airports to develop and adopt an airport safety zoning ordinance.

Policy 25: Airports and Land Use Compatibility

In areas around an airport, or other system facilities, land uses should be compatible with the role and function of the facility . The planning, development and operation of the region's aviation facilities must be conducted to minimize impacts upon the cultural and natural environment, regional systems and airport communities.

Strategy 25a. Surface-Water Management: Airport LTCPs should include a plan for surface-water management that contains provisions to protect surface and groundwater. The LTCP must be consistent with plans of watershed management organizations and the state wetland regulations. The water management plan should also include provisions to mitigate impacts from construction and include the pretreatment of runoff prior to being discharged to surface waters.

Strategy 25b. Protecting Groundwater Quality: Airport LTCPs should include a management strategy to protect groundwater quality that indicates proposed policies, criteria and procedures for preventing, detecting and responding to the spill or release of contaminants on the site. The plans should identify the location, design and age of individual/group/central sewer systems on-site and all well location sites, and evaluate system deficiencies and pollution problems.

Strategy 25c. Providing Sanitary Sewer: Airport LTCPs should include detailed proposals for providing sanitary sewer services. Reliever airports should be connected to the sewer system when service is available near the airport. Whenever connecting is not practical, the airport owner and the local governmental units must adopt and implement ordinances and administrative and enforcement procedures that will adequately meet the need for trouble-free on-site sewage disposal in accordance with the Council's guidelines in its water resources management policy plan.

Strategy 25d. Monitoring Air Quality: The MAC should periodically evaluate the air quality impacts of MSP operations and report to the Council on air quality problems or issues through the MAC annual environmental review of the capital improvement program.

Strategy 25e. Aircraft Noise Abatement and Mitigation: Communities and aviation interests should work together on noise abatement and mitigation. Local comprehensive plans and

ordinances for communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft Noise.

Policy 26: Adequate Aviation Resources

Public investments in air transportation facilities should respond to forecast needs and to the region's ability to support the investments over time.

Strategy 26a. Maximize Existing Investments: Airport sponsors should maintain and enhance existing facilities to their maximum capability, consistent with the *Development Framework*, prior to investing in new facilities.

Strategy 26b. Quality, Affordable Services: Airport sponsors and air-service providers should establish airport business plans and agreements in order to deliver high-quality services at affordable prices to users.

Strategy 26c. Long-Term Financial Plan: Airport sponsors should operate within a long-term financial plan that stresses maximizing non-regional funding sources, avoiding or minimizing financial impacts on regional taxpayers and maintaining a high bond rating for aviation improvements.

Chapter 3: Regional Transportation Finance

This chapter examines the sources of funding for transportation investments in the coming years. It describes recent legislative actions that have changed the transportation revenue outlook, identifies funding issues that continue to face the region, includes policies and strategies that will guide regional transportation investments over the next two decades and assesses the level of revenues that will be available for highway and transit purposes. Chapter 6: Highways and Chapter 7: Transit provide a broad plan for expending these revenues to 2030.

The lack of adequate funding was identified in the Council's *2030 Transportation Policy Plan* adopted in 2004 as the most significant transportation problem facing the region and, despite the 2008 changes in state financing for highways and transit, it remains a significant issue.

Recent Funding Developments

A constitutional amendment passed in 2006 and an omnibus transportation funding bill, Chapter 152, passed by the Legislature in 2008 will result in new revenues for transportation purposes in the coming decades. The constitutional amendment dedicated state Motor Vehicle Sales Tax (MVST) revenues for transportation investment purposes, and Chapter 152 increased the state gas tax and vehicle registration tax and established a quarter cent sales tax for transit. Given this recent state legislation, large additional increases in state funds for transportation are unlikely in the next few years.

At the federal level, the six-year transportation funding bill was scheduled for reauthorization in 2009, but as of 2010, no bill had yet been passed by Congress. The new bill offers some potential for higher levels of federal highway and transit funds; however, it is not predicted that the new revenues will be sufficient to alter the policy direction of this plan.

The lack of a federal reauthorization bill with increased transportation funding has in part been off-set by the establishment of new one-time federal funding programs that emphasize specified outcomes. In 2009, a federal bill known as the American Reinvestment and Recovery Act (ARRA) provided a substantial one-time influx of funds for both highways and transit with the primary emphasis being on job creation to stimulate the nation's economy. The bill provided approximately $250 million for the region's state and local highways and $70 million for metropolitan transit purposes. Other one-time federal funding opportunities have also been available in 2009 and 2010 including the TIGER I (Transportation Investments Generating Economic Recovery), and TIGER II discretionary grant programs, and the HUD Sustainable Communities grants which all have an emphasis on economic development opportunities, livability and sustainability. The region was successful in obtaining a $35 million TIGER grant for the Union Depot project. It is anticipated that if a federal bill is not passed in the near future these one-time grant opportunities will continue to offer a potential source of increased transportation funding. The region should seek to obtain these competitive funds for projects consistent with the priorities and policy direction of this plan.

Figure 3-1: MVST will be phased in from FY 2008 to FY 2012

MVST Revenue Dedication

Motor vehicle sales tax revenues (MVST) are the revenues derived from the state's current 6.5 percent tax on the sale of new and used motor vehicles. Prior to fiscal year 2008, 54.75 percent of the total MVST revenues were statutorily dedicated to transportation purposes. The remaining MVST revenues were deposited in the state's general fund.

The constitutional amendment established a five-year phased-in dedication of MVST revenues so that by fiscal year 2012, 100 percent of the revenues would be dedicated with at least 40 percent to transit and not more than 60 percent to highway purposes. Subsequent to passage of the amendment, the Legislature statutorily specified how the revenues would phase-in and how the revenues would be allocated – 40 percent to transit (36 percent to metropolitan area transit and four percent to Greater Minnesota transit) and 60 percent to the highway user fund in 2012.

A schedule of the phased-in dedication is shown in Table 3-2. Beginning in fiscal year 2008 (July 1, 2007 - June 30, 2008), the phase-in of the MVST dedication began and the revenues will be 100 percent dedicated to transportation by July 1, 2011 (FY 2012).

At the time the dedication was adopted (November 2006), statewide MVST revenues for 2006 were forecast to be $540 million. They had been on a decline for several years, dropping approximately 10 percent between FY 2002 (when a portion of the revenues became statutorily dedicated to transportation) and FY 2005, but the state forecast at the time predicted a recovery in MVST revenue collection beginning in 2007, with revenues increasing on the order of two percent to four percent annually.

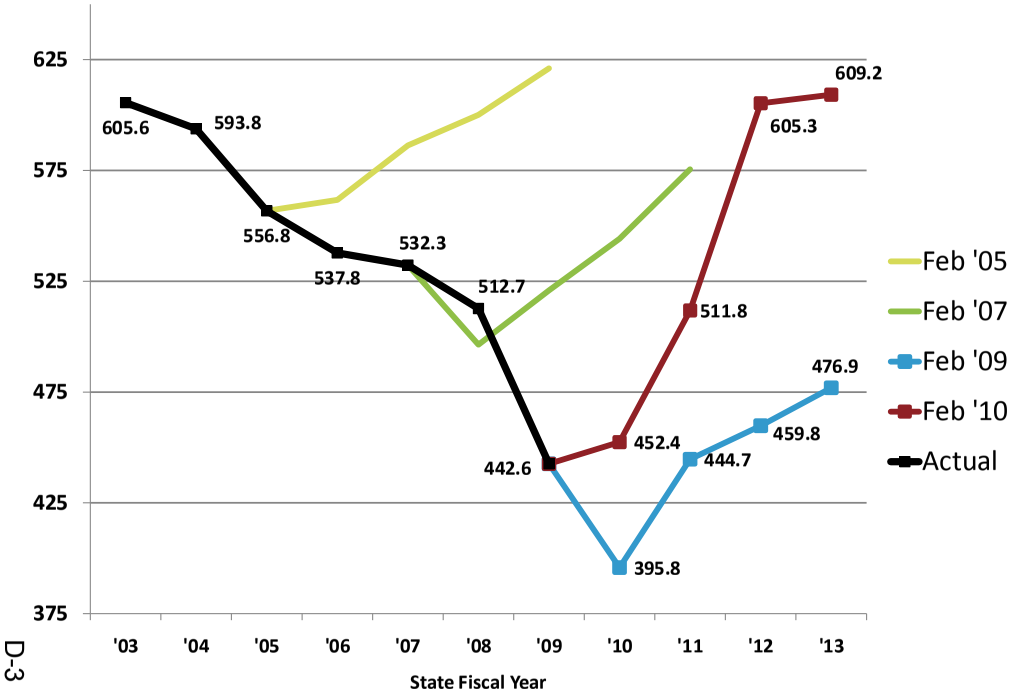
The actual experience since the adoption of the constitutional dedication has been a continual annual decline in MVST revenue collections. This trend is shown in Figure 3-3, which shows the biannual state MVST forecasts along with actual MVST collections. The most recent state forecast done in February 2010 predicts the MVST revenues will recover beginning in FY 2010. Under this forecast, total statewide MVST revenues would have declined more than 28 percent, from revenue collections totaling $614 million in FY 2002 to a FY 2009 total of $ 442 million, but are predicted to begin increasing with 2010 statewide MVST collections at $452 million and reaching $609 million by FY2013 .

Therefore, while the phase-in of the constitutional dedication of MVST will bring new revenues to transportation, the falling total collections has not resulted in nearly the level of new transportation revenues originally expected. The MVST revenue volatility and a downward trend in collections have been particularly troublesome for metropolitan area transit, which depends on MVST revenues to fund approximately 36 percent of its total transit

Table 3-2: MVST Phase-In Distribution FY 2008 - FY 2012

	FY-08	FY-09	FY-10	FY-11	FY-12
Highway User Fund	38.25%	44.25%	47.50%	54.50%	60.00%
Metropolitan Area Transit	24.00%	27.75%	31.50%	35.25%	36.00%
Greater Minnesota Transit	1.50%	1.75%	4.75%	4.0%	4.00%
Transportation Subtotal	**63.75%**	**73.75%**	**83.75%**	**93.75%**	**100%**
State General Fund	**36.25%**	**26.25%**	**16.25%**	**6.25%**	**0%**
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

Figure 3-3: Forecasted Statewide MVST Revenues



operating costs. Once the MVST revenues are fully phased in, collections will need to increase by at least three percent to five percent annually just to enable the transit system to maintain its existing levels of service. In the transit chapter, this plan makes the assumption that MVST revenues will recover and grow at a rate of three percent to five percent annually to allow for maintaining existing transit service operating levels. Given the past volatility of the MVST revenues, this assumption does have a level of risk and may not prove to be true.

2008 Omnibus Transportation Funding Bill

The major omnibus transportation funding bill (Chapter 152) passed in the 2008 session contained a number of transportation revenue increases. The law contained an increase in the motor fuels tax (gas tax), a debt service surcharge on the gas tax, an increase in the vehicle registration tax and allowed for implementation of a new quarter cent sales tax for transitway development and operating purposes by the seven metropolitan counties. The major provisions of the 2008 bill are described in the following sections.

Highway Funding Provisions

One of the major highway funding provisions in the bill was an increase in the gas tax from the existing 20 cents per gallon to 22 cents per gallon on April 1, 2008, and to 25 cents per gallon on October 1, 2008.

A half cent debt service surcharge was also added to the total gas tax beginning August 1, 2008, and an additional amount is added for debt service each July 1st until July 1, 2012. The surcharge revenues are dedicated to paying the debt service necessary for the trunk highway bonds authorized in the bill. The surcharge is assessed according to the schedule in Table 3-4. After fiscal year 2012, the total statewide gas tax including the debt service surcharge will be 28.5 cents per gallon, an increase of 8.5 cents per gallon over the rate in effect prior to 2008.

The debt surcharge will partially finance $1.7 billion in trunk highway bonds for state road construction and program delivery purposes over a 10-year period (FY 2009 - FY 2018), including $40 million for interchange construction and at least $50 million for transit facility improvements on trunk highways. The bond funds must be used primarily to fund a Bridge Improvement Program established to accelerate repair and replacement of trunk highway bridges. The Mn/DOT commissioner is required to classify all state bridges into Tier 1, 2 and 3. Tier 1 consists of all bridges that have average daily traffic above 1,000

Table 3-4: Gas Tax and Debt Service Surcharge

Year	Debt Surcharge (cents)	Total Gas Tax (cents)
FY 07	-	20.0
FY 08	-	22.0
FY 09	0.5	25.5
FY 10	2.1	27.1
FY 11	2.5	27.5
FY 12	3.0	28.0
FY 13 & on	3.5*	28.5

** Maximum or actual amount needed for debt service.*

Figure 3-5: Bridge construction work is an investment priority mandated by the Legislature

and a sufficiency rating below 50 or that have been identified by the commissioner as a high-priority project. Tier 2 bridges consist of any bridge that is not a Tier 1 and is fracture-critical and has a sufficiency rating below 80. Tier 3 bridges include all other bridges in the program. All Tier 1 and 2 bridges are required to be under contract for repair or replacement by June 30, 2018. A specific bridge may continue in service if the reasons are documented in a required report.

During the 2010 legislative session an additional $100 M in state bonds was authorized bringing the total trunk highway bonding for road construction to $1.8 billion. The time frame for bond authorization was also shortened to be an 8-year period (FY 2009-FY2016) rather than ten.

In addition, the 2008 legislation changed the vehicle registration tax to eliminate the caps on the tax put in-place in 2003, and adjusted the depreciation schedule for vehicles to slow the reduction in vehicle value. The registration tax increase applied only to vehicles first registered after August 1, 2008- previously registered vehicles were grandfathered in at the current tax amount or less.

Transit Funding Provisions

Chapter 152 dramatically changed the outlook for metropolitan transit revenues by authorizing a quarter-cent sales tax for transitway development and operating purposes. The law authorized the seven metropolitan area counties to participate, if they so chose, in a Joint Powers Agreement, and to impose a quarter cent sales tax and $20 motor vehicle excise tax (in lieu of the quarter cent sales tax increase on vehicles) for transitway development purposes.

In April 2008, five of the metropolitan counties (Anoka, Dakota, Hennepin, Ramsey and Washington) voted to impose the tax. The five counties proceeded to enter into a joint power agreement and form the Counties Transit Improvement Board (CTIB), which is responsible for allocating the sales tax revenues. In CY2009, the first full year of implementation, the new sales raised approximately $88 million.

The metropolitan sales tax legislation also specified the following:

- Expenditure of the sales tax proceeds are limited to the following purposes:
  - capital improvements to transitways including the purchase of buses and rail vehicles,
  - transitway studies, design, property acquisition and construction,
  - operating assistance for transitways,
  - capital costs for park-and-ride facilities, and
  - up to 1.25 percent of the proceeds for pedestrian and bicycle programs and pathways
  - assistance for general bus operations is not eligible for funding.
- The sales tax proceeds are to be allocated by the Joint Powers Board through a grant application process.
- Projects selected for funding must be consistent with the Council's *Transportation Policy Plan* (TPP), as determined by the Council.

Additional 2008 legislation related to transitway spending prohibits the individual counties from contributing more than 10 percent of the capital costs of a light rail or commuter rail project, and limits the state share of light rail or commuter rail capital costs to 10 percent. The assumption for future rail transitway projects is that the county sales tax revenues will be used to pay 30 percent of the capital costs, federal funds will contribute 50 percent, and the counties and state will each contribute 10% of the capital cost. Similarly, another section of 2008 law prohibits county Regional Rail Authorities from contributing any funds toward the operation of a light rail or commuter rail line. A new law also specified that the state will pay 50 percent of rail transitway operating costs, with the assumption that the remaining 50 percent will be paid by the CTIB using the county sales tax revenues.

Transportation Finance Issues and Trends

Volatility and Decrease of MVST Revenues

While the constitutional dedication of MVST revenues brings additional resources to transportation, the decline and volatility of these revenues renders it a very unstable funding source, making it very difficult to know what revenues will be available to maintain existing or expand transit operations. Recent revenue trends indicate that it is highly unlikely this revenue source will provide adequate revenues to grow the bus system. This plan assumes MVST will grow at a rate of three percent to five percent annually to allow existing transit service levels to be maintained.

Revenue Source Lacking to Grow Bus Operations

Two major transit funding sources that were previously eyed to fund expansion of the bus system have been passed into law – the dedication of MVST and a regional sales tax. But in the foreseeable future, MVST revenues will not allow for funding of bus system expansion. A regional sales tax is now available but its expenditure purposes are limited to the implementation and operation of transitways and construction of park-and-rides and it cannot be used for general bus operations. While this policy plan calls for the doubling of transit ridership by 2030 (see Chapter 7: Transit), of which over 28 percent is anticipated to come from growth in the bus system, it is very uncertain that a funding source to provide for this growth can be identified.

Increasing Gas Prices and Leveling off of Gas Tax Revenues

During the first half of 2008 gas price increases to levels nearing $4.00 a gallon, caused both a reduction in vehicle miles of travel and increased use of transit and more fuel efficient vehicles, both of which cause a reduction in the amount of motor fuel taxes collected While gas prices dropped during later 2008 and 2009, the economic recession and loss of jobs continued to dampen vehicle travel in the region. While a reduction in travel may ease congestion in the short term, there is no indication that it will have a significant impact on the level of highway expenditure required in the region.

In addition, since 2006, state motor fuel collections per penny of tax have been falling from approximately $32.5 million per penny of tax in 2006 to an estimated $30.4 million per penny of tax in 2010. While the

recently enacted state gas tax increases will provide an initial influx of revenues, on a per gallon tax basis, gas tax revenues are not expected to grow over time and most likely will continue to decrease.

