

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-23

DATE: April 19, 2012
TO: TAC
FROM: TAC Funding and Programming Committee
SUBJECT: Adoption of the Draft 2013-2016 Transportation Improvement Program (TIP) for the purpose of holding a public hearing

MOTION: That the TAB adopts the Draft 2013-2016 TIP and development schedule for the purpose of a public hearing to be held on June 20, 2012.

BACKGROUND AND PURPOSE OF ACTION: The Metropolitan Planning Organization is required to prepare a four-year Transportation Improvement Program that meets a number of federal requirements. The regional transportation planning process conforms to these requirements and the draft TIP and its development process will meet applicable requirements once the public input process is fully carried out. The TIP meets the transportation air quality conformity requirements and is consistent with and assists in the implementation of the Twin Cities Transportation Policy Plan adopted on November 10, 2010. Additional background material 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	April 19, 2012
Technical Advisory Committee	Review & Recommend	
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	

**DRAFT
2013 - 2016**

**TRANSPORTATION
IMPROVEMENT PROGRAM**

FOR THE

**TWIN CITIES
METROPOLITAN AREA**



Metropolitan Council

390 Robert Street North, Saint Paul, Minnesota 55101

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General phone	651 602-1000
Data Center	651-602-1140
TTY	651 291-0904
Metro Info Line	651 602-1888
E-mail	<i>data.center@metc.state.mn.us</i>
Web site	<i>www.metrocouncil.org</i>

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2013 - 2016 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2013 through 2016 responds to procedures required by the Safe, Accountable, Flexible and Efficient Transportation Equity Act- a Legacy for User (SAFETEA-LU). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 2013-2016 TIP is fiscally constrained, is in conformity with the CAAA of 1990 and had adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 2013 through 2016 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered four years, 2012-2015. In 2009/2010 the region used a separate process to solicit projects for 2013 to 2014 Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement (BIR) Funds. Mn/DOT, working with the region, solicited for projects for Highway Safety Improvement Program and Railroad Highway Crossing Safety Improvement Program. In 2011/2012, the region used the same process to select projects to be programmed for 2015 and 2016. Because of uncertainties in the amount and requirements for federal funding in those years, the Twin Cities region has not yet programmed projects from this most recent solicitation and instead includes expected funding levels for 2015 and 2016. This is only an estimate based on previous allocations but is subject to a new federal transportation act that has not been developed at the time this program was developed. A cooperative process was followed to prioritize the remaining "federal highway funds" (Title I), and to a limited degree, state highway funds. MnDOT also identified projects for 2013 to 2016. This year the 2012 projects that have had contracts let, or in some manner have been authorized, were deleted.

The 2013-2016 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$2,155 million for highway, transit, enhancement, bike and walk projects, of which approximately \$763 million is requested of the federal government including the Federal Target funds, High Priority Project funds, and Misc. Federal funds allocated to regional projects.

The region has assumed it will receive approximately \$611 million in federal transit funds (Title III) over the 2013-2016 period, that together with approximately \$124 million in Regional Capital Bonds as a match will total \$736 million to be spent on Title III transit projects. The region will receive \$185 million in Title III, Sections 5307 and 5309 in 2013. Title I funds with local match approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately \$94 million.

The Transportation Advisory Board (TAB) held a public meeting and a public hearing on the TIP prior to adoption. Over 300 groups were mailed notices of these meetings, in addition to the various public notifications carried out in accordance with Council requirements. The TAB considered and responded to comments received on the draft TIP prior to adopting the final TIP.

The 2013-2016 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Policy Plan (TPP) adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. This TIP is also consistent with the 2030 Transportation Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with conformity determination established on February 23, 2011. All projects included are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

The inclusion of a specific project as part of the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment assuming the individual project development process has addressed all local, state or federal requirements.

1. INTRODUCTION

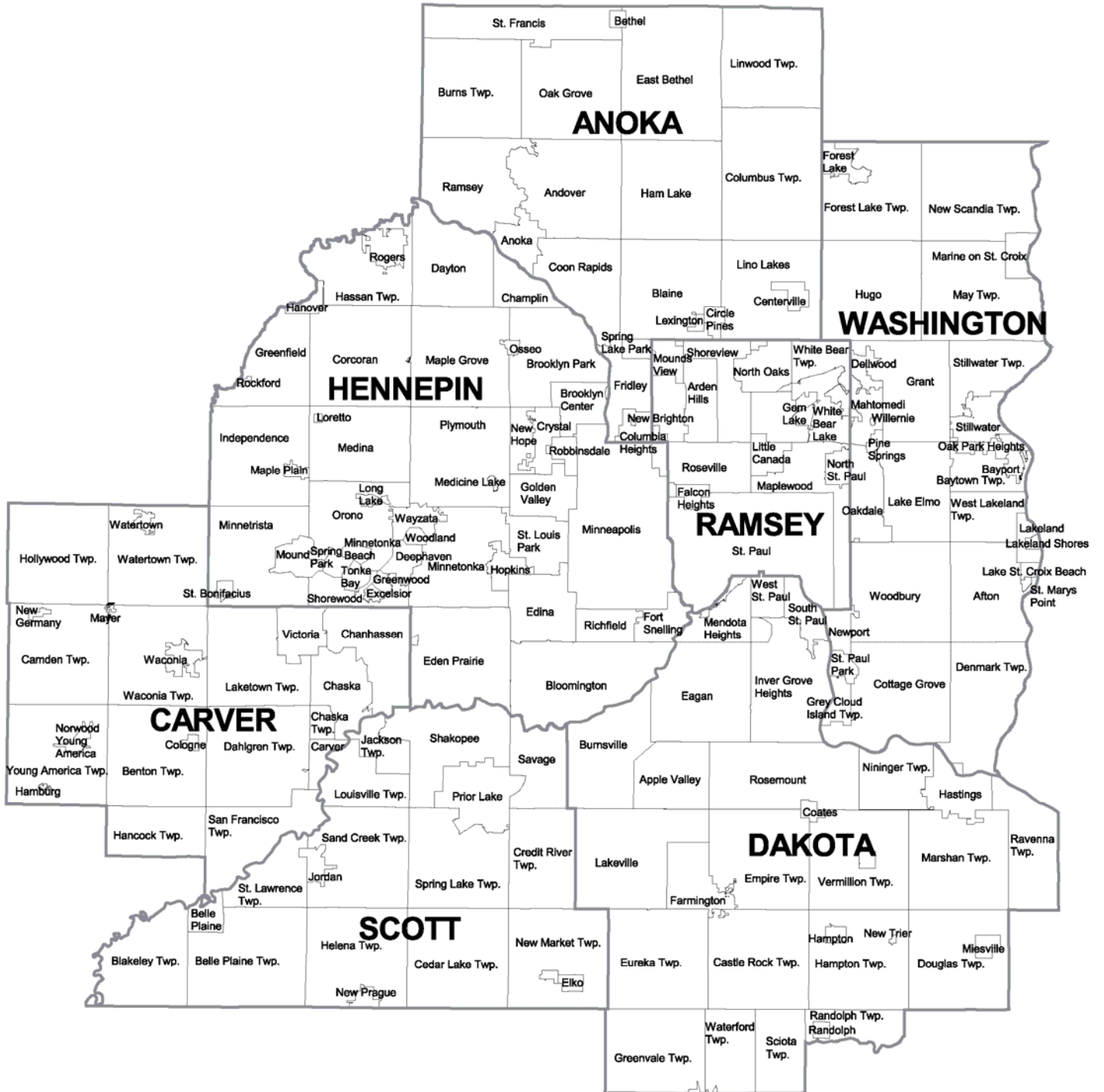
The 2013-2016 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next four years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained 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 two years.
- Must cover a period of at least three years.
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the Aug. 15, 1997 final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the Transportation Policy Plan and recommended for federal funding during the program period.
- Contain projects that are from a transportation plan approved by the Federal Highway Administration.
- Be developed from a conforming regional metropolitan transportation plan that is fiscally constrained.
- Be fiscally constrained.
- 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 Metro Council's Program of Projects (POP)
- Afford an opportunity for participation of private transit providers in preparation of the TIP.
- Indicate the priorities in the seven-county metropolitan area.
- Indicate year in which initial contracts will be let.
- Indicate appropriate 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



The 2013-2016 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

The following detailed information on each project that will use federal funds is provided in Appendix A:

- Identification of the project;
- Description of the scope of project;
- Estimated total cost and the amount of federal funds proposed to be obligated during each of the program years;
- Proposed source of federal and nonfederal funds; and
- Identification of the regional or state local agencies that are the recipients 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 region 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 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), the Minnesota Department of Transportation (Mn/DOT), the Minnesota Pollution Control Agency (MPCA), transit operations and FHWA and FTA. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, intermodal interests and private citizens.