Uncertain Future of Federal Revenues

The six-year federal highway and transit funding bill was set to be reauthorized in fiscal year 2009. Congress failed to pass a reauthorization bill in both 2009 and 2010, instead passing continuing resolutions which provide approximately the same amount of funding as provided in the final year of SAFETEA-LU. In addition, the federal highway trust fund has been dangerously close to insolvency, requiring transfers from the federal general fund to maintain the current spending levels. While there are indications that Congress will act to preserve and most likely increase spending levels in the reauthorization bill, it is very uncertain what level of funding states should plan for into the future. The lack of increased transportation funding through a federal reauthorization bill has somewhat been offset by the establishment of one-time federal programs that emphasize specified outcomes such as the ARRA program for job creation and the TIGER I and TIGER II programs which have emphasized economic development , livability and sustainability. These one-time programs can offer significant amounts of funding but are difficult to plan for or include in future revenue estimates.

Lack of Funding for Highway Expansion

Despite the passage of Chapter 152 and the increased revenues it made available for highway programs, it is clear that there continues to be inadequate funding available for highway expansion projects over the next twenty years, even if previously identified expansion projects are rescoped so that they can be constructed at a lower cost. Additional revenue will be needed for the rescoped highway expansion projects and to make other strategic highway capacity investments.

Transportation Finance Policies and Strategies

The following policies and strategies will guide the region's transportation investments over the next two decades.

Policy 1: Ensure Adequate Resources for Transportation System Investments

The Metropolitan Council will identify and pursue an adequate level of resources for regional transportation investments. The first priority is to ensure that adequate resources are available to preserve, operate and maintain the existing systems and the second is to seek resources to address identified but unmet needs and demands.

> **Strategy 1a. Resources Available and Needed:** The Metropolitan Council will identify (1) transportation resources currently available and reasonably expected to be available in the future, (2) the level of resources needed for transportation investments in preservation, operations and maintenance of existing systems and (3) resources required to meet unmet needs and demands.

Strategy 1b. Adequate Resources: The Metropolitan Council, working with the Governor, Legislature, local governments and others will pursue an adequate level of transportation resources to preserve, operate and maintain existing systems and to meet identified unmet needs.

Policy 2: Prioritizing for Regional Transportation Investments

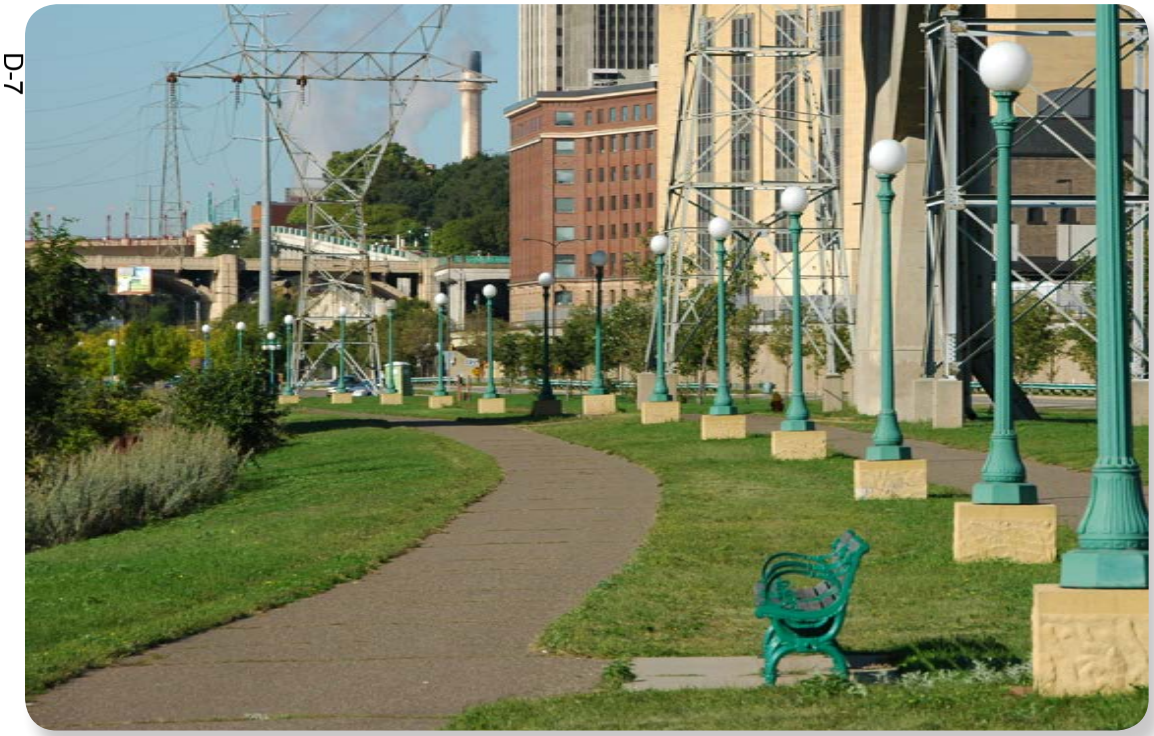
The priorities for regional transportation investments are to adequately preserve, operate and maintain existing transportation systems and to make additional transportation investments on the basis of need and demand consistent with the policies, strategies and priorities of this policy plan and the *Regional Development Framework.*

Strategy 2a. System Preservation: The first priority for transportation investments for all modes is the preservation, operation and maintenance of existing systems and facilities.

Strategy 2b. Highway System Investments: After preservation, operations and maintenance, the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.

Strategy 2c. Transit Capital and Operating Investments: After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.

Figure 3-6: A system of regional trails provide transportation options for bicycles and pedestrians



Strategy 2d. Bicycle and Pedestrian Investments: The Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel. Funding priority for separate bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives for bicycling and walking.

Strategy 2e. Multimodal Investments: Criteria used by the region to prioritize projects for federal funding will encourage multimodal investments. Examples of such investments include bus-only shoulders, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors and rail/truck intermodal terminals.

Highway and Transit Revenues

Under federal law, the region is required to develop a fiscally constrained long-range plan. This requires developing an estimate of the highway and transit revenues that will be available to the region over the next 20 years. All revenue estimates are uncertain and in the end will prove to be off by some degree. This plan uses estimates of revenue based on known state and federal allocation formulas, current state revenue forecasts and also based upon past experience with receiving federal, state and other competitive or discretionary revenues.

Chapter 6: Highways, estimates that $3.6 - $4.1 B will be available to Mn/DOT for state road construction from 2015-2030. The majority of these funds are estimated to be generated through existing formula allocations, with a small amount estimated to be obtained through discretionary appropriations or competitive grants, including the Regional Solicitation. Transit funding estimates are much more heavily dependent upon the assumption that the region will be successful in obtaining competitive revenues. For example in Chapter 7: Transit, the estimated revenues to expand the transit system include revenues from the federal New Starts program, CTIB, and state bond appropriations. All of these sources of funding are competitive and the future amounts assumed to be available in this plan contain a higher level of risk and uncertainty than do the formula driven highway revenues.

Highway Revenues

The state highways are funded through four primary funding sources, the state gas tax, vehicle registration tax, a portion of the motor vehicle sales tax (MVST) and federal allocations funded through the federal gas tax. All three state highway revenues are constitutionally dedicated to highway purposes and must be deposited in the state highway user fund.

While local property taxes play a very important role in funding county and city roads, they typically are not used to fund the metropolitan highways covered by this policy plan (principal arterials and “A” minors arterials). The Metropolitan Highway System is funded primarily through state and federal highway taxes. Each of these funding sources is briefly described below.

Prior to the 2008 Legislative session, the state gas tax was 20 cents per gallon and in FY 2007 total revenues were approximately $650 million, or about $32.5 million per penny of tax. Under the new legislation, the gas tax will increase to 28.5 cents per gallon by 2013, however due to reductions in travel and increases in vehicle fuel efficiency, the tax is expected to become less productive generating only about $30.4 million per penny of tax or approximately $870 million annually by 2013 when the tax is fully phased-in.

Passenger vehicles pay a registration tax assessed on the basis of the value and age of the vehicle and as discussed previously, under the 2008 legislation an increase to these tax revenues will be phased in over the next decade or so. In FY 2007 the vehicle registration tax generated approximately $484 million and it is expected that this amount will grow to about $590 million annually by 2013.

Prior to the adoption of the 2006 constitutional amendment to dedicate the MVST revenues to transportation, highways received 32 percent of the total MVST revenues or about $160 million in FY 2007. Under the new constitutional dedication, this amount will grow to 60 percent of total MVST revenues by 2013 or about $365 million annually.

Figure 3-7 shows the actual and forecast total revenues to the highway user fund generated by the three state funding sources (gas tax, registration tax and highway share of MVST). Under the Minnesota constitution, Mn/DOT receives about 59 percent of the revenues in the highway user fund for the state trunk highway system. The remaining funds are allocated about 28 percent to the state's 87 counties for county state aid highways, eight percent to municipalities with a population over 5,000 for municipal state–aid streets and five percent is distributed to the various highway systems under a formula determined by the Legislature every six years.

In FY 2009 the highway user fund revenues totaled over $1.4 billion statewide, about $835 million of which was transferred to the trunk highway fund for Mn/DOT, with the remainder allocated to county and municipal state-aid roads. The Mn/DOT funds were further allocated about $ 495 million for operations and maintenance purposes, about $280 million for state road construction and $60 million for debt service. In addition to the state highway user funds, Minnesota receives approximately $450 million annually in federal highway aid for construction purposes and about $40 million in federal aid for Mn/DOT operations each year. This figure can vary considerably depending upon special appropriations and grant programs such as in FY 2009 and 2010 when the state received approximately $500 million in federal ARRA funds. Statewide the federal funds are typically allocated 70-75 percent or about $340 million annually to Mn/DOT for the trunk highways and 25-30 percent for local roads.(In the metro area the share of federal funds allocated to local road projects has tended to be higher than the statewide average with typically about 45% of the federal funds available for the regional solicitation process). Between the state ($280 million) and federal funds ($340 million), Mn/DOT's state road construction program would have typically totaled approximately $620 million. However, because the Legislature authorized the bridge replacement program and the spending of over $1.8 billion in trunk highway bonds, Mn/DOT's construction program will be substantially larger between 2008 and 2018. This construction increase will be off-set by an increase in the debt service necessary to repay the bonds which is estimated to reach about $140 million by 2013.

Figure 3-7: Minnesota Highway User Tax Revenue Historical and Forecast

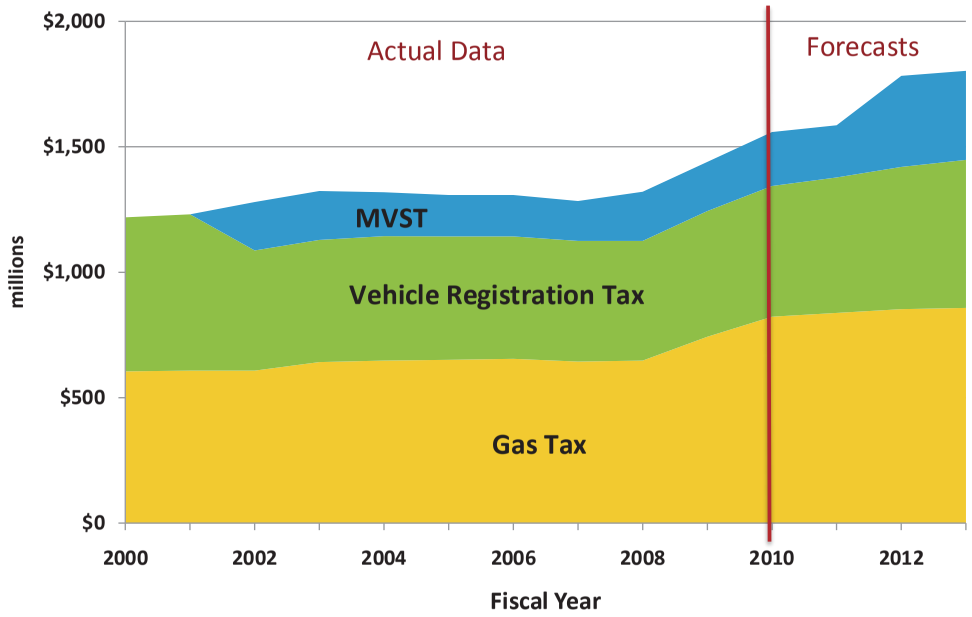


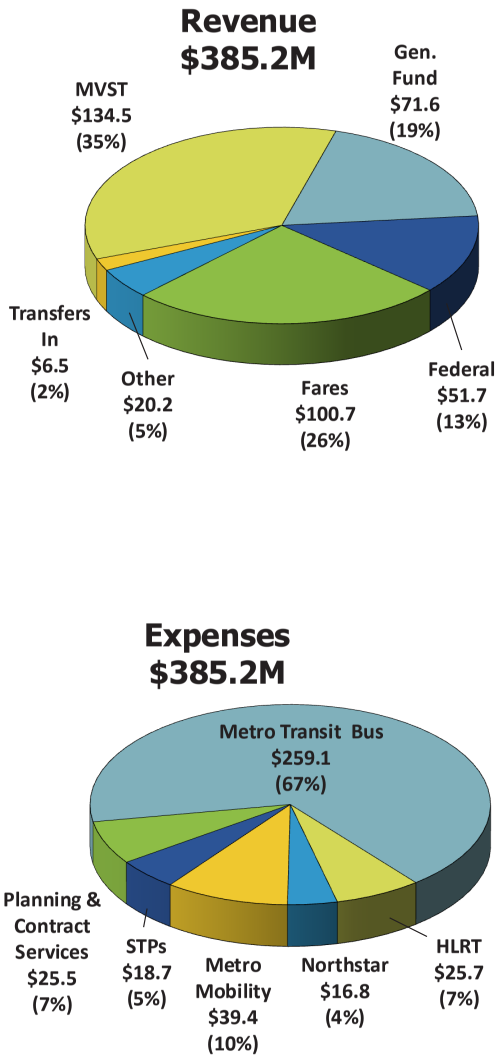
Figure 3-8: Highways are funded by state gas taxes, MVST, vehicle registrations and federal gas taxes

In federal fiscal year 2009, Congress was scheduled to enact a reauthorization of the six-year federal transportation funding bill. As of mid-2010 no new legislation had passed - Congress has enacted two continuing resolutions in 2009 and 2010 keeping the level of highway funding approximately where it had been in the last year of the previous bill SAFETEA-LU. At this point in time it is very uncertain what level of federal funding to expect in the future, though most transportation professionals expect at least a modest increase in highway funding when the new bill is passed. This plan projects that Mn/DOT's federal revenues will remain at a flat level of federal highway funding through 2016, followed by an increase in federal revenues averaging 1.6% per year.

This policy plan is primarily concerned with the estimated funding available for trunk highway construction (preservation and expansion) in the metropolitan area under the jurisdiction of Mn/DOT's Metro District. Mn/DOT has established a formula for distributing the available highway construction funds to the individual eight Mn/DOT construction districts throughout the state. This formula, referred to as the "target formula", uses factors such as vehicle miles traveled, number of fatal and injury crashes, pavement needs, bridge needs and the amount of heavy commercial traffic in each district to distribute the construction funds. Under Mn/DOT's target funding formula, the Metro District typically receives about 43 percent of the total state and federal revenues available for distribution. Mn/DOT is responsible for forecasting the state highway construction revenues that will be available to the Metro District in this plan. The available target revenues for the metro area (Mn/DOT projects and local road projects funded through the Regional Solicitation) shown in Table 6-19 of Chapter 6: Highways total $5.6 billion and average approximately $300 million per year from 2015-2020, increasing to an average of $370 million per year from 2021-2030. These target funds are exclusive of the funding that will be available from the passage of Chapter 152. The Chapter 152 funds are used for Mn/DOT's operating budget and to fund the repayment of authorized trunk highway bonds, which are primarily used for the Tier 1 and Tier 2 bridge program.

Because the 2008 legislation authorized Mn/DOT to issue trunk highway bonds financed by the new Chapter 152 tax revenues, the actual level of highway construction spending in a given year will vary significantly up or down from the available revenues. The total amount estimated to be available to the Metro District for state highway construction in the 2015-2030 time frame from the existing state and federal taxes and from the 2008 transportation funding bill is approximately $3.6 - $4.1 billion and is discussed in more detail in Chapter 6: Highways (see Table 6-24). Of this amount approximately $900 million is estimated to be available for allocation in this plan for safety and congestion mitigation/mobility improvements.