The Metropolitan Reorganization Act of 1994 merged the Metropolitan Transit Commission (MTC), the Metropolitan Waste Control Commission (MWCC) and the Regional Transit Board (RTB) into the Metropolitan Council, transferring the duties, functions, property and obligations of the abolished agencies to the Council. This restructuring changes the roles and responsibilities for transit planning and service provision significantly throughout the region.

Private transit operators are informed of transit projects and competitive bidding opportunities, and participate in the planning process through the Transit Providers Advisory Committee (TPAC) and quarterly providers meetings. A representative of the TPAC is a member of the TAB's TAC.

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

A concerted effort has been made to insure all interested and concerned parties are offered opportunities to participate in the preparation of the TIP. Two public meetings and a public hearing were held by the Transportation Advisory Board (TAB) to provide information and to get public reaction to the TIP. The following is the schedule of public comment opportunities on the adoption of the TIP.

- A public meeting of the TAB on May 16, 2012 to adopt the draft TIP for the purpose of a public hearing and to initiate the public comment period on the draft TIP.
- A public hearing held by TAB on June 20, 2012 to hear comments on the draft TIP which includes the FTA Program of Projects (POP).
- The public comment period to end on July 6, 2012.
- A public meeting held by the TAB on August 15, 2012 to consider comments received, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

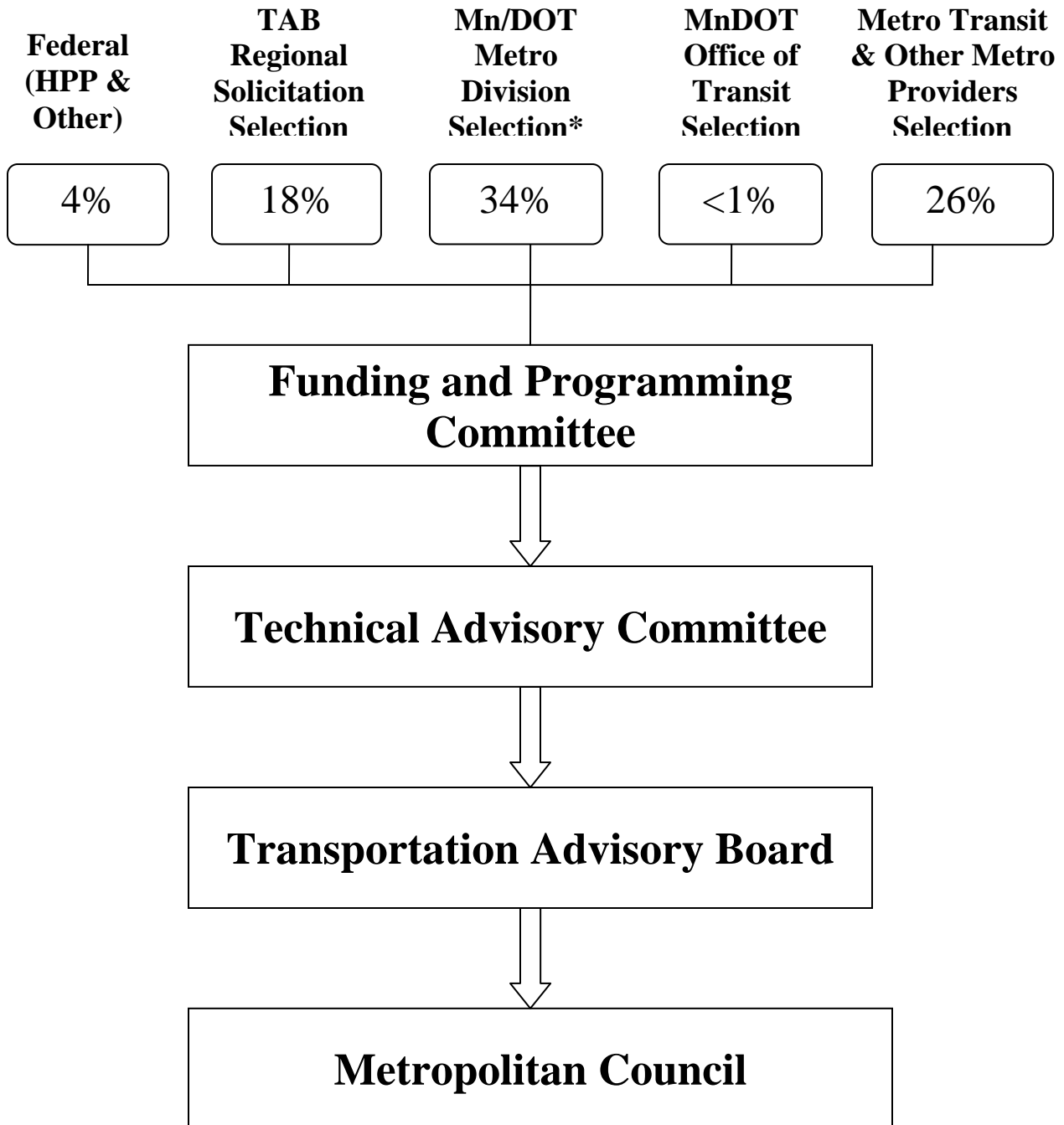
In preparation for these meetings, 300 mailings are sent, notification is made in the State Register, press announcements are sent to the media, and the schedule is published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators. Notification of the public hearing and of adoption of final TIP 2013-2016 by the Metropolitan Council is made in the State Register.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Capital Funding process is shown in Figure 2. The TIP is a federal requirement. The Metropolitan Council and TAB have chosen to prepare a four-year document every year. The results of the regional solicitation are added to the TIP every other year. This year the TIP will cover 2013-2016 TIP has been prepared. The TIP is an integral part of the overall regional transportation planning and implementing process. The 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 funding percentages in Figure 2 represent the approximate share of total funds of all projects in the TIP (federal, state, and local) selected through five selection processes. The Twin Cities TIP includes all of Mn/DOT's program, including projects that do not have any federal funding participation but does not include locally-generated funding used by Metro Transit, Metropolitan Transportation Services and suburban transit providers, nor does it include all locally-funded projects. Therefore the funding percentages in Figure 2 are not reflective of the total funding package for transportation in the 7-county region.

**FIGURE 2
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS**

Percentage of Funding Identified in the TIP by Selection Process for all projects (federal and state) 2013-2016



*This TIP includes all projects selected by Mn/DOT including those without federal funding. Locally-selected transit projects are not included in the TIP and therefore not reflected in the percentage for transit.

The planning base for the TIP comes from the following planning documents:

- The Development Framework sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.
- The Metropolitan Council's 2030 Transportation Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 2010 and addressed all applicable SAFETEA-LU requirements and considerations.
- The Council adopted a new Public Participation Plan in 2007.
- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

The TPP and the Air Quality Control Plan provide a framework for the development of specific projects by MnDOT, MC, the county and local governmental units and agencies which are responsible for planning, construction and operation of transportation facilities and services. All projects contained in this TIP must be consistent with the Transportation Policy Plan and the transportation Air Quality Control Plan.

The Metropolitan Council identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the TPP with input from the TPAC.

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 Council's TPP and on MnDOT's Transportation System Plan and programming process.

The TPP is further refined through various implementation and corridor studies. These studies, included the needed environmental analysis, 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.

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. Such plans must be consistent with the TPP.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

The SAFETEA-LU highway and transit funding programs are described below. In many cases, transit projects can also be funded through the highway programs.

National Highway System (NHS). The NHS, signed into law on Nov. 28, 1995, consists of 161,000 miles of major roads in the United States. Included are all interstates 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 NHS funds.

Interstate Maintenance (IM). These funds will finance projects to rehabilitate, restore, and resurface the interstate system. Reconstruction is also eligible if it does not add capacity. However, high occupancy vehicles (HOV) and auxiliary lanes can be added.

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 are also eligible under this program. Transportation Enhancement Projects are funded as part of this program.

Congestion Mitigation and Air Quality Improvement Program. CMAQ directs funds toward transportation projects in non-attainment areas and maintenance for ozone and carbon monoxide (CO). These projects contribute to meeting or maintaining the attainment of national ambient air quality standards.

Bridge Replacement and Rehabilitation Program. The Bridge Replacement and Rehabilitation Program is continued to provide assistance for any bridge on a public road. The program is basically unchanged from previous years in its formula and requirements.

Hazard Elimination Safety Program. Is continued but has changed in focus to safety at railroad crossings.

Transit Section 5309 and 5307 Transit Capital and Operating Assistance Programs. These programs provide assistance with capital and operating costs.

Transit Section 5310 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations, which provide transportation for the elderly and handicapped.

Transit Section 5311 Program. This program is available for operating and capital assistance to areas with less than 50,000 population (small urban and rural programs).

Transit Section 5316 Job Access/Reverse Commute Program. This program provides funding for local programs to provide job access and reverse commute services.

Transit Section 5317 New Freedoms Program. This new formula program provides capital and operating costs of services and facility improvements in excess of those required by the Americans with Disabilities Act. The formula is based upon the population of persons with disabilities.

Transit Section 5339 Alternative Analysis. This program provides funds for New Start Corridor Studies, Alternative Analysis.

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 (TPP) and the Air Quality Control Plan. The Council adopted a new TPP on November 10, 2010. The Plan is in balance with forecasted revenues over the 22-year planning period. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption. This chapter includes a summary of the Air Quality Control Plan and air quality conformity and includes the TPP overview and policies and strategies. The Regional Transportation Financial Plan, Chapter 3 of the TPP, is provided in Appendix D.

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Metropolitan Council's Transportation Air Quality Control Plan (TAQCP), a supplement to the TPP, sets forth three principal objectives: to attain and maintain National Ambient Air Quality Standards (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 1977 Clean Air Act Amendments (CAAA) required a State Implementation Plan (SIP) for air quality for all areas that have not attained the NAAQS. The 1990 Clean Air Act Amendments (CAAA) retained this requirement. The SIP is a planning document prepared by the MPCA, and submitted to the U.S. Environmental Protection Agency (EPA) for approval by its Commissioner as the Governor's representative. 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 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 TPP and other officially adopted transportation plans of the MPOs under the 1977 and 1990 Clean Air Act Amendments. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

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 bring (or 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. The Conformity Rules of 1993, and as amended in 1995, 1997, 1999, 2000 and 2008, 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 2013-2016 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, 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 federal definition of regionally significant (see Appendix B) in the Twin Cities nonattainment 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. Those projects that are not exempt and can be modeled in the regional network used for computer modeling, are included in the regional emissions analysis for the TIP. In addition, regionally significant projects programmed in the portion of Wright County and New Prague 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 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range 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.

REGIONAL DEVELOPMENT FRAMEWORK

The TIP is consistent with the 2030 Transportation Policy Plan which is itself a system plan under the umbrella of the Regional Development Framework. The last Framework was adopted in 2004 and is scheduled for an update in 2014. The following summary reflects planning policy as established in 2004 and currently in place.

Accommodating Regional Growth

During the 1990s, the Twin Cities metropolitan area gained more population –353,000 – than any previous decade in our history. By the year 2030, the region is expected to grow by nearly 1 million people – the equivalent of two Denvers plunked down within the boundaries of the seven-county metropolitan area.

Such robust growth is a sign of the region’s economic health and vitality. With this growth will come new jobs, greater ethnic diversity, expanded economic opportunities and increased tax revenues. But accommodating growth is not always easy, as the increasing public concern about traffic congestion attests. In a 2003 regional survey, metro area residents listed traffic congestion as the region’s top problem, outpacing crime, education and housing.

The purpose of the Metropolitan Council’s *2030 Regional Development Framework*, adopted in January 2004, is to provide a plan for how the Council and its regional partners can address such challenges. The Council’s *Framework* and the accompanying metropolitan system plans – including this *Transportation Policy Plan* – are intended to help ensure the “coordinated, orderly and economical development” of the seven-county Twin Cities metropolitan area – consisting of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties (Minn. Stat. sec. 473.851).

The *Framework*’s strategies are organized around four policies:

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner: Supporting land-use patterns that efficiently connect housing, jobs, retail centers and civic uses. Encouraging growth and reinvestment in centers with convenient access to transportation corridors. Ensuring an adequate supply of developable land for future growth.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region’s economic needs: Improving the highway system, removing bottlenecks and adding capacity. Making more efficient use of the highway system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts. Expanding the bus system and developing a network of transitways, based on a thorough cost-benefit analysis.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities: Allowing market forces to respond to changing market needs, including increased demand for townhomes and condominiums as baby-boomers grow older. Preserving the existing housing stock to help maintain a full range of housing choices and ensure existing local and regional infrastructure is fully utilized. Supporting the production of lifecycle and affordable housing with better links to jobs, services and amenities.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region’s vital natural resources: Encouraging the integration of natural-resource conservation into all land-planning decisions. Seeking to protect important natural resources and adding areas to the regional park system. Working to protect the region’s water resources.

The *Framework* recognizes that “one size does not fit all” – that different communities have different opportunities, needs and aspirations. It includes implementation strategies that are tailored for different types of communities – fully developed communities, communities that are still developing and four different types of rural communities.

Regional Growth Forecasts

During the last three decades, the seven county Twin Cities metropolitan area grew by nearly 800,000 people. By the year 2030, we forecast that the region will add another 966,000 people and 471,000 households. (Table A)

Table A: Metropolitan Area Growth, 1970-2030			
	1970	2000	2030
Households	573,634	1,021,456	1,492,000
Population	1,874,612	2,642,062	3,608,000
Employment	779,000	1,606,263	2,126,000

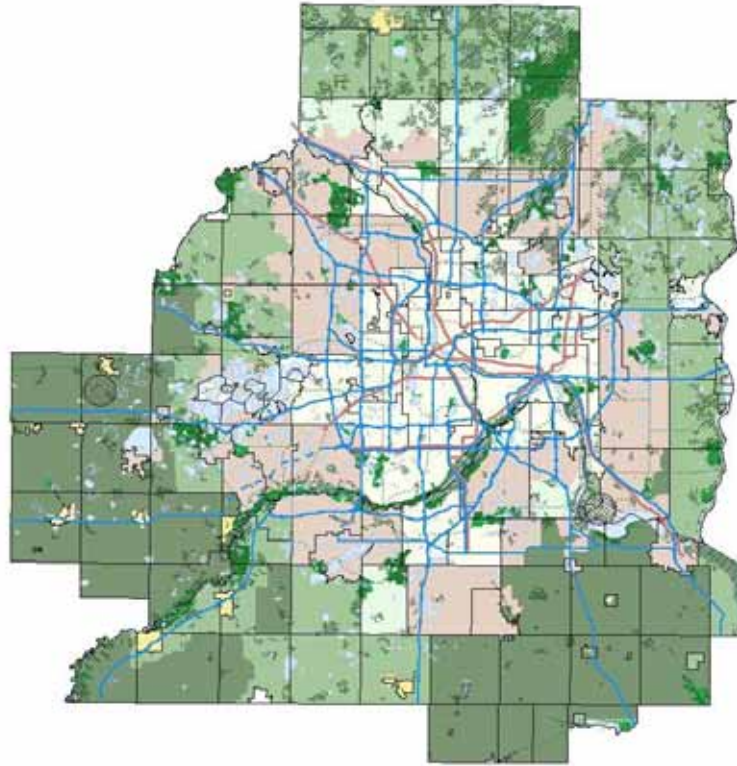
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess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

Transportation and Framework Planning Areas

The *Framework* sets out different strategies for communities based on the types of growth that are expected (see “Geographic Planning Areas” map, Figure 3). The *Framework* identifies an urban area and a rural area, each of which occupies approximately half of the region.