Figure 3-9: Metropolitan Council 2010 Transit Operating Budget



Transit Revenues

Operating Revenues

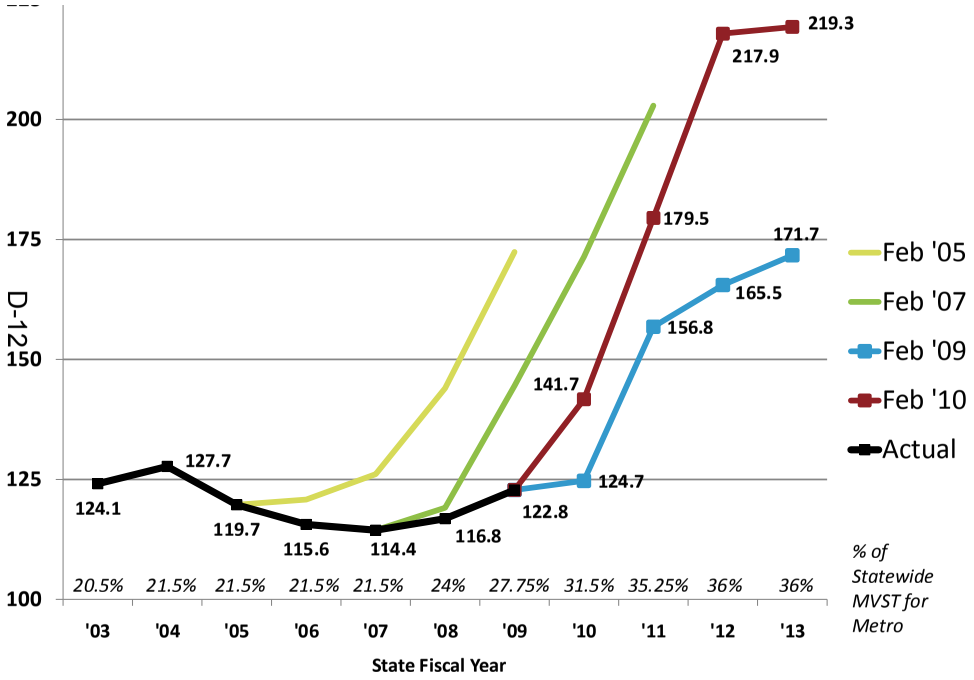
Transit relies on five primary sources of revenue for operations - transit fares, Motor Vehicle Sales Tax (MVST), the state general fund, the federal government and other sources. The breakdown of revenue sources, as well as expenditures, for transit operations, is shown in Figure 3-9. In calendar year 2010, the Council's adopted transit operating budget was about $385 million (including MVST revenues passed-through to Suburban Transit Providers) in revenues and expenses. MVST revenues are the biggest funding source for transit operations at approximately 35 percent of the transit budget, the state general fund provided 19 percent, passenger fares 26 percent, federal 13% other revenues 5 percent of total revenues and a transfer from reserves provided the remaining 2%.

As the MVST constitutional dedication phases in, it is anticipated that the MVST share of the total operating budget may increase to 40 percent or more, however this will be dependent on the performance of the MVST revenue collections. On the expenditure side, Metro Transit bus operations are the largest expenditure category in the Council's budget at approximately 67% of total expenses; Hiawatha LRT expenses are approximately 7%; Northstar commuter rail 4%; Metro Mobility is 10%; planning and contracted services are 7%; and the Suburban Transit Providers (STP) are 5% of expenditures. Figure 3-9 includes only regional transit expenditures that are included in the Metropolitan Council budget. For example fare revenues collected directly by the suburban providers and county transit expenses are not included.

Heading into CY 2009, the Council was anticipating a significant shortfall in the revenues available to maintain the existing transit system. In addition the state was facing a large budget deficit and during both 2009 and 2010 the general fund revenues appropriated to transit were cut by approximately $10 million annually. A combination of events and actions taken during 2009 and 2010 including an increased state MVST forecast, a late 2008 fare increase, a shifting of federal transit capital funds into the operating budget, a use of existing reserves and legislative actions that authorized the Council to access non-transit funds for transit purposes, allowed the region to maintain existing levels of transit service. A short range outlook indicates that under the current MVST forecast the region will be able to continue to maintain existing transit service levels through 2013. Making financial predictions beyond 2013 is difficult, however, at this point the MVST constitutional dedication will be fully phased-in and the revenues allocated to transit will begin to level off. Figure 3-10 shows the actual MVST revenues received and the biannual forecast for the metropolitan area share of MVST revenues from FY 2003-FY 2013. While statewide MVST collections fell significantly from FY04 – FY09, the constitutional dedication and increased share of MVST revenues for transit helped off-set what would have otherwise been a significant decline in transit revenues. The most recent state MVST forecast (Feb. 2010) predicts a recovery in the MVST revenues beginning in FY 2010.

This policy plan assumes that after 2012, the existing transit operating revenues will grow at a rate to maintain existing levels of service. It is assumed the growth to cover inflationary cost increases will occur primarily through growth in the MVST revenues and will require a growth rate of three percent to five percent annually. If the MVST revenue growth does not occur, it is assumed the state appropriations will grow at a level to maintain existing operations. It is not expected that the current transit operating funding sources will grow at a level to allow for service expansion.

Figure 3-10: Forecasted MVST Revenues for Metropolitan Area Transit



Under 2008 legislation, it was expected that new rail transitway operating expenses would be paid 50 percent from the county transit sales tax and 50 percent from additional state appropriations. CTIB has provided 50% of the funding for Northstar commuter rail operations which began in late 2009. However, during the 2009 legislative session no new state funding was received for Northstar operations and the Council's general fund appropriations for bus operations were reduced. The financial actions mentioned previously allowed the Council to avoid service reductions and also allowed for the funding of the state share of Northstar operations.

Bus transitway operations are also eligible for sales tax funding and to date CTIB has provided funding for expanded bus transitway operations related to the implementation of the Urban Partnership (UPA) on Cedar Avenue BRT and I-35W BRT.

The regional goal of doubling transit ridership by 2030 cannot be met without both the development and operation of new Transitways and an expansion of the bus system. At this point, it is not clear what funding source will provide for the bus expansion or if the state commitments to operating new Transitways will materialize. The estimated unfunded costs are discussed in Chapter 7: Transit. In addition Chapter 12: Work Program includes a new study which will conduct a long term financial analysis of the bus and Transitway system, identify issues of concern and potentially make recommendations for future financial actions.

Transit Capital Revenue

The primary funding sources traditionally used for transit capital expenditures include: property tax supported regional transit capital (RTC) bonds; federal funds including federal formula earnings, Congestion Mitigation/Air Quality (CMAQ) funds, discretionary appropriations and New Starts funding for transitways; and state funds including general obligation bonds, general funds and trunk highway bonds where allowable. In addition, the new county sales tax offers a new source of funding for transitway capital and operating costs and park-and-ride construction.

Each year the Council must receive specific authorizations from the state Legislature to issue regional bonds for necessary transit capital projects. Regional Transit Capital or RTC is the term commonly used to refer to these bond funds. The debt service on the bonds is paid with property tax receipts collected from within the Transit Taxing District (TTD). In recent years, RTC funding has totaled $33-34 million annually. RTC is the funding source most often used to provide for fleet replacement, fare collection and other technology needs, park-and-ride construction, facility repair and maintenance and to provide the 20 percent local match required for federal funding.

The Council currently operates under a policy whereby the RTC expenditure level is not allowed to increase at a rate greater than one percent per year (plus increases due to new communities agreeing to pay the levy, such as Lakeville which will begin paying in 2009). This growth rate allows the Council to meet the goal of no growth in the impact of regional property taxes on typical taxpayers. There have been instances in recent years where the Legislature has not passed additional regional transit bonding authorization. This causes a shortage of funds to accomplish the Council's planned capital improvement program (CIP) and results in delayed or cancelled capital projects.

The Council and other regional transit providers earn federal formula funds distributed to the metropolitan region based upon a number of demographic and transit service statistics the Council reports annually. Typically the Twin Cities region receives around $45 million in federal formula funds annually. This federal funding must be matched with 20 percent local funds, usually the RTC funding.

The region receives federal Congestion Mitigation/Air Quality (CMAQ) funding totaling approximately $25 million annually. These funds are distributed through the Council's and Transportation Advisory Board's (TAB) regional solicitation process on a biannual basis. Typically at least 80 percent or more of the CMAQ funds are awarded to transit projects. The funds must be used for service expansion and mainly are used for new bus purchases or park-and-ride construction. A portion of the CMAQ funding also supports the travel demand mitigation activities of Metro Transit and the Transportation Management Organizations (TMOs) in the region. CMAQ funding available for transit projects is usually matched using RTC funding. If the project is outside of the TTD, other local funds provide the match.

Federal New Starts funding is the source used to fund major rail and dedicated busway projects. New Starts funding is awarded nationally on a competitive basis through the Federal Transit Administration. Projects must apply and receive approval to enter preliminary engineering and must also apply again to enter final design and construction.

New Starts projects are currently evaluated by the FTA based upon "Project Justification" and "Financial" ratings; both of these ratings, and the overall project rating for a project, must be medium or better to receive FTA New Starts funding. FTA considers six project justification factors: Economic Development Benefits; Transit-Supportive Land Use; Mobility Improvements; Cost-Effectiveness; and Environmental Benefits. The financial rating is based upon the project sponsor's ability to support the operations and maintenance of the transit system, the amount and proportion of the local funding match commitment, and the stability and dependability of that match. Historically, those projects that have been competitive

for federal funds commit at least a 50 percent local match (beyond the required 20 percent minimum).

In this region, the assumed formula for the remainder of the capital costs would be: 10 percent from the local entities where the project is located (usually the county regional rail authorities), 30 percent using sales tax funds awarded from the CTIB and 10 percent from the state, most likely using state bonds. The revenue estimates in Chapter 7: Transit, assume that this region will continue to receive federal New Starts funding to construct the major transitway projects, but it is likely that only one project would be receiving federal New Starts construction funding in any given year. The region should pursue funding for multiple transitways if changes in federal guidance and available funding levels indicate that this assumption can be modified.

In addition to matching New Starts funding, state bond fund requests are considered to be a major source of funding for transit capital investments including transitway studies, park-and-ride construction, transit stations, bus garages and investments in Bus Rapid Transit. Over the past decade state bond fund appropriations for transit have averaged about $40 million per year, though this amount can vary significantly depending on the project needs. This plan assumes that in the future state bond funds will continue to be allocated for transit capital projects at least at the same level as previous bond funding.

The new county sales tax will provide a significant amount of funding for transitway investments. The funds will be distributed by the Counties Transit Improvement Board or CTIB as described previously. The funds are available for transitway capital and operating expenses, park-and-ride facilities, and a small amount for bike and pedestrian programs. The current revenue estimate is $88million annually from the quarter cent sales tax. This plan assumes that at a minimum the CTIB funds will be used to provide 30 percent of the capital funding for engineering and construction of any future New Starts transitway project and 50 percent of the on-going operating costs of the projects. Under the CTIB investment guidelines funds would also be available for 30% of the Highway BRT transitway capital investments and could provide 50% of the funding for new bus service in a BRT corridor.

Figure 3-11: Early construction on the Central Corridor Light Rail, which is partially being funded using Federal New Starts

D-14

Appendices E&F will be included after the May 21, 2014, Transportation Advisory Board meeting where 2017 Transportation Alternatives Program and Congestion Mitigation Air Quality projects are approved for funding. Lists of the funded projects will be included as appendices to the draft 2015-2018 TIP for the public comment period.

Chapter 1: Overview

The region's mobility – so fundamental to its economic vitality and quality of life – is challenged by mounting congestion, rising costs, and tight fiscal constraints.

Traffic on the region's freeways and expressways is heavy and expected to worsen. By 2030, the Twin Cities area will be home to nearly a million more people than in 2000, who will make more trips and travel more miles. The result: commuters and others will endure more hours of delay on more miles of congested highway.

In the past, the answer to meeting travel demand was to build additional highway lanes to meet projected 20-year needs. This was the vision that built the Interstate freeway system and guided subsequent highway development. But experience has shown that there are never enough highway lanes to meet the growing demand for peak-hour urban travel. Instead of preserving future capacity for decades, new highway lanes can fill up in a matter of months.

Compounding the situation is the issue of funding. Even if current and future funding levels were commensurate with those of decades past, there would still not be enough money to "fix" congestion throughout the region's highway system. Adding enough highway capacity to meet forecasted 2030 demand over the next 20 years would cost some $40 billion dollars, an amount that, if funded by the state gas tax alone, would add more than two dollars per gallon to the cost of fuel.

The lack of adequate funding to support highway and transit programs has been a problem in past years and remains so, despite recent changes in state transportation financing. By FY 2012, 100 percent of revenues from the state motor vehicle sales tax (MVST) will be dedicated to transportation. But total MVST revenues have been declining since 2002, and although an upturn is forecasted beginning in FY 2010, predictions of a turnaround have been off the mark since 2003.

A 2008 state law will channel significant levels of new revenue to highways and transitways in coming years. However, growing preservation costs and legislatively mandated bridge repair/replacement investments will absorb a very large portion of those new revenues destined to the state highway fund.

The law permits funding of transitway development by revenues from a quarter-cent sales tax allocated by a joint-powers board led by metropolitan area counties that enacted the tax. Each of the seven counties has authority to enact the sales tax; five counties enacted the tax in 2008. This revenue will provide a significant infusion of money into transitway development, but the funds, by law, may not be spent on general bus operations.

Considering the projected state financial situation, securing significant additional transportation funds from the state in the near term will be a challenge. At the federal level, the six-year transportation funding bill was scheduled for reauthorization in 2009, offering some potential for higher levels of federal highway and transit funds but as of the adoption of this plan no new bill has been enacted by Congress.

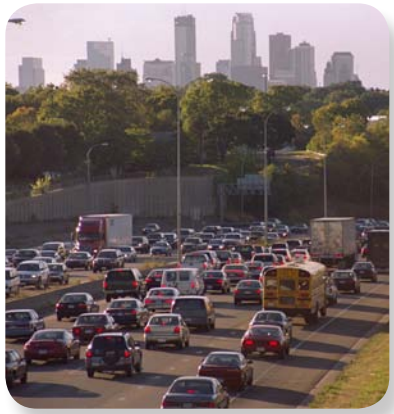


Figure 2-1: Road congestion is expected to continue to grow

However, infrastructure investments were part of the federal funding package (ARRA) passed in 2009 to stimulate the nation's economy.

In recent years the cost of fuel and construction materials – concrete, asphalt, steel – has soared, and the declining value of the U.S. dollar further eroded purchasing power. Although these trends have moderated, they signal the uncertain future and the challenges this region faces as it grapples with the task of preserving its aging transportation infrastructure.

A number of recent and long-term trends, whose impacts on transportation needs are as yet unclear, add uncertainty to the future of transportation:

- Having climbed to record levels in 2008, fuel prices have fallen, but continue to fluctuate, making the future direction uncertain.
- In a reversal of past trends, the number of vehicles miles traveled (VMT) per capita in the region edged downward from 2005–2008 but rebounded slightly as fuel costs dropped; however, total VMT continued to grow.
- The region will see continued job growth, a prime generator of peak-period highway travel, but more slowly than in previous years.
- Retired baby-boomers will likely keep driving into their later years but may not contribute to rush-hour travel.
- In previous decades, women surged into the workforce and onto commuting routes, but the effect of this increase on commuter travel has now leveled off.
- Growing concerns about the impact of fuel-burning on climate change could lead to some cut back in travel and to higher carbon taxes not dedicated to transportation, but to what extent these outcomes might happen remains uncertain.

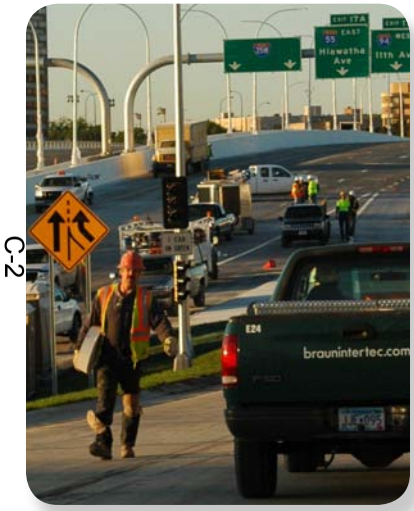


Figure 2-2: The increased cost of construction materials is just one challenge in maintaining transportation infrastructure.

The Regional Transportation Strategy

The region faces hard choices in addressing mobility, safety and preservation needs. To respond effectively, the region needs a transportation strategy that is realistic, innovative and focused on leveraging available dollars for the most benefit while coordinating those investments with land use decisions. The transportation system must optimize all available transportation modes – highways, transit and others – and be coordinated with land use decisions for maximum effect.

The Highway Vision

Adequate resources must be committed to the preservation and maintenance of the extensive highway system built over the last 50 years, including the bridge repair/replacement program mandated by the 2008 Legislature. It is also important, however, to improve the performance of the highway system in order to preserve essential regional mobility levels for the region's economic vitality and quality of life.

Mn/DOT's 2009 Statewide Transportation Plan estimates that statewide trunk highway investment needs exceed $65 billion over the next 20 years, while projected revenues total only about $15 billion – resulting in a gap of about $50 billion statewide. About $40 billion of this funding gap is for mobility needs in the metro area and on interregional corridors in Greater Minnesota. As the Mn/DOT plan acknowledges, it is unrealistic to expect that future transportation funding will increase to meet the $50 billion "unmet need." In fact, that plan estimates that meeting just 5 percent of this $50 billion gap – or $2.5 billion – over the next 10 years would require the equivalent of a 12.5-cent per gallon increase in the motor vehicle fuel tax.

The statewide transportation plan's policies and strategies, therefore, emphasize a new approach to meeting system improvement needs. This is especially evident in the plan's vision for mobility in the metro area, which calls for "a more comprehensive and fiscally realistic approach to congestion mitigation."

While traffic congestion impacts can and should be mitigated, physical, social and environmental constraints as well as the limited funds available for capacity expansion must be recognized.