The urban area is divided into two specific geographic planning areas: the Developing Communities and the Developed Communities. The rural area is divided into four specific geographic planning areas: Rural Centers/Rural Growth Centers, the Diversified Rural Communities, the Rural Residential Areas and the Agricultural Areas. Approximately 91% to 95% of new growth is forecast to be located in the urban area – in land use patterns that make efficient use of regional infrastructure – with the rest, 5% to 8%, in the rural area, particularly in small towns to be designated as Rural Growth Centers.

Figure 3
Development Framework Geographic Planning Areas



One of the primary differences among these planning areas is the density at which they develop. The Council has established benchmarks indicating the overall densities for planned development patterns in each of the geographic planning areas. The Council negotiates a share of the regional forecasts with each community based on its geographic planning area designation(s), development trends, expected densities, available land, local interests and Council policies. The cumulative results of the community-negotiated distribution of the forecasts among planning areas becomes the basis for determining the required land supply, and for the Council's plans for investments in regional systems such as highways and wastewater service.

The Developed Communities are the cities where more than 85% of the land is developed, infrastructure is well established and efforts must go toward keeping it in good repair. These communities have the greatest opportunities to adapt or replace obsolete buildings, improve community amenities and remodel or replace infrastructure to increase their economic competitiveness and enhance their quality of life. The *Transportation Policy Plan* and infrastructure investments will support the maintenance and enhancement of transportation facilities to accommodate growth and reinvestment in the developed communities.

Developing Communities are the cities where the most substantial amount of new growth – about 60 percent of new households and 40 percent of new jobs – will occur. The amount of infill and redevelopment and the way in which new areas are developed directly influence when and how much additional land in Developing Communities will need urban services – services that will call for substantial new regional and local investments. The TPP and infrastructure investments will support the staged, coordinated expansion of regional systems (wastewater treatment, transportation, parks and open space and airports) to help develop services to communities as they grow and stage their development within an area needed to accommodate 20 years worth of forecasted growth.

Roughly half of the 3,000 square miles in the seven-county Twin Cities area are rural or agricultural. That includes cultivated farmland, nurseries, tree farms, orchards and vineyards, scattered individual home sites or clusters of houses, hobby farms, small towns, gravel mines, woodlands and many of the region's remaining important natural resources. About 5% to 8% of new growth is forecast for the rural and agricultural area. The TPP and infrastructure investments will support rural growth centers in their efforts to concentrate growth as a way to relieve development pressure in rural parts of the metropolitan area.

2030 Transportation Policy Plan

The summary and introductory chapters of the TPP, adopted in 2010, are on the following pages.

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.

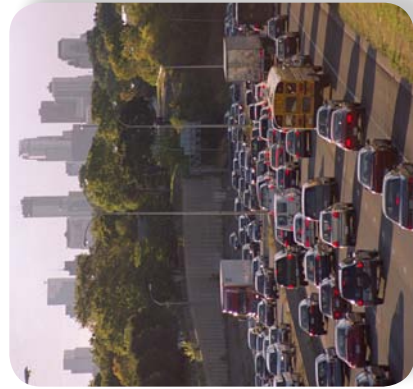


Figure 2-1: Road congestion is expected to continue to grow

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.

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.

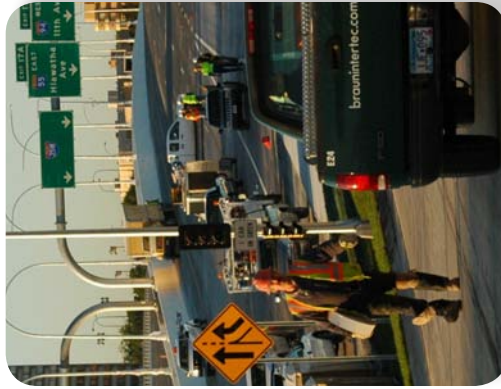


Figure 2-2: The increased cost of construction materials is just one challenge in maintaining transportation infrastructure.

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

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.



Figure 2-4: Metro Transit Bus

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.



Figure 2-5: Northstar Commuter Rail



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

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.

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.

The **freight movement system** and the **region's airports** connect the region to the rest of 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.

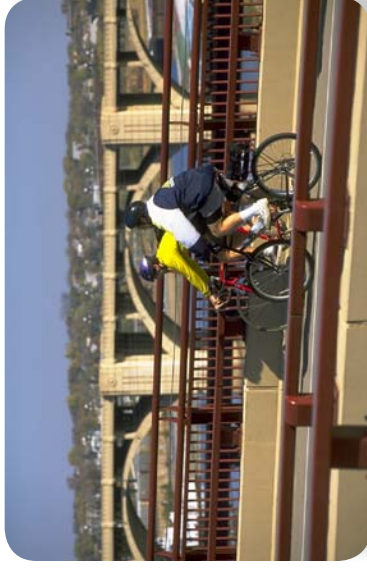
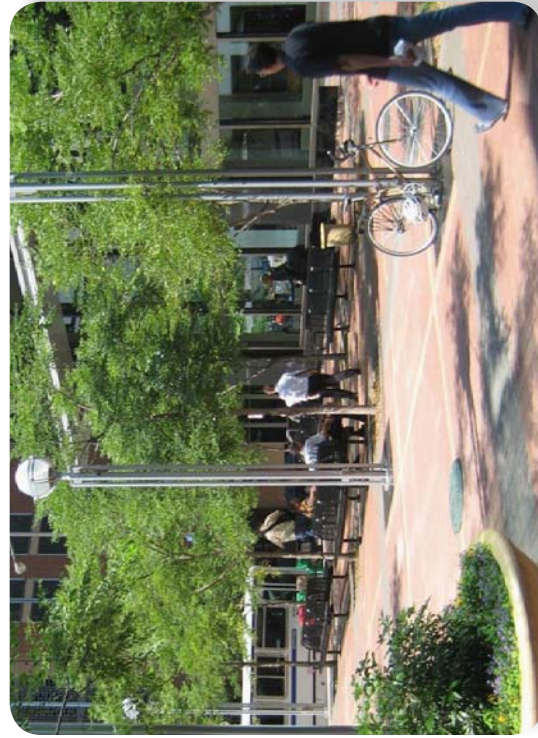
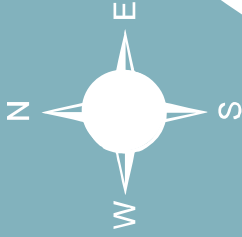


Figure 2-7: Bike commuting is a growing mode choice in the region



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





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).

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.



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



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 sewer 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



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

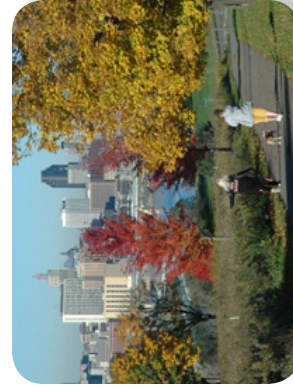


Figure 2-6: Transportation projects must adhere to federal standards, such as air quality

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.

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.

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.

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



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.

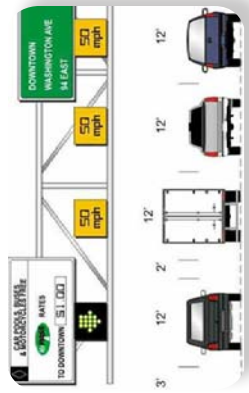


Figure 2-11: Technology represents one method to mitigate congestion

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.

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





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 administer, 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.

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.



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

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.

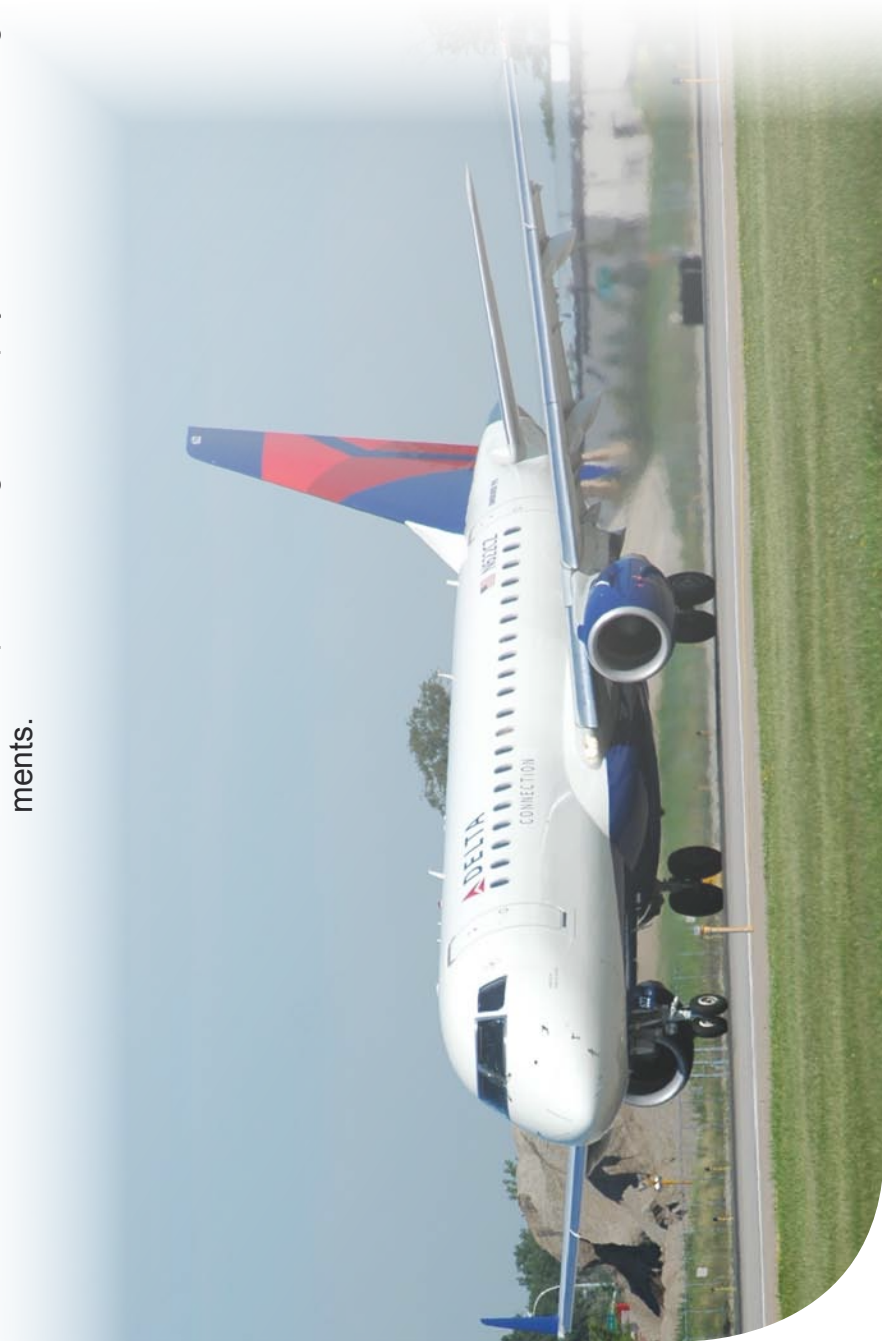
Policy 26: Adequate Aviation Resources

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.



3. PROJECT SELECTION PROCESS AND CONSISTENCY REQUIREMENTS WITH THE FINANCIAL RESOURCES

This chapter discusses the sources (federal, state, regional, local) and level of transportation funds available for projects and programs in the region, the process used to select projects and programs for inclusion in the TIP and the balance between selected projects and resources. A key element in this TIP Fiscal Constraint Analysis is the balance between resources and projects. Also included here is a discussion of the consistency of projects and programs with the Regional Transportation Policy Plan (TPP).

The detailed description of projects approved for Federal Title I and Title III funds, State Trunk Highway funds and Regional Capital Bonding projects are recorded in the attached Appendix A.

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

MN/DOT has developed a process of fund allocation to the Area Transportation Partnership regions (ATP) in the state to ensure the regional TIPs and the State TIP meet the fiscally constrained requirement.

This allocation process has four basic steps:

1. MnDOT's Office of Investment Management (OIM) determines the target level of funds available for the TIP period 2013 to 2016. These funding targets are sent to the ATPS for comment. Also included is guidance for TIP preparation.
2. The regions develop their draft TIPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.
3. OIM assembles the draft regional TIPs and the requests for additional funds. OIM informs the regions if their request for a higher level of funds will be honored.
4. The regions modify their list of projects based on OIM response, adopt their final TIPs and submit them to MnDOT for inclusion in the STIP.

RESOURCES AVAILABLE 2013-2016

The Region receives federal Title I and III funds, state trunk highway funds and regional transit capital bond funds. In addition, all federally funded projects require a local match provided by the sponsoring agency. These can come from state trunk highway funds, regional bond funds, city or county funds or from other groups such as the DNR. These 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 \$2,867million over the 2013 to 2016 period (See Tables 3, 4 and 5). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 40% of the total funds available, other federal and state and local highway funds represent approximately 34% of total funds available, while Federal Title III and other state and local funds for transit represent approximately 26%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems. The highway funds do include some funding for transit projects such as from the federal CMAQ funds and associated local matches and from transit advantages on highway projects. They also include funds for non-motorized investments listed in the detailed tables in Appendix A as Bike/Ped as well as bicycle and pedestrian

elements of roadway projects. The approximate amounts programmed broken out by mode are listed in Table 1 (**These numbers are not exact but are approximate**). Many projects, particularly roadway projects, include investments designed for more than one mode but are listed with the primary mode served.

Table 1: Approximate Amount Programmed by Primary Mode Served*

Mode	Approximate Amount Programmed in 2013-2016	% of total in TIP
Highway/Roads	\$1565 million	55%
Bike/Ped Only	\$65 million	2%
Transit/TDM	\$830 million	29%
Other/Setasides	\$400 million	14%
Total	\$2860 million	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 reflected in this table but the detailed tables in Appendix A may list these elements. Therefore, overall spending on bicycle and pedestrian infrastructure is much higher than is 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 and funds for which projects have not been selected like the 2015 and 2016 Regional Solicitation funding.

Recorded in Table 4 are the traditional highway funding sources available to the region (including some funding to Chisago County, which is not in the Twin Cities MPO area). The total for four years is \$2,155 million. The region’s “target” for Federal Title I and state trunk highway funds is \$1,127 million. These targets set out the parameters that are used in the regional and MnDOT process for project selection. These funds come to the Area Transportation Partnership regions based on a formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The four year total includes \$676 million of Federal Formula funds and \$477 million of State Trunk Highway funds. (This has to be reduced by \$ 26 Million for BAP reduction/redistribution and other adjustments made to arrive at the final figure.)

This category also includes additional allocations to help the MnDOT Metro Division balance the TIP. In 2011 and 2013 Statewide Bridge Funds come to the region to help fund the Lafayette Bridge replacement. In 2008, Chapter 152 was passed. This increased gasoline tax and license tab fees and allowed Metro Counties to add a ¼ cent sales tax to fund transit. MnDOT was authorized to sell highway bonds to replace and repair bridges and do other trunk highway projects. High priority projects are federal earmarked funds by Congress. At present, \$57 million is available over the four-year period for specific projects.

MN/DOT will again use the Advanced Construction (AC) process to extend available resources. MN/DOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MN/DOT has to meet a number of conditions to use the AC process. MN/DOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC 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 AC amounts must be shown in the TIP. (The detailed tables in Appendix A identify AC by project.) The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC 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, \$137 million of funds will be used to advance construct projects in the region (Table 4). The AC funds that have been or will be used by the region by year are shown below (Table 2).

Table 2: Advance Construction Funds

	Advance Construction	AC Pay Back
2010	12M	
2011	76M	45 M
2012	7 M	43 M
2013	1M	0 M
2014	100M	8M
2015	35 M	51 M
2016	1M	68 M
Post 2016	1M	17M
Totals	\$ 232 M	\$ 232 M

The last category of funds included in Table 4 is Local Funds necessary to match the federal 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. This represents \$367 million over four years.

Transit funds available to the region in 2013-2016 are recorded in Table 5. Included are Federal Title III funds and regional capital bonds used to match federal funds. This table does not show the Title I funds allocated to transit. These are shown as expenditures in Tables 7 and 8. The establishment of the level of Title III funds available for use by the region is done in a completely different manner than the Title I Funds. There are six different Title III section funds that can come to the region. The region estimates a total of \$612 million in Title III funds will be received by the region in the next four years.