Five major objectives to mitigate congestion on the region's roadway system and enhance its performance should be pursued:

- Increase the people-moving throughput
- Manage and optimize the existing system, to the greatest extent possible
- Manage future demand
- Increase trip reliability, and
- Minimize travel time

In order to achieve the above objectives, this plan recommends emphasizing a system-wide management approach with the following strategies:

- Implement an Active Traffic Management (ATM) program on a system-wide basis.
- Construct lower-cost/high-benefit highway improvements on a system-wide basis to improve traffic flow by removing bottlenecks, improving geometric design and minimizing safety hazards on the Regional Highway System.
- Develop a system of managed lanes to move more people, more reliably and provide more capacity within existing right-of-way, while providing greater speed and reliability for transit which also benefits freight and people movement in the adjacent general purpose lanes.
- Implement strategic capacity expansion in the form of general purpose lanes.
- Implement non-freeway trunk highway improvements consistent with the investments above.
- Support other strategies including Travel Demand Management (TDM), transit investments and land use changes, to reduce future demand on the Metropolitan Highway System.

Fully funding these investment strategies is beyond the fiscal constraint of this plan. As additional funds are sought and become available, they should be used to more fully implement the highway investment vision articulated in this plan.

The system-wide management approach and associated strategies, together with the transit investment approach described in Chapter 7: Transit, constitute the policy basis for the federally required Congested Management Process (CMP). A more detailed discussion of the CMP is included in Chapter 5: Regional Mobility.

In 2009 and early 2010, Mn/DOT and the Metropolitan Council conducted a Metropolitan Highway System Investment Study (MHSIS), a MnPASS Part 2 Study, and other studies to refine in greater detail the managed lane highway vision, identify lower-cost/high-benefit projects along congested highway corridors, reassess major expansion projects and identify key investments on the Metropolitan Highway System by 2030 and beyond. The results of these studies are incorporated into this Transportation Policy Plan.

Additional needs in the developing portions of the region, including for new principal and "A" minor arterials, are also acknowledged in spite of current financial constraints.

This new highway vision is discussed in greater detail in Chapter 6: Highways.

The Transit Contribution

Transit is already a major contributor to regional mobility. Ridership has grown steadily since 2003 to 91 million rides in 2008. The numbers are on track for reaching the goal of doubling 2003 ridership (73 million rides) by 2030 (147 million rides). Key factors driving this growth include opening of the region's first modern rail transit line in 2004, increased park-and-rides and express service, higher fuel and parking prices, strong employment concentrations in the core cities and increasing congestion.

Transit is currently moving people through the most heavily traveled, typically congested highway segments during the morning peak hour. On some stretches, express buses carry as many as 30 to 40 percent of the people moving inbound during that peak 60-minute period.

In the future, transit will take on an even bigger role in moving people in the region. A network of transitways will allow travel that avoids congested lanes, connects regional employment centers, improves the reliability of riders' trips and boosts the potential for transit-oriented development.

Transitways can be commuter rail, light rail transit, express buses using corridors with transit advantages, and bus rapid transit (which can use dedicated busways, managed or priced lanes, bus-only shoulders and arterial street bus lanes).

Most of the corridors labeled as Tier 1 in the Council's 2004 plan are well underway. The Northstar Commuter Rail Line started operations between downtown Minneapolis and Big Lake in November 2009. Construction has begun on Central Corridor Light Rail, to connect the St. Paul and Minneapolis downtowns and the University of Minnesota, and it is expected to open in 2014. The Hiawatha Light Rail

Figure 2-3: Hiawatha LRT

Figure 2-4: Metro Transit Bus

Figure 2-5: Northstar Commuter Rail

Figure 2-6: BRT - U of M Campus Connector on Transitway

line, already operating between downtown Minneapolis and the Mall of America, has been extended to meet the Northstar Commuter Rail line at the Target Field Station and will need to shift from two- to three-car trains to expand its capacity. Also two Bus Rapid Transit (BRT) lines are under construction on highways south of downtown Minneapolis:

- I-35W, including a combination of a high-occupancy toll lane and a priced dynamic shoulder, from Lakeville to downtown Minneapolis, and
- Cedar Avenue, from Lakeville north to the Mall of America with express bus to downtown Minneapolis.

BRT uses buses incorporating a number of the premium characteristics of light rail or commuter rail to provide fast and reliable service.

Nine other potential transitway corridors are under consideration in this plan. According to the Council's Transit Master Study, two of them show good potential for light rail or a dedicated busway– Southwest, between Eden Prairie and Minneapolis, and Bottineau Boulevard, connecting the northwest suburbs with downtown Minneapolis. LRT was selected as the locally preferred alternative (LPA) for the Southwest Corridor by Hennepin County Regional Railroad Authority in early 2010 and amended into the Transportation Policy Plan by the Council in May, 2010. Bottineau Boulevard is under study, as is the Rush Line, the proposed link between Forest Lake and St. Paul. An alternatives analysis for Red Rock was completed, and bus improvements are currently being planned. An alternatives analysis will begin for the Gateway corridor (I-94 east) in fall 2010.

Four other promising transitway corridors - I-35W North, Highway 36/NE Corridor, Highway 65/Central Avenue/BNSF (Bethel/Cambridge), and Midtown should also be analyzed in the next few years to determine the most appropriate mode and alignment for implementation.

This plan assumes that one of these nine corridors will be implemented as a light rail line by 2020 and work begun on another LRT line to be completed shortly after 2020. It also anticipates that a third LRT line will be built by 2030. Based on current data, no corridor is projected to have enough ridership to justify investment in another commuter rail line. However, with Northstar now operational, it will be possible, after the regional Travel Behavior Inventory is completed, to reexamine current projections compared with actual ridership and determine whether or not ridership projections for other commuter rail corridors should be higher. Also the possible implementation of high speed rail lines to Chicago and Duluth may significantly reduce the capital costs of commuter rail in the Red Rock and Bethel/Cambridge corridors. Because these corridors may become viable under those changed assumptions, this plan also assumes implementation of a second commuter rail line between 2020 and 2030 in its cost estimates. The plan also calls for the implementation of four highway BRT corridors, in addition to 35W South and Cedar Avenue.

The implementation of the above transitway corridors converging in the two downtowns will require the development of two intermodal transit passenger facilities at the St. Paul Union Depot and the Minneapolis Interchange.

The **regular-route bus system** will evolve and expand as population, congestion and travel costs increase, as the region implements rail transit and as customer needs change. *Local routes* will benefit from expanded coverage and frequency. Arterial routes, on high-traffic arterial streets, will receive the highest level of local bus service with highly visible passenger facilities at major stops. *Express routes* will be enhanced and expanded in congested highway corridors. Some arterial and express routes will develop into bus rapid transit corridors. The plan identifies nine arterial streets which are good candidates.

Figure 2-7: Bike commuting is a growing mode choice in the region

Dial-a-ride services, including Metro Mobility, will be expanded as both the general population and the number of people with disabilities increases. Metro Mobility will continue to meet the requirements of the Americans with Disabilities Act by providing transit service to people with disabilities who cannot use the regular-route transit system. The Council will partner with local units of government to provide general-public dial-a-ride services in suburban and rural areas.

Other Transportation Modes

Walking and **bicycling** are part of the total transportation picture and work well for shorter, non-recreational trips. The Council provides planning guidance on land use issues related to bikeways and walkways, and with its Transportation Advisory Board, allocates federal funds to bicycle and pedestrian projects. The Council will continue to support and coordinate efforts to strengthen these modes.

Figure 2-8: Pedestrian facilities are an important component of multimodal transportation

The **freight movement system** and the **region's airports** connect the region to the rest the nation and the world. The Council will continue to work with Mn/DOT and monitor the issues confronting the freight industry. This plan contains the first major update of the aviation plan since 1996, and the Council will work with the Metropolitan Airports Commission to ensure adequate facilities for aviation users.

The region is able to draw on proven as well as innovative tools to achieve a transportation system that best meets current and future needs. No single solution will accomplish that goal, but taken together, coordinated and refined, they will keep the region moving and vital.

Chapter 2: Policies and Strategies

The purpose of this *Transportation Policy Plan* is to guide development of the region's transportation system to the year 2030 and to provide for an integrated multimodal transportation system that advances regional land use and growth management goals. This section contains policies and strategies to help achieve the regional vision as defined by the *Regional Development Framework*.

The Council develops broad action policies so regional issues are effectively addressed. Accompanying strategies provide specific methods for implementing those policies. The Council and other partners will implement the policies and strategies to bring about the transportation facilities and services called for in this plan. This chapter contains all of the policies and strategies. Particular policies and strategies are also repeated and if necessary expanded upon in the corresponding chapters of this plan, for instance the highway policies and strategies are contained in Chapter 6: Highways.

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

The Metropolitan Council will identify and pursue an adequate level of resources for regional transportation investments. The first priority is to ensure that adequate resources are available to preserve, operate and maintain the existing systems and the second is to seek resources to address identified but unmet needs and demands.

Strategy 1a. Resources Available and Needed: The Metropolitan Council will identify (1) transportation resources currently available and reasonably expected to be available in the future, (2) the level of resources needed for transportation investments in preservation, operations and maintenance of existing systems and (3) resources required to meet unmet needs and demands.

Strategy 1b. Adequate Resources: The Metropolitan Council, working with the Governor, Legislature, local governments and others will pursue an adequate level of transportation resources to preserve, operate and maintain existing systems and to meet identified unmet needs.

Policy 2: Prioritizing for Regional Transportation Investments

The priorities for regional transportation investments are to adequately preserve, operate and maintain existing transportation systems and to make additional transportation investments on the basis of need and demand consistent with the policies, strategies and priorities of this policy plan and the *Regional Development Framework.*

Strategy 2a. System Preservation: The first priority for transportation investments for all modes is the preservation, operation and maintenance of existing systems and facilities.

Figure 2-1: Transit ridership is increasing, with investments being made to the system to meet the goal of doubling ridership by 2030.

Strategy 2b. Highway System Investments: After preservation, operations and maintenance, the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.

Strategy 2c. Transit Capital and Operating Investments: After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.

Strategy 2d. Bicycle and Pedestrian Investments: The Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel. Funding priority for separate bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives for bicycling and walking.

Strategy 2e. Multimodal Investments: Criteria used by the region to prioritize projects for federal funding will encourage multimodal investments. Examples of such investments include bus-only shoulders, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors and rail/truck intermodal terminals.

Policy 3: Investments in Regional Mobility

The Council recognizes that congestion will not be eliminated or significantly reduced in the Metropolitan Area. Therefore, to maximize regional mobility, congestion and demand must be managed to the extent possible and alternatives to congestion provided where feasible.

Strategy 3a. Congestion Management Process: The Council, working with Mn/DOT, has developed the Transportation Policy Plan as the Congestion Management Process (CMP) to meet federal requirements. The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and TMOs to increase the efficiency of the multimodal transportation system, reduce SOV use, and provide lower-cost / high-benefit safety and mobility projects, where feasible.

Strategy 3b. Apply Person Throughput as a Performance Measure: The region's highway system will be operated, managed, and improved to maximize usage of existing facility capacity, pavement, and right-of-way and to increase people-moving capacity as measured by person throughput.

Strategy 3c. Provide Alternatives to Congestion: The region will continue to develop and implement a system of bus-only shoulders and managed lanes (i.e., high-occupancy toll (HOT) lanes and priced or non-priced dynamic shoulder lanes) to achieve travel time savings by providing alternatives to traveling in congested highway conditions.

Strategy 3d. Travel Demand Management Initiatives: The region will promote a wide range of Travel Demand Management (TDM) initiatives that help to avoid and manage congestion. The initiatives will be responsive to changing attitudes and the economy to help reduce automobile use, especially during the most congested times of the day. Local and regional TDM efforts will focus on employment centers and corridors with significant investments in multimodal options (e.g., managed lanes).

Figure 2-2: Monitoring and mitigating congestion will continue to be a priority

Strategy 3e. Parking Pricing and Availability: The Council will continue to work with its TDM partners to help define the relationship of parking supply (including minimum/maximum requirements), demand, location, and cost relative to the use of SOVs versus transit and other modes.

Strategy 3f. Promoting Alternatives: The Council and its regional partners will promote and market transportation choices that allow travelers to avoid and help manage growth in congestion by riding transit, bicycling, walking, vanpooling and carpooling, or using managed lanes.

Strategy 3g. Alleviate Highway Construction Impacts: The Council, regional transit providers, and TMOs will work with Mn/DOT and local units of government to determine where and when transit service improvements and TDM actions may be appropriate to alleviate traffic delays and impacts related to highway construction.

Strategy 3h. Monitor Congestion Mitigation: Mn/DOT, working with the Council and other partners, will monitor and evaluate, through the CMP, the spectrum of congestion mitigation and avoidance actions put in place in the region and modify future investments accordingly.

Policy 4: Coordination of Transportation Investments and Land Use

Regional transportation investments will be coordinated with land use objectives to help implement the *Regional Development Framework's* growth strategy and support the region's economic vitality and quality of life.

Strategy 4a. Accessibility: The Council will promote land use planning and development practices that maximize accessibility to jobs, housing and services.

Strategy 4b. Alternative Modes: Transportation investments and land development will be coordinated to create an environment supportive of travel by modes other than the automobile including travel by transit, walking and bicycling.

Strategy 4c. Increased Jobs and Housing Concentrations: Transportation investments and land development along major transportation corridors will be coordinated to intensify job centers, increase transportation links between job centers and medium-to-high density residential developments and improve the jobs/housing connections.

Strategy 4d. Transit as Catalyst for Development: Transitways and the arterial bus system should be catalysts for the development and growth of major employment centers and residential nodes to form an interconnected network of higher density nodes along transit corridors. Local units of government are encouraged to develop and implement local comprehensive plans and zoning and community development strategies, including parking policies, that ensure more intensified development along transitways and arterial bus routes.

Strategy 4e. Local Comprehensive Plans: Local comprehensive plans must conform to the *Transportation Policy Plan* and should recognize the special transportation opportunities and problems that various *Development Framework* planning areas present with regard to transportation and land uses.

Strategy 4f. Local Transportation Planning: Local governments should plan for and implement a system of interconnected arterial and local streets, pathways and bikeways to meet local travel needs without using the Regional Highway System. These interconnections will reduce congestion, provide access to jobs, services and retail, and support transit.

Strategy 4g. Metropolitan Urban Service Area (MUSA): Local governments within the MUSA should plan for a prospective 20 years and stage their transportation infrastructure to meet the needs of forecast growth. Outside the Metropolitan Urban Service Area transportation plans and facilities and land use patterns must be compatible with the region's need for future sewered development and protection of agriculture.

Policy 5: Investments in Regional, National and Global Connections

The Metropolitan Council, Mn/DOT and other agencies will pursue transportation investments that will strengthen the Twin Cities connections with other regions, the nation and other countries and contribute to the economic development and competitiveness of the Twin Cities region.

Strategy 5a. Interregional and National Highway Connections: Mn/DOT, the Council and other agencies will pursue a strong and efficient highway system that connects travelers and freight with other regions in Minnesota and other states.

Strategy 5b. Intercity Passenger Rail and Bus Connections: Mn/DOT, the Metropolitan Council and other agencies will pursue improved regional and national connections using alternative transportation modes such as intercity passenger rail (including high-speed rail) and bus service.

Figure 2-3: Work will be done to maintain Minneapolis-St. Paul airport as a major passenger hub.

Strategy 5c. Freight Connections: Mn/DOT, the Metropolitan Council and other agencies will pursue improved freight connections between the Twin Cities and other regions through improved state highways, interregional rail service, a strong air freight system and the Mississippi River system.

Strategy 5d. Connections by Air: The Metropolitan Airports Commission (MAC), the Metropolitan Council, Mn/DOT and other agencies will work to maintain a strong airport system, including maintaining the Minneapolis-St. Paul airport as a major passenger hub.

Policy 6: Public Participation in Transportation Planning and Investment Decisions

The Council and its regional partners will promote public participation in formulating transportation policy, developing transportation plans and making transportation investment decisions.

Strategy 6a. Public Participation: The Metropolitan Council, the Transportation Advisory Board and Mn/DOT will foster a variety of public participation activities and methods to communicate with the public to solicit broad participation, comment, review and debate on proposed plans and implementation proposals.

Strategy 6b. Interjurisdictional Coordination and Participation: The Council will coordinate with cities, counties and government agencies in planning and implementing regional investment and policy through the Transportation Advisory Board and its Technical Advisory Committee and subcommittees, as well as by participating in some local planning initiatives and providing technical assistance.

Strategy 6c. Participation of Underrepresented Populations: The Council will recruit representatives of groups traditionally underrepresented in regional policymaking and provide enhanced participation opportunities to encourage people who belong to underrepresented groups to share their unique perspectives, comments and suggestions.

Strategy 6d. Public Awareness of Transportation Issues: The Council will utilize a variety of media and technologies to actively engage and inform the public regarding important transportation issues.

Strategy 6e. Transit Customer Involvement: The Council will continue to solicit community, municipal and customer involvement in transit planning and service restructuring to ensure that transit is tailored to meet community needs and markets for travel.

Policy 7: Investments in Preserving of Right-of-Way

Rights-of-way for future transportation infrastructure are difficult to obtain, and as they become available should be preserved as corridors for public use. The Council will facilitate and promote cooperation among the implementing agencies regarding funding priorities, ownership, maintenance and near- and long-term use of linear rights-of-way.

Figure 2-4: Transportation options are an important design consideration for all investments

Strategy 7a: Preservation of Railroad Rights-of-Way: The Council will support an interagency approach to preserving abandoned railroad rights-of-way which can accommodate a variety of public uses for transportation, recreation and habitat preservation.

Strategy 7b: Right-of-Way Acquisition Loan Fund (RALF): The Council's Right-of-Way Acquisition Loan Fund will be used to preserve right-of-way for the highway projects consistent with this policy plan.

Strategy 7c. Identification of Right-of-Way in Local Plans: Local transportation plans should identify future right-of-way needs for roads, transit, bikeways and walkways and describe procedures to preserve them, including official mapping.

Policy 8: Energy and Environmental Considerations in Transportation Investments

Transportation planning and investment decisions will consider and seek to minimize impacts on the environment.

Figure 2-5: Parks represent a long standing value of Twin Cities residents

Strategy 8a. Reduction of Transportation Emissions: The Council will promote strategies to reduce transportation emissions of pollutants identified in the federal Clean Air Act and its amendments.

Strategy 8b. Compliance with Federal Standards: Projects that help the region maintain compliance with federal air quality standards will have funding priority over projects that do not.

Strategy 8c. Preservation of Cultural and Natural Resources: Regional transportation projects should give special consideration to the preservation and enhancement of the region's cultural and natural resources, and should be consistent with regional plans and policies for parks and open space to the extent feasible.

Strategy 8d. Protection of Surface Water: The Council will work to ensure that surface water management programs and policies are implemented in the metropolitan area when transportation facilities are planned and implemented.

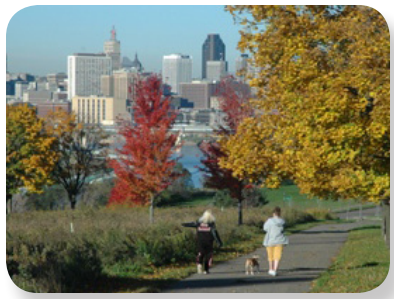


Figure 2-6: Transportation projects must adhere to federal standards, such as air quality

Strategy 8e. Reduction of Greenhouse Gas Emissions: The Council will support and implement initiatives to reduce greenhouse gas emissions including programs that reduce the impact of transit on energy usage and the environment such as Metro Transit's "Go Greener" initiative.

Strategy 8f. Transit Priority for Fuel: In times of limited resources, the Council will advocate that transit be given priority for available fuel.

Figure 2-7: New fuel options are already being implemented

Figure 2-8: A highway is a multimodal facility capable of carrying cars, buses and trucks.

Figure 2-9: HOT lanes represent a method to add market forces to manage congestion.

Highway System Policies

Policy 9: Highway Planning

The Council, Mn/DOT, and local governments will plan the Metropolitan and Regional Highway Systems and local roads to provide a cost-effective, multimodal and safe roadway system that reflects the needs of a growing population and economy.

Strategy 9a. Planning in the Context of Congestion: The Council, Mn/DOT and local units of government will plan for the Metropolitan Highway System with the understanding that congestion will not be eliminated or significantly reduced. However, congestion should and can be mitigated if travel alternatives are provided, travel demand patterns are changed and appropriate land use configurations are implemented.

Strategy 9b. Multimodal System: The Council, Mn/DOT, local governments and transit providers will plan for and implement a multimodal roadway system. Highway planning and corridor studies will give priority to alternatives that include high-occupancy vehicle (HOV) and managed lanes (high-occupancy toll (HOT) lanes, bus-only shoulders, priced dynamic shoulder lanes) and other transit advantages that help mitigate congestion.

Strategy 9c. Optimize Metropolitan Trunk Highways: The Council, working with Mn/DOT, will define the most cost-effective techniques and types of projects to optimize the performance of the highway system as measured by person, rather than vehicle, throughput. Optimization techniques and projects will maximize utilization of existing system capacity, pavement and right-of-way and may include, but are not limited to, managed lanes such as high-occupancy vehicle and toll (HOV/HOT) lanes, bus-only shoulders and priced dynamic shoulder lanes.

Strategy 9d. Congestion Management Process: A Congestion Management Process (CMP) that meets federal requirements is included in this plan (Chapter 5 Regional Mobility). The CMP incorporates and coordinates the various activities of Mn/DOT, transit providers, counties, cities and Transportation Management Organizations (TMOs) in increasing the efficiency of the multimodal transportation system, reducing vehicle use and providing lower-cost safety and mobility projects where feasible.

Strategy 9e. Interconnected Roadway Network: Local and county governments shall plan a system of multimodal interconnected collector roads and minor arterials to serve short and medium-length trips.

Strategy 9f. Roadway Jurisdiction: The agency with jurisdiction over, and responsibility for a roadway should be matched to the role the roadway plays in the regional roadway system. For example, Mn/DOT should be responsible for principal arterials.

Strategy 9g. Corridor Studies: Any corridor study or sub-area study focused on a trunk highway and conducted by a local government or interagency task force must be accepted by Mn/DOT and

Figure 2-10: Road maintenance will continue to be a high priority in the region

adopted by the Metropolitan Council as consistent with this policy plan prior to implementing the study recommendations or making regional highway investments.

Strategy 9h. Context-Sensitive Design: All new and reconstructed roads will be planned and designed in a way that protects and enhances the environment and is sensitive to community attributes and objectives.

Strategy 9i. Coordination with Adjacent Counties: The Council will work cooperatively with Mn/DOT, adjacent area transportation partnerships and local units of government to support connections between the Metropolitan Highway System and the counties surrounding the seven-county metropolitan area.

Policy 10: Preserve, Operate and Maintain the Metropolitan Highway System

A high priority for the region is to continue focusing highway investments toward the safe operation, preservation and maintenance of the Metropolitan Highway System.

Strategy 10a. Budget for Preservation: Mn/DOT should regularly budget adequate resources for existing facilities preservation, operations and maintenance to fully utilize the design life and minimize the investment required over the life-cycle of facilities.

Strategy 10b. Diversified Investments: Mn/DOT should strive to meet its preservation performance targets while also recognizing the need for a diversified investment plan that allows for safety and congestion mitigation so as to optimize system performance.

Strategy 10c. Integrate Preservation with Congestion Mitigation and Safety: Mn/DOT should regularly review planned preservation and maintenance projects to determine if there are opportunities to include lower-cost congestion mitigation and safety improvements.

The existing process to identify opportunities to integrate preservation projects with congestion mitigation and safety projects is more important than ever. A similar approach should be used by cities and counties as they undertake local highway projects.

Policy 11: Highway System Management and Improvements

The Metropolitan Highway System and "A" minor arterial system will be managed and improved to provide for maximum person throughput, safety and mobility using existing facility capacity, pavement and right-of-way where feasible.

Strategy 11a. Investments in Managing the Highway System: After preservation, operations and maintenance, investments to manage and optimize performance of the highway system and improve safety are the region's next highest priority.

Strategy 11b. Embracing Technology: The Council and Mn/DOT will use and implement cost-effective technology solutions to manage and optimize the performance of the existing highway system as measured by person throughput.

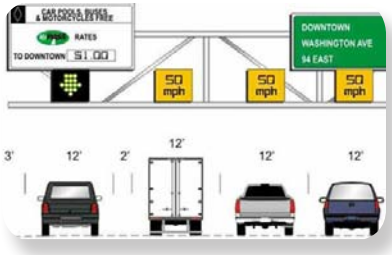


Figure 2-11: Technology represents one method to mitigate congestion

Strategy 11c. Affect Travel Patterns: The Metropolitan Highway System should be managed with the understanding that congestion may be mitigated with greater efficiencies in the highway system performance and changes in travel patterns.

Strategy 11d. Optimize Highway System Performance: Mn/DOT and the Council will implement techniques to optimize performance of metropolitan highway facilities as measured by person throughput. These optimization projects will maximize use of existing facility capacity, pavement and right-of-way and may include, but are not limited to, implementation of HOV and HOT lanes, priced dynamic shoulders and other roadway pricing initiatives, freeway ramp meters with HOV bypasses, and bus-only shoulders.

Strategy 11e. Access Management: State, county and local governments will manage access to the Regional Highway System. The capacity, safety, and utility of principal and "A" minor arterials are dictated in large part by how access to these roadways is provided and managed. Managing the location and design and new or reconstructed street and driveway connections to these arterials is a key strategy to preserve the existing capacity and enhance the safety of these roadways. Managing access consistently throughout the system will require a cooperative effort among Mn/DOT, counties, cities and townships. (See Appendix D and E)

Strategy 11f. Pricing: The Council supports roadway pricing, including HOT lanes and priced dynamic shoulder lanes, to provide an alternative to congestion and will consider implementing pricing on any expansion project.

Strategy 11g. Highway Expansion: Strategic capacity expansion projects can mitigate congestion in the region. Because of financial constraints, however, highway expansion projects should not be implemented at the expense of system preservation and management.

Transit System Policies

Policy 12: Transit System Planning

Regional transit providers should plan, develop and operate their transit service so that it is cost-effective, reliable and attractive, providing mobility that reflects the region's diverse land use, socioeconomic conditions and travel patterns and mitigating roadway congestion with the goal of doubling regional transit ridership by 2030 and a 50% increase in ridership by 2020.

Figure 2-12: In areas of lower population and employment density, express bus service from park-and-ride locations provides transit options for commuters.

Strategy 12a. Transit Services Tailored to Diverse Markets: Diverse transit markets need different transit service strategies, service hours, operating frequencies, and capital improvements. To tailor transit service to these diverse market needs, regional transit providers will follow the standards and service delivery strategies as outlined in Appendix G: Transit Market Areas and Service Standards.

Strategy 12b. Transit Service Options: Transit providers will pursue a broad range of transit service options and modes to match transit services to demand.

Figure 2-13: Hiawatha LRT is integrated with the bus system to provide easy transfers to other modes.

Strategy 12c. Transit Centers and Stations: Regional providers will plan and design a transit network that utilizes Transit Centers and Stations to connect various types of transit service options. Transit Centers and Stations will also link transit to local land use and enable the network to provide efficient service to a wider geographic area through timed transfers.

Strategy 12d. Park-and-Rides: Transit providers will work with cities to expand regional park-and-ride facilities to support service expansion as expected growth occurs within express corridor areas and along dedicated transitways.

Strategy 12e. Underrepresented Populations: Regional transit providers will continue to ensure their transit planning fairly considers the transit needs of all populations and is compliant with the environmental justice directives outlined in various federal legislation, including Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act.

Policy 13: A Cost-Effective and Attractive Regional Transit Network

Regional transit providers will preserve, operate, maintain and expand the transit system in a cost-effective manner that optimizes existing and future investments. The Council will continue to improve transit service coordination, travel speed, passenger safety, financial incentives and customer amenities to make the system more attractive, visible, travel time competitive and user-friendly.

Strategy 13a. Coordination Among Services: The Council will promote coordination among the different transit services provided by various authorities throughout the region to ensure that the overall regional transit system functions as a seamless and user-friendly regional network, and to avoid inefficiencies and duplication.

Strategy 13b. Transit Fare Structure: The Council will support a regional transit fare structure that balances ridership and fare revenue, relates the fare to the cost of providing service and to other transportation costs, is easy to understand and administrate, and convenient to use.

Strategy 13c. Marketing Transit: The Council will increase the value, benefits and usage of transit services through a variety of advertising and promotional programs. Annual transit marketing plans will be developed by the Council based on input from stakeholders.

Strategy 13d. Transit Technologies: The Council and regional providers will implement new technologies to improve customer information, service reliability and the delivery of transit service.

Strategy 13e. Transit Safety and Security: Working with transit operators and communities, the Council will continue striving to provide a secure and safe environment for passengers and employees on vehicles and at transit facilities through provision of transit police services, employee awareness, public education, security partnerships and security investments.

Strategy 13f. Ridesharing: The Council will promote programs that encourage shared vehicle usage including carpooling, vanpooling and car sharing.

Policy 14: Transit System Operations and Management

The regional transit providers will promote innovation, efficiency, flexibility and greater diversity of options in operating and managing transit services.

Figure 2-14: The Hiawatha LRT facilities have spawned new development in the adjacent neighborhoods

Strategy 14a. Competitively Procured Services: Some transit services within the region will be competitively procured to increase flexibility, potentially reduce costs, maximize efficiencies and enhance service effectiveness.

Strategy 14b. Jointly Procured Services and Products: The Council will promote and facilitate the joint procurement of goods and services among providers to improve the coordination of transit service and increase cost-effectiveness.

Strategy 14c. Service Improvement Plan: Every two years, regional transit providers in consultation with customers and stakeholders, will prepare a short-term Service Improvement Plan that identifies their priorities for transit service expansion over the following two to four years. The plans will be submitted to the Council, which will prepare a Regional Service Improvement Plan.

Strategy 14d. Review Service Performance: All providers will review their transit service annually based on the performance standards outlined in Appendix G to ensure operational efficiency and consistency. Providers will annually submit their performance reviews to the Council for inclusion in a regional service performance review.

Strategy 14e. Fleet and Facilities Policy: The Council will develop and maintain policies, in consultation with regional providers, CTIB and other partners, to guide investments in regional fleet and facilities.

Policy 15: Transitway Development and Implementation

As one element of an overall transit network, the Metropolitan Council will strongly pursue, in coordination with CTIB, county regional railroad authorities and transit providers, the cost-effective implementation of a regional network of transitways to provide a travel-time advantage for transit vehicles, improve transit service reliability and increase the convenience and attractiveness of transit service.

Strategy 15a. Transitway Modes: Transitway modes will include commuter rail, light rail, bus rapid transit, and express buses with transit advantages. Other transitway technologies may be considered as they become proven, reliable and cost-effective. Intercity passenger rail services could develop rail improvements that could also be used by commuter rail transitways within the region.

Strategy 15b. Criteria for Transitway Selection: Transitway investment decisions will be based on factors such as ridership, mobility improvements, operating efficiency and effectiveness, environmental impacts, regional balance, economic development impacts and cost-effectiveness. Readiness, priority and timing will be considered when making transitway investments, as will local commitment to transitway implementation and land use.

Strategy 15c. Process for Transitway Selection: Every transitway corridor will be studied in-depth before investments are made. Every potential commuter rail and light rail project will undergo an alternatives analysis and develop an environmental impact statement before seeking funding for implementation. All bus rapid transit corridors will be studied and a range of implementation alternatives developed.

Strategy 15d. Transitway Coordination: Transitway implementation will be coordinated with other transit, highway, bicycle and pedestrian projects, facilities, and investments.

Strategy 15e. Enhanced Transit Service Along Transitways: The Council will support enhanced transit service along transitways and the integration of existing routes along transitway corridors as appropriate to take full advantage of transitway improvements.

Strategy 15f. Transitway Coordination with Other Units of Government: The Council will coordinate transitway planning and implementation with other jurisdictions including Mn/DOT, CTIB, regional railroad authorities, local units of government and transit providers.

Strategy 15g. Transitways and Development: The Council will work with local units of government to ensure that transitways promote efficient development and redevelopment.

Strategy 15h. Transitway Operations: Transitway infrastructure investments will not occur unless operating funds have been identified.

Policy 16: Transit for People with Disabilities

The Council will provide transit services for persons with disabilities in full compliance with the 1990 Americans with Disabilities Act including the accessible regular-route transit system, comparable ADA, and other dial-a-ride programs.

Strategy 16a. Accessible Vehicles: The Council will ensure that all new transit vehicles and facilities will be accessible to persons with disabilities.

Strategy 16b. Provide Comparable Service: Paratransit service comparable to the region's local regular-route transit system will be provided to individuals who are certified by the Council under the Americans with Disability Act (ADA).

Figure 2-15: Metro Mobility satisfies federal ADA requirements

Figure 2-16: Metro Mobility provides over 1.5 million regional ADA trips a year

Strategy 16c. Access to Transit Stops and Stations: Local communities and transit providers shall coordinate their efforts to assure that all fixed-route transit stops are accessible year-round, including snow removal.

Strategy 16d. Transfers Between Fixed-Route and ADA Services: The Council will encourage transfers between regular-route services, dial-a-ride and ADA paratransit services utilizing transit centers and rail stations as transfer points.

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

The region will maintain an effective and efficient regional freight transportation system to support the region's economy.

Strategy 17a. Freight Terminal Access: The Council will work with its partners to analyze needs for freight terminal access.

Strategy 17b. Congestion Impacts on Freight Movement: The Council will work to reduce the impacts of highway congestion on freight movement.

Policy 18: Providing Pedestrian and Bicycle Travel Systems

The Council, state, and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.

Strategy 18a. Bicycle and Pedestrian Regional Investment Priorities: The Council will prioritize federal funding for bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling or walking in a cost-effective manner and improving access to major destinations.

Strategy 18b. Connectivity to Transit: Recognizing the importance of walking and bicycling to a multimodal transportation system, the Council will strongly encourage local units of government to develop a safe and attractive pedestrian environment near major transit corridors and stations with linkages for pedestrians and bicyclists from origins and destinations to buses and trains.

Strategy 18c. Local Planning for Bicycling and Walking: The Metropolitan Council encourages local planning for bicycle and pedestrian mobility by requiring that a local bicycle or pedestrian project must be consistent with an adopted plan to be considered eligible for federal transportation funding.

Strategy 18d. Interjurisdictional Coordination: The Metropolitan Council, along with local and state agencies, will coordinate planning efforts to develop efficient and continuous bikeway systems and pedestrian paths, eliminate barriers and critical gaps and ensure adequate interjurisdictional connections and signage.

Figure 2-17: The Council will prioritize federal funding allocated for bike and pedestrian improvements
Bike lockers at regional park-and-ride

Strategy 18e. Complete Streets: Local and state agencies should implement a multimodal roadway system and should explicitly consider providing facilities for pedestrians and bicyclists in the design and planning stage of principal or minor arterial road construction and reconstruction projects with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians in the travel corridor.

Strategy 18f. Education and Promotion: The Council encourages educational and promotional programs to increase awareness of and respect for the rights of pedestrians and bicyclists by motorists and to educate bicyclists on the proper and safe use of public roadways.