Section 5307 is capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. The total funding for projects listed to apply for 5307 formula funds are approximately \$296 million.

Section 5309 is discretionary funds that are allocated to Metro Transit or other operators on request by Congress. The level of funds received varies from year to year. The level of funding in 2013 is the region's best estimate of what might be available and reflective of the Regional Capital Improvement Program. The level of funds shown in Table 5 reflects the detailed tables in Appendix A. Historically, the levels of funds that are made available in the latter years of the TIP are closer to the level received in the first year. The amount for the 2013-2016 TIP is a larger amount than in previous years due to the construction of the Central Corridor Light Rail Transit line.

Section 5311 funds are provided to MN/DOT as the state's agent. The Section 5311 funds provide operating assistance for small city operators. 5316 and 5317 are Federal Job Access/Reverse Commute and New Freedoms. Metropolitan Council allocates these funds through a competitive process.

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 \$125 million will be used to match federal Title III funds as well as fund 100% of various capital transit investments.

**Table 3
Twin Cities Transportation Program
Source of Funds
4 Year Summary**

Federal Title I		\$ 968 Million
• <i>Target</i>	\$ 675	
• <i>High Priority Funds</i>	57	
• <i>Misc. Federal Funds</i>	31	
• <i>Additional SAFETEA-LU</i>	0	
• <i>Additional MnDOT Allocation</i>	231	
<i>Adjustments (Payback, BAP Reductions)</i>	-26	
Federal Title III		612 Million
• <i>Formula/Discretionary</i>	612	
Property Tax and Other State Taxes		490 Million
• <i>Local and TRLF</i>	365	
• <i>Regional Transit Bonds/Bond Transit Adv.</i>	125	
Trunk Highway		797 Million
• <i>Target</i>	467	
• <i>Legislative Allocation (Bonds) & lapsed projects</i>	330	
TOTAL:		\$ 2,867 Million

**Advance Construction-additional authorization
available against future funds**

136 Million

These amounts do not show funds for Chisago County that are included in Table 4.

Table 4
Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2013-2016
(Millions)

	2013	2014	2015	2016	Total
Federal Title I Funds	169	169	169	169	676
BAP Reduction/Redistribution	1	3	-12	-18	-26
Additional SAFETEA-LU	0	0	0	0	0
State Funds	122	116	122	117	477
Target for Region	292	288	279	268	1127
Additional MnDOT Allocations	81	64	52	34	231
Legislative Allocation(Bonds) & anticipated lapsed projects	147	132	63	0	342
High Priority Projects	21	22	14	0	57
Misc Federal Funds	31	0	0	0	31
Local Funds	93	234	19	21	367
Total Funds Available	665	740	427	323	2155
Advance Construction (Additional authorization available against future funds)	1	100	35	1	137

Includes \$1M of STP, \$12M-Bonds, \$10M of State, \$1M STP-AC, and \$2M of other funds for Chisago Co. projects.

Table 5
Federal Title III and Matching Funds Available
And Requested by Region 2013-2016
(Millions)

	2013	2014	2015	2016	Total
Section 5307	84.3	82.0	85.6	44.5	296.4
Section 5309	100.8	101.8	100.8	1.5	304.9
Section 5311	0.6	0.6	0.6	0.6	2.4
Section 5316	2.0	0.0	2.0	0.0	4.0
Section 5317	2.0	0.0	2.0	0.0	4.0
Section 5339	0.0	0.0	0.0	0.0	0.0
Total Federal Funds	189.7	184.4	191.0	46.6	611.7
Local/Regional Capital Bonds	41.5	42.1	27.6	13.3	124.5
Total Funds in the Program	231.2	226.5	218.6	59.9	736.2

PROJECT SELECTION PROCESS AND CRITERIA

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

Funding Category

Project Selection Process Followed

Title I Federal Funds (Traditional Highways Fund)

- STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge Improvement/Replacement
- Railroad Safety and Hazard Elimination/Safety funds
- National Highway System Interstate Maintenance, STP Non-Urban Guarantee, Intelligent Transportation System

Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)

Competitive regional solicitation process conducted by MN/DOT and TAB

MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)

Federal Title III Funds

- Sections 5307 and 5309
- Section 5310
- Section 5311
- Section 5316, 5317: JARC, New Freedoms

Metropolitan Transit Selected
 MN/DOT Office of Transit/Statewide Competitive Process
 MN/DOT Office of Transit/Categorical Allocation
 Metropolitan Transit Services, Regionwide Competitive Process

State Trunk Highway Funds

MN/DOT Metro Division Process with CIC assistance

Regional Capital Transit Bond Funds

Competitive Regional Solicitation Process conducted by the Metropolitan Council

State Transportation Revolving Loan Fund (TRLF)
 State Aid and MnDOT Bridge Bonds

Statewide competitive solicitation process conducted by MN/DOT
 Projects selected through Mn/DOT process.

COMPETITIVE REGIONAL PROJECT SELECTION PROCESS

A substantially new competitive process was developed by the region to select projects for use of Title I federal funds after passage of ISTEA in 1991. Projects to utilize the following funding programs are selected through this process: STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Railroad Safety. This process prioritizes approximately 53 percent of the Federal Title I target funds that are available to the region. (See Table 6.) The regional partners designed the process to insure federal Title I funds would help the region implement its plans and high priority projects and programs. The priorities are based on the goals and policies in the Regional Development Framework and Transportation Plan. Specifics of the process are described below.

Projects have been solicited in the following categories:

- Principal Arterials
- “A” Minor Arterials (A category of minor arterials with regional importance)
 - Reliever
 - Augmenters
 - Expanders
 - Connectors
- CMAQ Transit Expansion
- CMAQ Transportation System Management
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Safety

Subcommittees of the TAC’s Funding and Programming Committee (F&PC) in 2007, 2009 and 2011 evaluated all categories of projects except for HSIP and RRX which were evaluated through a process administered by MN/DOT staff. In turn, the recommended projects were reviewed and approved by the F&PC. Using these rankings, the F&PC recommended allocation options to be considered by TAC and recommended to TAB in 2008 and 2010. Subsequently, the TAB Programming Committee approved one option for each solicitation. Some of these projects are included in the TIP, while others have already been authorized. The same committees recommended consideration of seven allocation options in 2009 including four options that included a special allocation to provide funds to the 494/169 interchange reconstruction project using funds from a MnDOT commitment to repay the TAB for its financial participation in a previous project. The TAB approved one option that includes \$34 million for this interchange project, which was programmed in 2011. There was no predetermined distribution of funds by sub-category or geographic subarea. The TAB has approved the ranked list of projects submitted during the 2011 Regional Solicitation but has yet to program individual projects to be included in the 2013-2016 TIP because of the continued uncertainty about the amount and nature of federal transportation funds since SAFETEA-LU has not been re-authorized. For this reason, this TIP includes set-aside amounts for these projects to be programmed in 2015 and 2016.

Separate qualifying and prioritizing criteria were used for each category. A numerical rating was completed for each project in each category. The qualifying and prioritizing criteria used were selected to be consistent with and implement regional priorities and plans. Recorded below are the most commonly used qualifying criteria. These are followed by the subject matter of the prioritizing criteria used. (The complete 2009 and 2011 solicitation packages are available upon request.)

Examples of Qualifying Criteria

- The project must be consistent with the policies of the Metropolitan Council's adopted Regional Framework that includes the Transportation Policy Plan (TPP).
- The project must implement a solution to a transportation problem discussed within the 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 submittal a letter from the agency with jurisdiction over the facility affected indicating it 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 Region’s Development Framework.
- Integration Land Use and Transportation.
- Demonstrated Need for Facility - Present and Future.
- 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.