Aviation Policies

Policy 19: Aviation and the Region's Economy

Availability of adequate air transportation is critical to national and local economies in addressing globalization issues and airline alliances that have increased competition and the need for improved international market connectivity.

Strategy 19a. MSP as a Major Hub: Public and private sector efforts in the region should focus on continued development of MSP as a major international hub.

Strategy 19b. Region as Aviation Industry Center: State and regional agencies, in cooperation with the business community, should define efforts to be a major aviation-industry center in terms of employment and investment, including the ability to compete for corporate headquarters and specialized functions.

Strategy 19c. Air Passenger Service: The MAC should continue to pursue provision of a mix of service by several airlines with frequent passenger flights at competitive prices to all regionally-preferred North American markets and major foreign destinations.

Strategy 19d. Air Cargo Service: The MAC should pursue provision of air cargo infrastructure and air service for the region with direct air freight connections to import/export markets providing trade opportunities for the region's economy.

Strategy 19e. Provide State-of-the-Art Facilities: State-of-the-art facilities should be made available by airport sponsors at the region's airports, commensurate with their system role, to induce additional aviation services and provide additional jobs, thereby enhancing the region's economy.

Strategy 19f. Competition and Marketing: Decisions by aviation partners on provision of facilities and services to improve regional economic capabilities, should be based upon periodic updating and refinement of airport economic impact studies and surveys, a MAC commercial air-service competition plan and on-going airport marketing efforts.

Policy 20: Air and Surface Access to Region's Airports

Provision of adequate local access by air service providers and system users to the region's airports is essential to realizing the advantages of air transportation to the region's businesses and citizens.

Strategy 20a. Use of Technology: Airport sponsors should provide facilities that are safe and secure, affordable and technologically current for all facets of the aviation industry.

Strategy 20b. User Friendly: Airport sponsors and service providers should make flying convenient and comfortable for everyone using regional aviation facilities.

Strategy 20c. Airport Service Area Access: The Council will work with Mn/DOT, counties and airport sponsors to achieve high-quality multimodal ground accessibility, appropriate to the airport's role and function, to all portions of each airports service area within regionally defined travel times.

Policy 21: Consistency with Federal and State Plans/Programs

The planning, development, operation, maintenance and implementation of the regional aviation system should be consistent with applicable Federal and State aviation plans and programs.

Strategy 21a. Project Eligibility: Project sponsors, to improve chances of successful outcomes, should meet funding eligibility requirements, design standards and operational considerations.

Strategy 21b. Consider Alternatives: Project sponsors need to consider impacts of alternatives, such as telecommunications and other travel modes, in regional aviation planning and development.

Strategy 21c. Responding to National Initiatives: Project sponsors need to include the following in their planning and operational activities;

- Environmental sustainability efforts.
- Security needs as identified by National Homeland Security through the Transportation Security Administration.

Policy 22: Airport Development Plans

Long-term comprehensive plans (LTCPs) should be prepared by the airport sponsor for each system airport according to an established timetable and with required contents as defined in this policy plan.

Strategy 22a. Preparing LTCPs: Regional aviation facilities are under different types of public and private ownership. Therefore, the scope, application and content, for preparation of a LTCP is defined for different sponsors in this TPP.

Strategy 22b. Updating/Amending LTCPs: The LTCP should be periodically updated according to the timetable established in this TPP. If a substantial change to the approved plan is recommended and cannot be addressed as part of the periodic update it should be amended.

Strategy 22c. Transitioning the Airport: The development of system airports must be carried out in a way that allows for continued growth in operations and uninterrupted services for an overall smooth transition to new, expanded or enhanced facilities. Airport LTCPs should describe how this will be accomplished.

Strategy 22d. Providing Metro Services: Airports straddling the boundary between the rural service area and the MUSA should be included in the MUSA so metropolitan facilities and services can be provided when they are available.

Policy 23: Agency and Public Coordination

The regional aviation planning partners will promote public participation and awareness of aviation issues including involvement of non-traditional populations, system users and individuals.

Strategy 23a. Enhance Public Awareness: The region's aviation partners will utilize a variety of media and technologies to bring aviation planning into the mainstream of public decision-making so all interested persons have an opportunity to participate in the process and become acquainted with major development proposals.

Strategy 23b. Governmental Roles Defined: The region's aviation partners will have a regional aviation management system that clearly defines government roles and responsibilities for planning, development, operations, environmental mitigation and oversight.

Policy 24: Protecting Airspace and Operational Safety

Safety is the number one priority in the planning and provision of aviation facilities and services. Local ordinances should control all proposed structures 200 feet or more above ground level at the site to minimize potential general airspace hazards.

Strategy 24a. Notification to FAA: The local governmental unit is required to notify the Federal Aviation Administration (FAA) prior to approving local permits for proposed tall structures.

Strategy 24b. Locating Tall Structures: Structures over 500 feet tall should be clustered, and no new structures over 1,000 feet tall should be built in the region unless they are replacements or provide for a function that cannot otherwise be accommodated.

Strategy 24c. Airport/Community Zoning: Joint Airport/Community Zoning Boards should be established at each of the region's system airports to develop and adopt an airport safety zoning ordinance.

Policy 25: Airports and Land Use Compatibility

In areas around an airport, or other system facilities, land uses should be compatible with the role and function of the facility . The planning, development and operation of the region's aviation facilities must be conducted to minimize impacts upon the cultural and natural environment, regional systems and airport communities.

Strategy 25a. Surface-Water Management: Airport LTCPs should include a plan for surface-water management that contains provisions to protect surface and groundwater. The LTCP must be consistent with plans of watershed management organizations and the state wetland regulations. The water management plan should also include provisions to mitigate impacts from construction and include the pretreatment of runoff prior to being discharged to surface waters.

Strategy 25b. Protecting Groundwater Quality: Airport LTCPs should include a management strategy to protect groundwater quality that indicates proposed policies, criteria and procedures for preventing, detecting and responding to the spill or release of contaminants on the site. The plans should identify the location, design and age of individual/group/central sewer systems on-site and all well location sites, and evaluate system deficiencies and pollution problems.

Strategy 25c. Providing Sanitary Sewer: Airport LTCPs should include detailed proposals for providing sanitary sewer services. Reliever airports should be connected to the sewer system when service is available near the airport. Whenever connecting is not practical, the airport owner and the local governmental units must adopt and implement ordinances and administrative and enforcement procedures that will adequately meet the need for trouble-free on-site sewage disposal in accordance with the Council's guidelines in its water resources management policy plan.

Strategy 25d. Monitoring Air Quality: The MAC should periodically evaluate the air quality impacts of MSP operations and report to the Council on air quality problems or issues through the MAC annual environmental review of the capital improvement program.

Strategy 25e. Aircraft Noise Abatement and Mitigation: Communities and aviation interests should work together on noise abatement and mitigation. Local comprehensive plans and

ordinances for communities affected by aircraft noise should incorporate the Land Use Compatibility Guidelines for Aircraft Noise.

Policy 26: Adequate Aviation Resources

Public investments in air transportation facilities should respond to forecast needs and to the region's ability to support the investments over time.

Strategy 26a. Maximize Existing Investments: Airport sponsors should maintain and enhance existing facilities to their maximum capability, consistent with the *Development Framework*, prior to investing in new facilities.

Strategy 26b. Quality, Affordable Services: Airport sponsors and air-service providers should establish airport business plans and agreements in order to deliver high-quality services at affordable prices to users.

Strategy 26c. Long-Term Financial Plan: Airport sponsors should operate within a long-term financial plan that stresses maximizing non-regional funding sources, avoiding or minimizing financial impacts on regional taxpayers and maintaining a high bond rating for aviation improvements.

Chapter 3: Regional Transportation Finance

This chapter examines the sources of funding for transportation investments in the coming years. It describes recent legislative actions that have changed the transportation revenue outlook, identifies funding issues that continue to face the region, includes policies and strategies that will guide regional transportation investments over the next two decades and assesses the level of revenues that will be available for highway and transit purposes. Chapter 6: Highways and Chapter 7: Transit provide a broad plan for expending these revenues to 2030.

The lack of adequate funding was identified in the Council's *2030 Transportation Policy Plan* adopted in 2004 as the most significant transportation problem facing the region and, despite the 2008 changes in state financing for highways and transit, it remains a significant issue.

Recent Funding Developments

A constitutional amendment passed in 2006 and an omnibus transportation funding bill, Chapter 152, passed by the Legislature in 2008 will result in new revenues for transportation purposes in the coming decades. The constitutional amendment dedicated state Motor Vehicle Sales Tax (MVST) revenues for transportation investment purposes, and Chapter 152 increased the state gas tax and vehicle registration tax and established a quarter cent sales tax for transit. Given this recent state legislation, large additional increases in state funds for transportation are unlikely in the next few years.

At the federal level, the six-year transportation funding bill was scheduled for reauthorization in 2009, but as of 2010, no bill had yet been passed by Congress. The new bill offers some potential for higher levels of federal highway and transit funds; however, it is not predicted that the new revenues will be sufficient to alter the policy direction of this plan.

The lack of a federal reauthorization bill with increased transportation funding has in part been off-set by the establishment of new one-time federal funding programs that emphasize specified outcomes. In 2009, a federal bill known as the American Reinvestment and Recovery Act (ARRA) provided a substantial one-time influx of funds for both highways and transit with the primary emphasis being on job creation to stimulate the nation's economy. The bill provided approximately $250 million for the region's state and local highways and $70 million for metropolitan transit purposes. Other one-time federal funding opportunities have also been available in 2009 and 2010 including the TIGER I (Transportation Investments Generating Economic Recovery), and TIGER II discretionary grant programs, and the HUD Sustainable Communities grants which all have an emphasis on economic development opportunities, livability and sustainability. The region was successful in obtaining a $35 million TIGER grant for the Union Depot project. It is anticipated that if a federal bill is not passed in the near future these one-time grant opportunities will continue to offer a potential source of increased transportation funding. The region should seek to obtain these competitive funds for projects consistent with the priorities and policy direction of this plan.

Figure 3-1: MVST will be phased in from FY 2008 to FY 2012

MVST Revenue Dedication

Motor vehicle sales tax revenues (MVST) are the revenues derived from the state's current 6.5 percent tax on the sale of new and used motor vehicles. Prior to fiscal year 2008, 54.75 percent of the total MVST revenues were statutorily dedicated to transportation purposes. The remaining MVST revenues were deposited in the state's general fund.

The constitutional amendment established a five-year phased-in dedication of MVST revenues so that by fiscal year 2012, 100 percent of the revenues would be dedicated with at least 40 percent to transit and not more than 60 percent to highway purposes. Subsequent to passage of the amendment, the Legislature statutorily specified how the revenues would phase-in and how the revenues would be allocated – 40 percent to transit (36 percent to metropolitan area transit and four percent to Greater Minnesota transit) and 60 percent to the highway user fund in 2012.

A schedule of the phased-in dedication is shown in Table 3-2. Beginning in fiscal year 2008 (July 1, 2007 - June 30, 2008), the phase-in of the MVST dedication began and the revenues will be 100 percent dedicated to transportation by July 1, 2011 (FY 2012).

At the time the dedication was adopted (November 2006), statewide MVST revenues for 2006 were forecast to be $540 million. They had been on a decline for several years, dropping approximately 10 percent between FY 2002 (when a portion of the revenues became statutorily dedicated to transportation) and FY 2005, but the state forecast at the time predicted a recovery in MVST revenue collection beginning in 2007, with revenues increasing on the order of two percent to four percent annually.

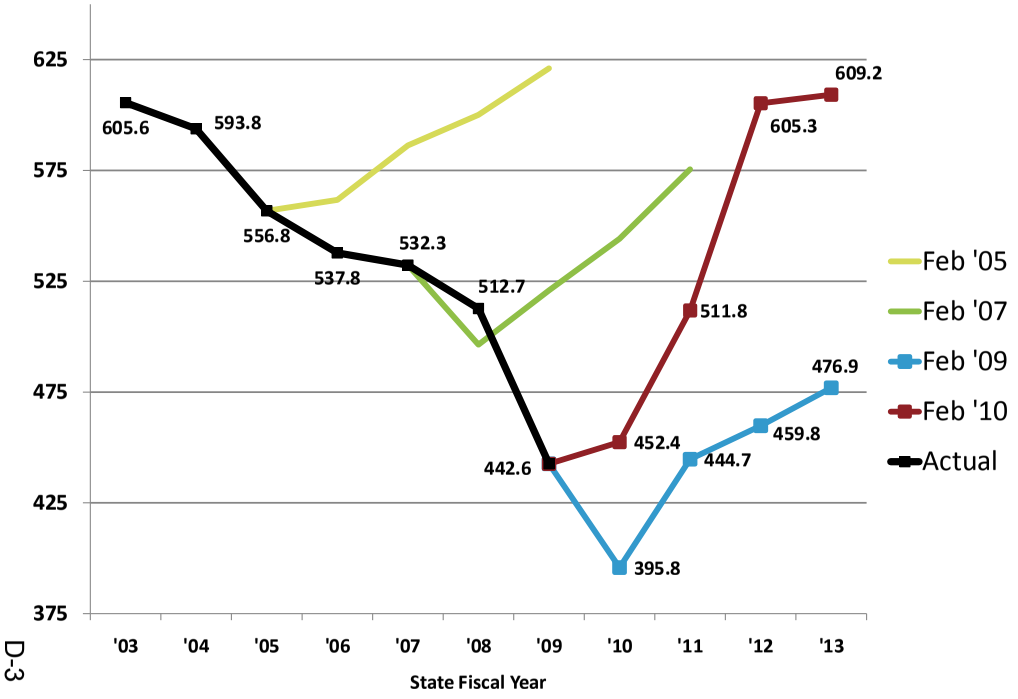
The actual experience since the adoption of the constitutional dedication has been a continual annual decline in MVST revenue collections. This trend is shown in Figure 3-3, which shows the biannual state MVST forecasts along with actual MVST collections. The most recent state forecast done in February 2010 predicts the MVST revenues will recover beginning in FY 2010. Under this forecast, total statewide MVST revenues would have declined more than 28 percent, from revenue collections totaling $614 million in FY 2002 to a FY 2009 total of $ 442 million, but are predicted to begin increasing with 2010 statewide MVST collections at $452 million and reaching $609 million by FY2013 .

Therefore, while the phase-in of the constitutional dedication of MVST will bring new revenues to transportation, the falling total collections has not resulted in nearly the level of new transportation revenues originally expected. The MVST revenue volatility and a downward trend in collections have been particularly troublesome for metropolitan area transit, which depends on MVST revenues to fund approximately 36 percent of its total transit

Table 3-2: MVST Phase-In Distribution FY 2008 - FY 2012

	FY-08	FY-09	FY-10	FY-11	FY-12
Highway User Fund	38.25%	44.25%	47.50%	54.50%	60.00%
Metropolitan Area Transit	24.00%	27.75%	31.50%	35.25%	36.00%
Greater Minnesota Transit	1.50%	1.75%	4.75%	4.0%	4.00%
Transportation Subtotal	**63.75%**	**73.75%**	**83.75%**	**93.75%**	**100%**
State General Fund	**36.25%**	**26.25%**	**16.25%**	**6.25%**	**0%**
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

Figure 3-3: Forecasted Statewide MVST Revenues



operating costs. Once the MVST revenues are fully phased in, collections will need to increase by at least three percent to five percent annually just to enable the transit system to maintain its existing levels of service. In the transit chapter, this plan makes the assumption that MVST revenues will recover and grow at a rate of three percent to five percent annually to allow for maintaining existing transit service operating levels. Given the past volatility of the MVST revenues, this assumption does have a level of risk and may not prove to be true.

2008 Omnibus Transportation Funding Bill

The major omnibus transportation funding bill (Chapter 152) passed in the 2008 session contained a number of transportation revenue increases. The law contained an increase in the motor fuels tax (gas tax), a debt service surcharge on the gas tax, an increase in the vehicle registration tax and allowed for implementation of a new quarter cent sales tax for transitway development and operating purposes by the seven metropolitan counties. The major provisions of the 2008 bill are described in the following sections.

Highway Funding Provisions

One of the major highway funding provisions in the bill was an increase in the gas tax from the existing 20 cents per gallon to 22 cents per gallon on April 1, 2008, and to 25 cents per gallon on October 1, 2008.

A half cent debt service surcharge was also added to the total gas tax beginning August 1, 2008, and an additional amount is added for debt service each July 1st until July 1, 2012. The surcharge revenues are dedicated to paying the debt service necessary for the trunk highway bonds authorized in the bill. The surcharge is assessed according to the schedule in Table 3-4. After fiscal year 2012, the total statewide gas tax including the debt service surcharge will be 28.5 cents per gallon, an increase of 8.5 cents per gallon over the rate in effect prior to 2008.

The debt surcharge will partially finance $1.7 billion in trunk highway bonds for state road construction and program delivery purposes over a 10-year period (FY 2009 - FY 2018), including $40 million for interchange construction and at least $50 million for transit facility improvements on trunk highways. The bond funds must be used primarily to fund a Bridge Improvement Program established to accelerate repair and replacement of trunk highway bridges. The Mn/DOT commissioner is required to classify all state bridges into Tier 1, 2 and 3. Tier 1 consists of all bridges that have average daily traffic above 1,000

Table 3-4: Gas Tax and Debt Service Surcharge

Year	Debt Surcharge (cents)	Total Gas Tax (cents)
FY 07	-	20.0
FY 08	-	22.0
FY 09	0.5	25.5
FY 10	2.1	27.1
FY 11	2.5	27.5
FY 12	3.0	28.0
FY 13 & on	3.5*	28.5

** Maximum or actual amount needed for debt service.*

Figure 3-5: Bridge construction work is an investment priority mandated by the Legislature

and a sufficiency rating below 50 or that have been identified by the commissioner as a high-priority project. Tier 2 bridges consist of any bridge that is not a Tier 1 and is fracture-critical and has a sufficiency rating below 80. Tier 3 bridges include all other bridges in the program. All Tier 1 and 2 bridges are required to be under contract for repair or replacement by June 30, 2018. A specific bridge may continue in service if the reasons are documented in a required report.