Regionally Selected Projects

Recorded in Table 6 is a summary of the projects selected by category through the regional competitive process in 2009/2010. This table only records the federal funds allocated to the projects. The 2009/2010 process selected projects to be programmed in 2013 and 2014. MN/DOT solicited projects for Hazard Elimination/Safety and the Railroad Safety. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once MN/DOT staff evaluated the projects, the Funding and Programming Committee selected the projects to be funded. The Enhancement (EN), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Program (STP) and Bridge Improvement and Replacement (BIR) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process. In addition, the TAB awarded a special allocation of \$34 million to a MnDOT project to reconstruct the interchange at 494 and 169. **The 2011/2012 solicitation process has been completed but the TAB has yet to program projects from it.**

These totals do not equal the amounts shown in Table 7 and 11 for a number of reasons. Only federal amounts are shown in Table 6 and projects selected in the solicitations could have already been authorized, dropped or moved to another program year.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS BY MN/DOT METRO DIVISION WITH ADVICE FROM THE CAPITAL IMPROVEMENT COMMITTEE PROCESS

The MN/DOT Metro Division with the advice of the Capital Improvement Committee (CIC) identifies MN/DOT projects for inclusion in the TIP. Metro Division selects projects on the state trunk highway system that use National Highway System, Interstate Maintenance, STP Non-Urban Area Guarantee, and Intelligent Transportation funds. The CIC assists in developing investment strategies for MN/DOT programs and prioritizes projects across program categories; it identifies and carries major programming issues to MN/DOT Metro Division management and to the TAC Funding and Programming Committee. Participation on the committee includes staff of MN/DOT Metro Division functional areas, Transportation Advisory Board, Metropolitan Council and six representatives of the TAC.

The Council and MN/DOT have cooperatively identified priorities to be used to direct the inclusion of major projects into the TIP. The priorities and projects are drawn from the regional plans of the Council and MN/DOT. Projects are identified to follow the four broad regional plan priorities recorded in the order of importance: preserve, manage, improve, and expand. The "preserve" and "manage" projects are considered the highest priority and those "needs" are attempted to be met first within the available resources. With the remaining funds, improvement and then expansion projects are selected.

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

The Title III federal funds come to Metro Transit as the principal transit provider in the region. The agency uses the federal funds for bus purchase, bus rebuilding, shelters, garages, guideway improvements such as, shoulder bus lanes and maintenance and operations. These projects are identified in Metro Transit's 5-year Capital Improvement Program. This is developed as a tool to implement the regional transportation plan. Metro Transit also submits projects for funding with Title I and Regional Capital Bonds. The Metropolitan Council was awarded a full funding grant agreement for construction of the region's second light rail transit line. The Central Corridor LRT will be constructed during the life of this TIP.

MN/DOT OFFICE OF TRANSIT

The Title III Section 5310 and 5311 are allocated by MN/DOT's Office of Transit. The Section 5310 funds are competitively allocated to non-profit agencies for vehicles. This is a statewide process. The projects selected in the region are recorded in the TIP. 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 receives funds.

Table 6
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY IN 2007/2008, and 2009/2010
(Federal Funds/fin millions)

	2013 Selected 2007/2008	2014 Selected 2009/2010	2015 To Be Selected 2011/2012*	2016 To Be Selected 2011/2012	Total
PROGRAM CATEGORY					
Hazard Elimination/Safety (HSIP)	8.272	8.686	N/A	N/A	16.958
Railroad Highway Crossing Safety (RRX)	1.561	1.968	N/A	N/A	3.529
Bridge Improvement/Replacement (BIR)	5.151	8.320	N/A	N/A	13.471
Enhancements (EN)	8.925	12.445	N/A	N/A	21.370
Congestion Mitigation Air Quality (CMAQ)	32.231	21.903	N/A	N/A	54.134
Surface Transportation Program (STP)	41.555	38.513	N/A	N/A	80.068
TOTALS	97.695	91.835	N/A	N/A	189.53

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

SAFETEA-LU 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. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2013 to 2016 closely match the funds available. The MN/DOT process of fund allocation to the Area Transportation Partnership (ATP) regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Title I and State Trunk Highways. MN/DOT sets funding targets for each of the regions to use as they developed their draft regional TIP. The draft TIPs submitted to MN/DOT can be over programmed by the region as a means of requesting additional federal and state funds. MN/DOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels

The allocation of Federal Title I and state Trunk Highway funds to various expenditure categories are recorded in Table 7 for the 2013 to 2016 TIP period. This Table uses the major funding programs to illustrate how the funds are allocated. These reflect the programs followed in the selection processes. Comparing Table 7 with the resource recorded in Table 4 illustrates the use of Title I and State Trunk Highway funds. The differences with some of the funding categories is Chisago County funds which has a separate line on Table 7 and Table 8, but are combined in the total in Table 4.

The total Title I, Trunk Highway and Local funds allocated over four years is \$2,155 million. Also included in this figure are the high priority project funds allocated by Congress which represent \$75million in resources which includes the state and other funds to deliver the projects.

In Table 8 the 2013 funds are allocated to various expenditures categories. By comparing this total to the 2013 figure from Table 4 it can be seen that revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The projects funded with Title III and local matching funds for 2013 have a total value of approximately \$231 million (Table 5). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables in Appendix A).

**Table 7
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2013-2016**

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	163	121	2	40	0
Enhancements	58	40	0	18	1
STP Urban Guarantee	229	172	7	50	0
STP Non-Urban	30	24	6	0	0
MnDOT & State Aid Bridge	565	245	0	320	100
HPP	75	56	3	16	0
MN Interstate Maintenance	180	95	45	40	0
ITS	0	0	0	0	0
NHS	159	125	31	3	35
100% State Funded	418	0	386	32	0
HSIP	44	39	0	5	0
100% Bonds/Other	178	0	8	170	0
Misc Fed	31	31	0	0	0
Chisago County	25	1	10	14	1
TOTAL	2155	949	498	708	137

**Table 8
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2013 Annual Element**

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	53	39	1	13	0
Enhancements	23	13	0	10	1
STP Urban Guarantee	77	52	2	23	0
STP Non-Urban	0	0	0	0	0
MnDOT & State Aid Bridge	143	80	0	63	0
HPP	34	21	0	13	0
MN Interstate Maintenance	30	27	3	0	0
ITS	0	0	0	0	0
NHS	15	10	3	2	0
100% State Funded	154	0	125	29	0
HSIP	13	11	0	2	0
100% Bonds/Other	78	0	8	70	0
Misc Fed	31	31	0	0	0
Chisago County	14	0	1	13	0
TOTAL	665	284	143	238	1

**Advance Construction(AC) allows additional authorization against future funds. AC will be paid back with other federal funds during construction years of each project.

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP) AND PRIORITIES

All projects in the TIP must be consistent with the TPP. The priorities of the TPP are recorded in Chapter 2, Summary of the Regional Plans and Priorities. The region's priorities for the trunk highways are to maintain and preserve all 1200 miles of the system in the region. The region has stated the order of priority, which is: to preserve, to manage, and to expand the principal arterial system as funds are available. Significant investments to be made in the later three categories are recorded in the TPP. The region also identifies transit priorities as recorded in the plan summary.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 9.) Funds assigned to preservation projects are \$842 million. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 47% of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by MnDOT and other agencies. Approximately \$250 million or 14% will be spent on traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by MnDOT to manage all freeways in the urban area to ensure these highway segments are used effectively. These projects include ramp meters and HOV bypasses of meters. Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, these categories were developed to promote traffic management activities.

The third priority for funding is the expansion category. All of the major projects identified in Table 10 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 14% or \$250 million. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another.

The "A" minor arterial system is intended to provide for non-local trips. The "A" minor arterial system was adopted and is included in the regional transportation plan. The funding for "A" minor arterials are contained in the three categories discussed above depending on the particular project.

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects, which varies significantly by locale or based on court decisions. Also included are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns. The combined funds allocated to these set-asides are \$195 million or 11% of the total funds available.

The "other" category in Table 9 includes agreements with local governments, enhancements, transit and non-motorized projects. These projects represent 14% or \$251 million. Local agreements cover work in MnDOT right-of-way and MnDOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The Enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for funding

can be found in the TPP or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

In Appendix A, Tables A-1 and A-3 record all transit and TDM projects funded with Title I funds. The region is committed to providing regional transit service consistent with the regional Framework and TPP. All Title I and Title III transit projects sponsored by Metro Transit have been developed with this end in mind.

The TPP emphasizes the need for bike and walk projects. Specific facilities are not identified relative to bike, walk or enhancement projects in the plan. There are policies that define needs in these areas. The criteria used to select projects are intended to encourage projects that fulfill these policies. Therefore, the projects selected are consistent with the TPP.