During the 2010 legislative session an additional $100 M in state bonds was authorized bringing the total trunk highway bonding for road construction to $1.8 billion. The time frame for bond authorization was also shortened to be an 8-year period (FY 2009-FY2016) rather than ten.

In addition, the 2008 legislation changed the vehicle registration tax to eliminate the caps on the tax put in-place in 2003, and adjusted the depreciation schedule for vehicles to slow the reduction in vehicle value. The registration tax increase applied only to vehicles first registered after August 1, 2008- previously registered vehicles were grandfathered in at the current tax amount or less.

Transit Funding Provisions

Chapter 152 dramatically changed the outlook for metropolitan transit revenues by authorizing a quarter-cent sales tax for transitway development and operating purposes. The law authorized the seven metropolitan area counties to participate, if they so chose, in a Joint Powers Agreement, and to impose a quarter cent sales tax and $20 motor vehicle excise tax (in lieu of the quarter cent sales tax increase on vehicles) for transitway development purposes.

In April 2008, five of the metropolitan counties (Anoka, Dakota, Hennepin, Ramsey and Washington) voted to impose the tax. The five counties proceeded to enter into a joint power agreement and form the Counties Transit Improvement Board (CTIB), which is responsible for allocating the sales tax revenues. In CY2009, the first full year of implementation, the new sales raised approximately $88 million.

The metropolitan sales tax legislation also specified the following:

- Expenditure of the sales tax proceeds are limited to the following purposes:
  - capital improvements to transitways including the purchase of buses and rail vehicles,
  - transitway studies, design, property acquisition and construction,
  - operating assistance for transitways,
  - capital costs for park-and-ride facilities, and
  - up to 1.25 percent of the proceeds for pedestrian and bicycle programs and pathways
  - assistance for general bus operations is not eligible for funding.
- The sales tax proceeds are to be allocated by the Joint Powers Board through a grant application process.
- Projects selected for funding must be consistent with the Council's *Transportation Policy Plan* (TPP), as determined by the Council.

Additional 2008 legislation related to transitway spending prohibits the individual counties from contributing more than 10 percent of the capital costs of a light rail or commuter rail project, and limits the state share of light rail or commuter rail capital costs to 10 percent. The assumption for future rail transitway projects is that the county sales tax revenues will be used to pay 30 percent of the capital costs, federal funds will contribute 50 percent, and the counties and state will each contribute 10% of the capital cost. Similarly, another section of 2008 law prohibits county Regional Rail Authorities from contributing any funds toward the operation of a light rail or commuter rail line. A new law also specified that the state will pay 50 percent of rail transitway operating costs, with the assumption that the remaining 50 percent will be paid by the CTIB using the county sales tax revenues.

Transportation Finance Issues and Trends

Volatility and Decrease of MVST Revenues

While the constitutional dedication of MVST revenues brings additional resources to transportation, the decline and volatility of these revenues renders it a very unstable funding source, making it very difficult to know what revenues will be available to maintain existing or expand transit operations. Recent revenue trends indicate that it is highly unlikely this revenue source will provide adequate revenues to grow the bus system. This plan assumes MVST will grow at a rate of three percent to five percent annually to allow existing transit service levels to be maintained.

Revenue Source Lacking to Grow Bus Operations

Two major transit funding sources that were previously eyed to fund expansion of the bus system have been passed into law – the dedication of MVST and a regional sales tax. But in the foreseeable future, MVST revenues will not allow for funding of bus system expansion. A regional sales tax is now available but its expenditure purposes are limited to the implementation and operation of transitways and construction of park-and-rides and it cannot be used for general bus operations. While this policy plan calls for the doubling of transit ridership by 2030 (see Chapter 7: Transit), of which over 28 percent is anticipated to come from growth in the bus system, it is very uncertain that a funding source to provide for this growth can be identified.

Increasing Gas Prices and Leveling off of Gas Tax Revenues

During the first half of 2008 gas price increases to levels nearing $4.00 a gallon, caused both a reduction in vehicle miles of travel and increased use of transit and more fuel efficient vehicles, both of which cause a reduction in the amount of motor fuel taxes collected While gas prices dropped during later 2008 and 2009, the economic recession and loss of jobs continued to dampen vehicle travel in the region. While a reduction in travel may ease congestion in the short term, there is no indication that it will have a significant impact on the level of highway expenditure required in the region.

In addition, since 2006, state motor fuel collections per penny of tax have been falling from approximately $32.5 million per penny of tax in 2006 to an estimated $30.4 million per penny of tax in 2010. While the

recently enacted state gas tax increases will provide an initial influx of revenues, on a per gallon tax basis, gas tax revenues are not expected to grow over time and most likely will continue to decrease.

Uncertain Future of Federal Revenues

The six-year federal highway and transit funding bill was set to be reauthorized in fiscal year 2009. Congress failed to pass a reauthorization bill in both 2009 and 2010, instead passing continuing resolutions which provide approximately the same amount of funding as provided in the final year of SAFETEA-LU. In addition, the federal highway trust fund has been dangerously close to insolvency, requiring transfers from the federal general fund to maintain the current spending levels. While there are indications that Congress will act to preserve and most likely increase spending levels in the reauthorization bill, it is very uncertain what level of funding states should plan for into the future. The lack of increased transportation funding through a federal reauthorization bill has somewhat been offset by the establishment of one-time federal programs that emphasize specified outcomes such as the ARRA program for job creation and the TIGER I and TIGER II programs which have emphasized economic development , livability and sustainability. These one-time programs can offer significant amounts of funding but are difficult to plan for or include in future revenue estimates.

Lack of Funding for Highway Expansion

Despite the passage of Chapter 152 and the increased revenues it made available for highway programs, it is clear that there continues to be inadequate funding available for highway expansion projects over the next twenty years, even if previously identified expansion projects are rescoped so that they can be constructed at a lower cost. Additional revenue will be needed for the rescoped highway expansion projects and to make other strategic highway capacity investments.

Transportation Finance Policies and Strategies

The following policies and strategies will guide the region's transportation investments over the next two decades.

Policy 1: Ensure Adequate Resources for Transportation System Investments

The Metropolitan Council will identify and pursue an adequate level of resources for regional transportation investments. The first priority is to ensure that adequate resources are available to preserve, operate and maintain the existing systems and the second is to seek resources to address identified but unmet needs and demands.

> **Strategy 1a. Resources Available and Needed:** The Metropolitan Council will identify (1) transportation resources currently available and reasonably expected to be available in the future, (2) the level of resources needed for transportation investments in preservation, operations and maintenance of existing systems and (3) resources required to meet unmet needs and demands.

Strategy 1b. Adequate Resources: The Metropolitan Council, working with the Governor, Legislature, local governments and others will pursue an adequate level of transportation resources to preserve, operate and maintain existing systems and to meet identified unmet needs.

Policy 2: Prioritizing for Regional Transportation Investments

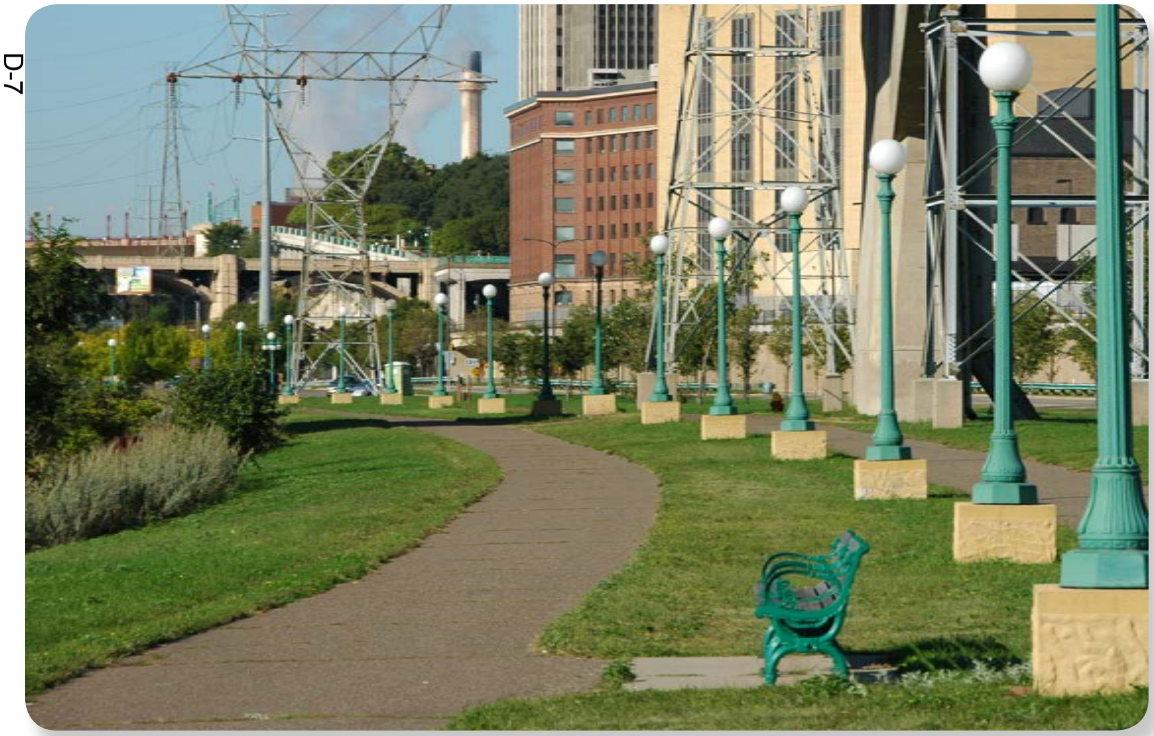
The priorities for regional transportation investments are to adequately preserve, operate and maintain existing transportation systems and to make additional transportation investments on the basis of need and demand consistent with the policies, strategies and priorities of this policy plan and the *Regional Development Framework.*

Strategy 2a. System Preservation: The first priority for transportation investments for all modes is the preservation, operation and maintenance of existing systems and facilities.

Strategy 2b. Highway System Investments: After preservation, operations and maintenance, the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.

Strategy 2c. Transit Capital and Operating Investments: After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.

Figure 3-6: A system of regional trails provide transportation options for bicycles and pedestrians



Strategy 2d. Bicycle and Pedestrian Investments: The Council will encourage roadway and transit investments to include provisions for bicycle and pedestrian travel. Funding priority for separate bicycle and pedestrian improvements will be based on their ability to accomplish regional transportation objectives for bicycling and walking.

Strategy 2e. Multimodal Investments: Criteria used by the region to prioritize projects for federal funding will encourage multimodal investments. Examples of such investments include bus-only shoulders, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors and rail/truck intermodal terminals.

Highway and Transit Revenues

Under federal law, the region is required to develop a fiscally constrained long-range plan. This requires developing an estimate of the highway and transit revenues that will be available to the region over the next 20 years. All revenue estimates are uncertain and in the end will prove to be off by some degree. This plan uses estimates of revenue based on known state and federal allocation formulas, current state revenue forecasts and also based upon past experience with receiving federal, state and other competitive or discretionary revenues.

Chapter 6: Highways, estimates that $3.6 - $4.1 B will be available to Mn/DOT for state road construction from 2015-2030. The majority of these funds are estimated to be generated through existing formula allocations, with a small amount estimated to be obtained through discretionary appropriations or competitive grants, including the Regional Solicitation. Transit funding estimates are much more heavily dependent upon the assumption that the region will be successful in obtaining competitive revenues. For example in Chapter 7: Transit, the estimated revenues to expand the transit system include revenues from the federal New Starts program, CTIB, and state bond appropriations. All of these sources of funding are competitive and the future amounts assumed to be available in this plan contain a higher level of risk and uncertainty than do the formula driven highway revenues.

Highway Revenues

The state highways are funded through four primary funding sources, the state gas tax, vehicle registration tax, a portion of the motor vehicle sales tax (MVST) and federal allocations funded through the federal gas tax. All three state highway revenues are constitutionally dedicated to highway purposes and must be deposited in the state highway user fund.

While local property taxes play a very important role in funding county and city roads, they typically are not used to fund the metropolitan highways covered by this policy plan (principal arterials and “A” minors arterials). The Metropolitan Highway System is funded primarily through state and federal highway taxes. Each of these funding sources is briefly described below.

Prior to the 2008 Legislative session, the state gas tax was 20 cents per gallon and in FY 2007 total revenues were approximately $650 million, or about $32.5 million per penny of tax. Under the new legislation, the gas tax will increase to 28.5 cents per gallon by 2013, however due to reductions in travel and increases in vehicle fuel efficiency, the tax is expected to become less productive generating only about $30.4 million per penny of tax or approximately $870 million annually by 2013 when the tax is fully phased-in.

Passenger vehicles pay a registration tax assessed on the basis of the value and age of the vehicle and as discussed previously, under the 2008 legislation an increase to these tax revenues will be phased in over the next decade or so. In FY 2007 the vehicle registration tax generated approximately $484 million and it is expected that this amount will grow to about $590 million annually by 2013.

Prior to the adoption of the 2006 constitutional amendment to dedicate the MVST revenues to transportation, highways received 32 percent of the total MVST revenues or about $160 million in FY 2007. Under the new constitutional dedication, this amount will grow to 60 percent of total MVST revenues by 2013 or about $365 million annually.

Figure 3-7 shows the actual and forecast total revenues to the highway user fund generated by the three state funding sources (gas tax, registration tax and highway share of MVST). Under the Minnesota constitution, Mn/DOT receives about 59 percent of the revenues in the highway user fund for the state trunk highway system. The remaining funds are allocated about 28 percent to the state's 87 counties for county state aid highways, eight percent to municipalities with a population over 5,000 for municipal state–aid streets and five percent is distributed to the various highway systems under a formula determined by the Legislature every six years.

In FY 2009 the highway user fund revenues totaled over $1.4 billion statewide, about $835 million of which was transferred to the trunk highway fund for Mn/DOT, with the remainder allocated to county and municipal state-aid roads. The Mn/DOT funds were further allocated about $ 495 million for operations and maintenance purposes, about $280 million for state road construction and $60 million for debt service. In addition to the state highway user funds, Minnesota receives approximately $450 million annually in federal highway aid for construction purposes and about $40 million in federal aid for Mn/DOT operations each year. This figure can vary considerably depending upon special appropriations and grant programs such as in FY 2009 and 2010 when the state received approximately $500 million in federal ARRA funds. Statewide the federal funds are typically allocated 70-75 percent or about $340 million annually to Mn/DOT for the trunk highways and 25-30 percent for local roads.(In the metro area the share of federal funds allocated to local road projects has tended to be higher than the statewide average with typically about 45% of the federal funds available for the regional solicitation process). Between the state ($280 million) and federal funds ($340 million), Mn/DOT's state road construction program would have typically totaled approximately $620 million. However, because the Legislature authorized the bridge replacement program and the spending of over $1.8 billion in trunk highway bonds, Mn/DOT's construction program will be substantially larger between 2008 and 2018. This construction increase will be off-set by an increase in the debt service necessary to repay the bonds which is estimated to reach about $140 million by 2013.

Figure 3-7: Minnesota Highway User Tax Revenue Historical and Forecast

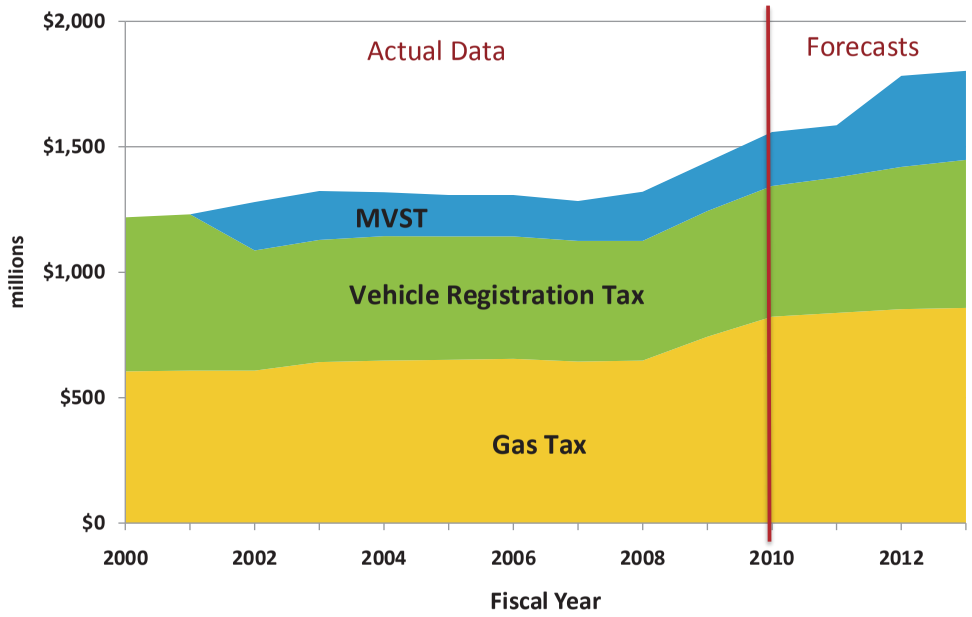


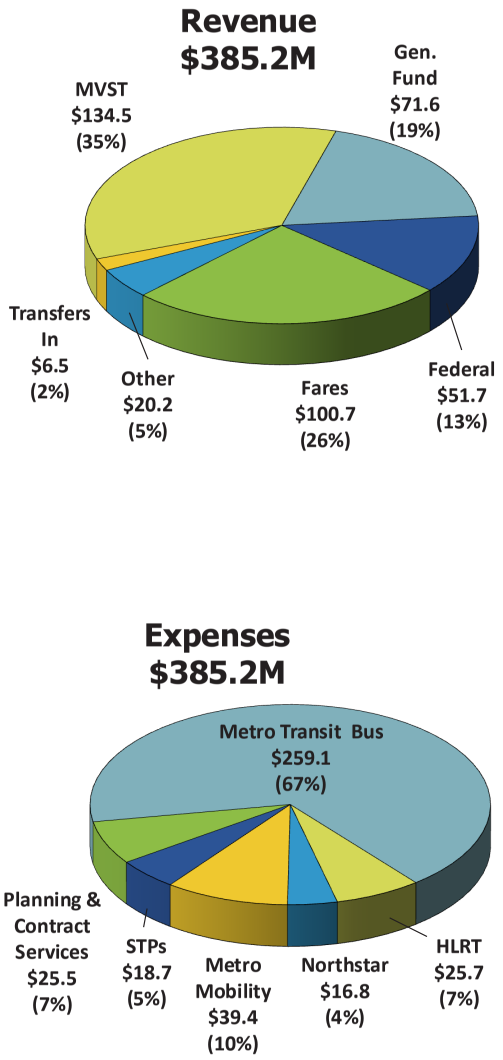
Figure 3-8: Highways are funded by state gas taxes, MVST, vehicle registrations and federal gas taxes

In federal fiscal year 2009, Congress was scheduled to enact a reauthorization of the six-year federal transportation funding bill. As of mid-2010 no new legislation had passed - Congress has enacted two continuing resolutions in 2009 and 2010 keeping the level of highway funding approximately where it had been in the last year of the previous bill SAFETEA-LU. At this point in time it is very uncertain what level of federal funding to expect in the future, though most transportation professionals expect at least a modest increase in highway funding when the new bill is passed. This plan projects that Mn/DOT's federal revenues will remain at a flat level of federal highway funding through 2016, followed by an increase in federal revenues averaging 1.6% per year.

This policy plan is primarily concerned with the estimated funding available for trunk highway construction (preservation and expansion) in the metropolitan area under the jurisdiction of Mn/DOT's Metro District. Mn/DOT has established a formula for distributing the available highway construction funds to the individual eight Mn/DOT construction districts throughout the state. This formula, referred to as the "target formula", uses factors such as vehicle miles traveled, number of fatal and injury crashes, pavement needs, bridge needs and the amount of heavy commercial traffic in each district to distribute the construction funds. Under Mn/DOT's target funding formula, the Metro District typically receives about 43 percent of the total state and federal revenues available for distribution. Mn/DOT is responsible for forecasting the state highway construction revenues that will be available to the Metro District in this plan. The available target revenues for the metro area (Mn/DOT projects and local road projects funded through the Regional Solicitation) shown in Table 6-19 of Chapter 6: Highways total $5.6 billion and average approximately $300 million per year from 2015-2020, increasing to an average of $370 million per year from 2021-2030. These target funds are exclusive of the funding that will be available from the passage of Chapter 152. The Chapter 152 funds are used for Mn/DOT's operating budget and to fund the repayment of authorized trunk highway bonds, which are primarily used for the Tier 1 and Tier 2 bridge program.

Because the 2008 legislation authorized Mn/DOT to issue trunk highway bonds financed by the new Chapter 152 tax revenues, the actual level of highway construction spending in a given year will vary significantly up or down from the available revenues. The total amount estimated to be available to the Metro District for state highway construction in the 2015-2030 time frame from the existing state and federal taxes and from the 2008 transportation funding bill is approximately $3.6 - $4.1 billion and is discussed in more detail in Chapter 6: Highways (see Table 6-24). Of this amount approximately $900 million is estimated to be available for allocation in this plan for safety and congestion mitigation/mobility improvements.

Figure 3-9: Metropolitan Council 2010 Transit Operating Budget



Transit Revenues

Operating Revenues

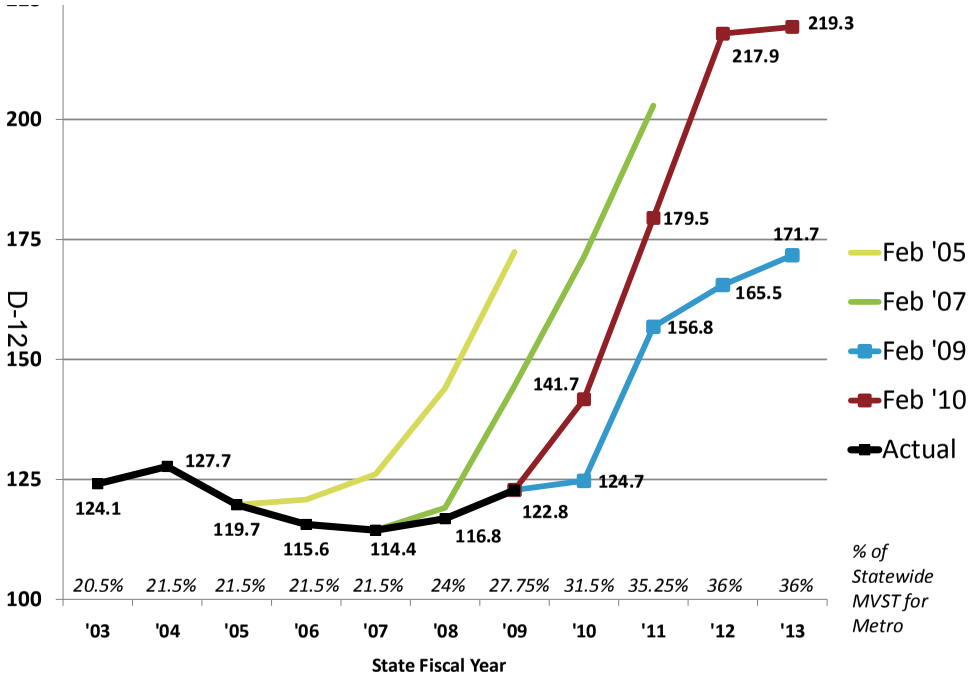
Transit relies on five primary sources of revenue for operations - transit fares, Motor Vehicle Sales Tax (MVST), the state general fund, the federal government and other sources. The breakdown of revenue sources, as well as expenditures, for transit operations, is shown in Figure 3-9. In calendar year 2010, the Council's adopted transit operating budget was about $385 million (including MVST revenues passed-through to Suburban Transit Providers) in revenues and expenses. MVST revenues are the biggest funding source for transit operations at approximately 35 percent of the transit budget, the state general fund provided 19 percent, passenger fares 26 percent, federal 13% other revenues 5 percent of total revenues and a transfer from reserves provided the remaining 2%.

As the MVST constitutional dedication phases in, it is anticipated that the MVST share of the total operating budget may increase to 40 percent or more, however this will be dependent on the performance of the MVST revenue collections. On the expenditure side, Metro Transit bus operations are the largest expenditure category in the Council's budget at approximately 67% of total expenses; Hiawatha LRT expenses are approximately 7%; Northstar commuter rail 4%; Metro Mobility is 10%; planning and contracted services are 7%; and the Suburban Transit Providers (STP) are 5% of expenditures. Figure 3-9 includes only regional transit expenditures that are included in the Metropolitan Council budget. For example fare revenues collected directly by the suburban providers and county transit expenses are not included.

Heading into CY 2009, the Council was anticipating a significant shortfall in the revenues available to maintain the existing transit system. In addition the state was facing a large budget deficit and during both 2009 and 2010 the general fund revenues appropriated to transit were cut by approximately $10 million annually. A combination of events and actions taken during 2009 and 2010 including an increased state MVST forecast, a late 2008 fare increase, a shifting of federal transit capital funds into the operating budget, a use of existing reserves and legislative actions that authorized the Council to access non-transit funds for transit purposes, allowed the region to maintain existing levels of transit service. A short range outlook indicates that under the current MVST forecast the region will be able to continue to maintain existing transit service levels through 2013. Making financial predictions beyond 2013 is difficult, however, at this point the MVST constitutional dedication will be fully phased-in and the revenues allocated to transit will begin to level off. Figure 3-10 shows the actual MVST revenues received and the biannual forecast for the metropolitan area share of MVST revenues from FY 2003-FY 2013. While statewide MVST collections fell significantly from FY04 – FY09, the constitutional dedication and increased share of MVST revenues for transit helped off-set what would have otherwise been a significant decline in transit revenues. The most recent state MVST forecast (Feb. 2010) predicts a recovery in the MVST revenues beginning in FY 2010.

This policy plan assumes that after 2012, the existing transit operating revenues will grow at a rate to maintain existing levels of service. It is assumed the growth to cover inflationary cost increases will occur primarily through growth in the MVST revenues and will require a growth rate of three percent to five percent annually. If the MVST revenue growth does not occur, it is assumed the state appropriations will grow at a level to maintain existing operations. It is not expected that the current transit operating funding sources will grow at a level to allow for service expansion.

Figure 3-10: Forecasted MVST Revenues for Metropolitan Area Transit



Under 2008 legislation, it was expected that new rail transitway operating expenses would be paid 50 percent from the county transit sales tax and 50 percent from additional state appropriations. CTIB has provided 50% of the funding for Northstar commuter rail operations which began in late 2009. However, during the 2009 legislative session no new state funding was received for Northstar operations and the Council's general fund appropriations for bus operations were reduced. The financial actions mentioned previously allowed the Council to avoid service reductions and also allowed for the funding of the state share of Northstar operations.

Bus transitway operations are also eligible for sales tax funding and to date CTIB has provided funding for expanded bus transitway operations related to the implementation of the Urban Partnership (UPA) on Cedar Avenue BRT and I-35W BRT.

The regional goal of doubling transit ridership by 2030 cannot be met without both the development and operation of new Transitways and an expansion of the bus system. At this point, it is not clear what funding source will provide for the bus expansion or if the state commitments to operating new Transitways will materialize. The estimated unfunded costs are discussed in Chapter 7: Transit. In addition Chapter 12: Work Program includes a new study which will conduct a long term financial analysis of the bus and Transitway system, identify issues of concern and potentially make recommendations for future financial actions.

Transit Capital Revenue

The primary funding sources traditionally used for transit capital expenditures include: property tax supported regional transit capital (RTC) bonds; federal funds including federal formula earnings, Congestion Mitigation/Air Quality (CMAQ) funds, discretionary appropriations and New Starts funding for transitways; and state funds including general obligation bonds, general funds and trunk highway bonds where allowable. In addition, the new county sales tax offers a new source of funding for transitway capital and operating costs and park-and-ride construction.

Each year the Council must receive specific authorizations from the state Legislature to issue regional bonds for necessary transit capital projects. Regional Transit Capital or RTC is the term commonly used to refer to these bond funds. The debt service on the bonds is paid with property tax receipts collected from within the Transit Taxing District (TTD). In recent years, RTC funding has totaled $33-34 million annually. RTC is the funding source most often used to provide for fleet replacement, fare collection and other technology needs, park-and-ride construction, facility repair and maintenance and to provide the 20 percent local match required for federal funding.

The Council currently operates under a policy whereby the RTC expenditure level is not allowed to increase at a rate greater than one percent per year (plus increases due to new communities agreeing to pay the levy, such as Lakeville which will begin paying in 2009). This growth rate allows the Council to meet the goal of no growth in the impact of regional property taxes on typical taxpayers. There have been instances in recent years where the Legislature has not passed additional regional transit bonding authorization. This causes a shortage of funds to accomplish the Council's planned capital improvement program (CIP) and results in delayed or cancelled capital projects.

The Council and other regional transit providers earn federal formula funds distributed to the metropolitan region based upon a number of demographic and transit service statistics the Council reports annually. Typically the Twin Cities region receives around $45 million in federal formula funds annually. This federal funding must be matched with 20 percent local funds, usually the RTC funding.

The region receives federal Congestion Mitigation/Air Quality (CMAQ) funding totaling approximately $25 million annually. These funds are distributed through the Council's and Transportation Advisory Board's (TAB) regional solicitation process on a biannual basis. Typically at least 80 percent or more of the CMAQ funds are awarded to transit projects. The funds must be used for service expansion and mainly are used for new bus purchases or park-and-ride construction. A portion of the CMAQ funding also supports the travel demand mitigation activities of Metro Transit and the Transportation Management Organizations (TMOs) in the region. CMAQ funding available for transit projects is usually matched using RTC funding. If the project is outside of the TTD, other local funds provide the match.

Federal New Starts funding is the source used to fund major rail and dedicated busway projects. New Starts funding is awarded nationally on a competitive basis through the Federal Transit Administration. Projects must apply and receive approval to enter preliminary engineering and must also apply again to enter final design and construction.

New Starts projects are currently evaluated by the FTA based upon "Project Justification" and "Financial" ratings; both of these ratings, and the overall project rating for a project, must be medium or better to receive FTA New Starts funding. FTA considers six project justification factors: Economic Development Benefits; Transit-Supportive Land Use; Mobility Improvements; Cost-Effectiveness; and Environmental Benefits. The financial rating is based upon the project sponsor's ability to support the operations and maintenance of the transit system, the amount and proportion of the local funding match commitment, and the stability and dependability of that match. Historically, those projects that have been competitive

for federal funds commit at least a 50 percent local match (beyond the required 20 percent minimum).

In this region, the assumed formula for the remainder of the capital costs would be: 10 percent from the local entities where the project is located (usually the county regional rail authorities), 30 percent using sales tax funds awarded from the CTIB and 10 percent from the state, most likely using state bonds. The revenue estimates in Chapter 7: Transit, assume that this region will continue to receive federal New Starts funding to construct the major transitway projects, but it is likely that only one project would be receiving federal New Starts construction funding in any given year. The region should pursue funding for multiple transitways if changes in federal guidance and available funding levels indicate that this assumption can be modified.

In addition to matching New Starts funding, state bond fund requests are considered to be a major source of funding for transit capital investments including transitway studies, park-and-ride construction, transit stations, bus garages and investments in Bus Rapid Transit. Over the past decade state bond fund appropriations for transit have averaged about $40 million per year, though this amount can vary significantly depending on the project needs. This plan assumes that in the future state bond funds will continue to be allocated for transit capital projects at least at the same level as previous bond funding.

The new county sales tax will provide a significant amount of funding for transitway investments. The funds will be distributed by the Counties Transit Improvement Board or CTIB as described previously. The funds are available for transitway capital and operating expenses, park-and-ride facilities, and a small amount for bike and pedestrian programs. The current revenue estimate is $88million annually from the quarter cent sales tax. This plan assumes that at a minimum the CTIB funds will be used to provide 30 percent of the capital funding for engineering and construction of any future New Starts transitway project and 50 percent of the on-going operating costs of the projects. Under the CTIB investment guidelines funds would also be available for 30% of the Highway BRT transitway capital investments and could provide 50% of the funding for new bus service in a BRT corridor.

Figure 3-11: Early construction on the Central Corridor Light Rail, which is partially being funded using Federal New Starts

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Appendix E: Selected Transportation Alternatives Program Projects to be Included in Final TIP for 2017

Project Sponsor	Project Name	Project Total	Federal Amount
Dakota County	Big Rivers Reg Trail Eagan Extension	$700,000	$582,400
Dakota County	Mississippi River Reg Trail Rosemount West	$1,400,000	$1,040,000
Dakota County	Mendota to Lebanon Hills Reg Grnwy TH 110 Grade Sep Ped Crossing	$1,250,000	$1,040,000
Anoka County	Mississippi River Trail in Mississippi West Regional Park	$645,600	$537,139
Minneapolis	Andersen School Crossing & Bike Trail	$732,032	$603,200
Washington County	CR 74/CSAH 13 Trail - Cottage Grove	$224,000	$186,368
Scott County	Scott West Regional Trail Connection	$589,800	$490,714
Brooklyn Center	Evergreen School Area Trail & Sidewalk System	$331,000	$275,392
Three Rivers Park District	"On-Ramps" to Regional Trail System	$1,250,000	$1,040,000
Carver County	MN River Bluffs Reg Trail	$339,700	$282,630
Apple Valley	North Creek Greenway - 157th St Segment	$770,000	$639,600

Appendix F: Projects from CMAQ Transit Capital Solicitation for the 2015-2018 TIP

Add new projects

Program Year	Project Sponsor	Project	Project Budget	CMAQ Funds
2016	Metro Transit	B Line Bus Rapid Transit	$14,164,000	$7,000,000
2017	Met Council/Metro Transit	MOA Transit Station Renovation Project	$22,873,730	$7,000,000
2017	Metro Transit	Lake Street Station at I-35W	$40,970,100	$7,000,000
2017	Hopkins	Downtown Hopkins LRT Station Park-and-Ride Structure	$12,200,000	$6,000,000

Remove from final TIP

Program Year	Project Sponsor	Project	Project Budget	CMAQ Funds
2016	Metro Transit	Chicago Ave Bus Service Enhancements	$10,449,526	($7,000,000)

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