Table 9
2013-2016 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2013	2014	2015	2016	Total	
					\$\$	%
Preservation	281	238	210	113	842	47.1%
Manage	30	139	40	41	250	14.0%
Expansion	70	10	89	81	250	14.0%
Setasides for R/W, Cost Overruns, Supplemental Agreements	85	57	26	27	195	10.9%
Other (agreements, enhancements, transit)	106	62	43	40	251	14.0%
TOTAL FED/STATE FUNDS	572	506	408	302	1788	100.0%
Local Funds	93	234	19	21	367	
TOTAL FUNDS AVAILABLE	665	740	427	323	2155	
Advance Construction	1	100	35	1	137	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and projects authorized in the last fiscal year, 2009 (Table A-21). Over the past twelve years, the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 10. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. During the past year, one major project was completed:

1. TH 610 between TH 169 to CSAH 81
2. TH 169 N between CSAH 81 and CSAH 109

The status of major transit capital projects appears in Table 11. This table records Federal Title I and Title III funded projects. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 11. Cedar Avenue BRT, Central Corridor Transitway and the Union Depot are major transitway projects all currently under construction.

All of the major projects are either specifically included in the TPP or are consistent with TPP policies. The tables and maps in the TPP 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 2012

Another measure of plan implementation is the projects and project values authorized in the previous fiscal year. These projects were in the 2012 to 2015 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 10 and 11), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2012 are recorded in Table A-21. FTA funded projects are not included in this total as funds for these projects are applied for on an ongoing basis. The total value of these project authorizations is approximately \$434 million.

**Table 10
STATUS OF MAJOR HIGHWAY PROJECTS**

Project Highway and Bridge	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
TH 169/I-494 Interchange Reconstruction	\$172,000			2013	Under Construction.
TH 52 Lafayette Bridge over the Mississippi River	\$185,000			2014	Chapter 152, Tier I Bridge Replacement, Under Construction.
TH 61 Hastings Bridge over the Mississippi River	\$275,000 to \$335,000		2012	2014	Chapter 152, Tier I Bridge Replacement. Under Construction.
I-35E from I-94 to TH 36 (incl. Cayuga Bridge)	\$131,000	2013	2013	2015	Chapter 152, Tier I Bridge Replacement
I-694 and TH 51 and TH 10 Interchange Reconstruction and Bridge Replacement	\$43,945		2012	2014	Chapter 152 Bridges combined with mobility project; add one through lane
TH 36, St. Croix Bridge	\$488,335	2014	---	2016	New 4-lane bridge and approaches, TH95 interchange. Cost share with Wisc. Chapter 152 provides funding for MN share.

***Table 11
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS**

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Cedar Ave Bus Rapid Transit (BRT)	10,811,780	8,649,000		State Bond Funds	Under Construction
Central Corridor Transitway	957,000,000	474,000,000	<i>To be applied, funds identified in Appendix A</i>	State Bond Funds Local Match	Under Construction
Union Depot	162,000,000	65,000,000		Local Match	Under Construction.

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

	<u>Title I Funded Projects</u>	<u>Page</u>
A-1	Congestion Mitigation Air Quality Projects	A-4
A-2	Enhancement Projects	A-7
A-3	STP Urban Guarantee Projects	A-12
A-4	STP Non-Urban Guarantee Projects	A-13
A-5	Mn/DOT and State Aid Bridge Projects	A-14
A-6	Demonstration/High Priority	A-15
A-7	Mn/DOT Interstate Maintenance Projects	A-19
A-9	NHS Projects	A-21
A-10	100% State Funded Projects	A-24
A-11	Highway Safety Improvement Projects	A-37
 <u>Title III Funded Projects</u> 		
A-12	Transit Section 5309 Funds	A-40
A-13	Transit Section 5307	A-41
A-14	Transit Section 5339	none
A-15	Transit Section 5311	A-47
A-16	Transit Section 5316	A-48
A-17	Transit Section 5317	A-49
 <u>Other Funded Projects</u> 		
A-18	Chapter 152 Bond Projects	A-50
A-19	Miscellaneous Federal Projects	A-52
A-20	All Projects by Route Number	A-54
A-21	Projects Obligated in Previous Fiscal Year	A-97
A-22	Federal Scenic Byway Projects	A-115

Appendix A

KEY TO TABLES

The tables are broken into the various "most likely" funding categories and are sorted by: Local/Mn/DOT, 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 Mn/DOT 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	<table border="0" style="width: 100%;"> <tr> <td colspan="2">Mn/DOT Program categories</td> </tr> <tr> <td>AM Agreements</td> <td>SR Safety Rail</td> </tr> <tr> <td>BI Bridge Improvement</td> <td>BT Bike Trails, Trails</td> </tr> <tr> <td>BR Bridge Replacement</td> <td>MC Major Construction</td> </tr> <tr> <td>RC Reconstruction</td> <td>RD Reconditioning</td> </tr> <tr> <td>RS Resurfacing</td> <td>RX Road Repair</td> </tr> <tr> <td>SC Safety-Capacity</td> <td>SH Safety Hazard Elimination</td> </tr> <tr> <td>TM Traffic Management</td> <td>TR Transit</td> </tr> </table>	Mn/DOT 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
Mn/DOT 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 \$	Mn/DOT state funding for the project.																
Local \$	Total contribution from the local agency involved in the project.																

MN/DOT Metro District Construction Projects
2013-2016 PARENT Projects *

TO BE COMPLETED FOR FINAL TIP

- * 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.

**TABLE A-1
Congestion Mitigation Air Quality Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	BB	TRS-TCMT-10B		TR	CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	680,520	MET COUNCIL-MT	T10
2013	BB	TRS-TCMT-12A		TR	CMAQ: PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	1,680,000	MET COUNCIL -MTS	T10
2013	CMAQ	002-596-016		TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT	1,362,720	1,090,176	0	0	272,544	ANOKA COUNTY	E6
2013	CMAQ	002-596-018		TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-CONSTRUCTION OF PARK & RIDE LOT	1,632,000	1,305,600	0	0	326,400	ANOKA COUNTY	E6
2013	CMAQ	010-596-006		TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE	1,444,014	1,155,211	0	0	288,803	CITY OF CARVER	O4
2013	CMAQ	010-596-007		TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11- CONSTRUCT 400 STALL PARK & RIDE	3,060,000	2,448,000	0	0	612,000	CITY OF CARVER	E6
2013	CMAQ	103-080-002		TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	5,115,000	ANOKA	E6
2013	CMAQ	107-030-005		TM	AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5	1,300,500	1,040,400	0	0	260,100	CITY OF BLOOMINGTON	O8
2013	CMAQ	TRS-TCMT-13		TR	CMAQ: PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	1,540,000	1,232,000	0	0	308,000	MVTA	T10
2013	CMAQ	TRS-TCMT-13A		TR	CMAQ: STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF ROSEMOUNT	525,096	420,077	0	0	105,019	MVTA	T10
2013	CMAQ	TRS-TCMT-13B		TR	CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2013	CMAQ	TRS-TCMT-13C		TR	CMAQ: AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR & BEAM AVE- PURCHASE & OPERATION OF FOUR BUSES	3,763,663	3,010,930	0	0	752,733	MET COUNCIL-MT	T10

**TABLE A-1
Congestion Mitigation Air Quality Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CMAQ	TRS-TCMT-13D		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
2013	CMAQ	TRS-TCMT-13F		TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	3,300,000	2,640,000	0	0	660,000	ANOKA COUNTY	T10
2013	CMAQ	TRS-TCMT-13G		TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	1,993,733	1,594,986	0	0	398,747	ANOKA COUNTY	T1
2013	CMAQ	TRS-TCMT-13H		TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-SERVICE BETWEEN CARVER & DOWNTOWN MPLS/ J OF M & DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS	1,032,750	826,200	0	0	206,550	CITY OF CARVER	T1
2013	MN 5	1002-98		TM	FROM EAST JUNCTION CARVER CR11 IN VICTORIA TO I494 IN EDEN PRAIRIE - COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,710,000	1,368,000	0	342,000	0	MNDOT	E2
2013	US 61	6222-168		TM	FROM RAMSEY CTY ROAD 30 (LARPENUEUR AVE) IN MAPLEWOOD TO N JCT RAMSEY CTY ROAD 8/FRENCHMAN RD IN HUGO - COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS & MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,775,000	1,420,000	0	355,000	0	MNDOT	E2
2014	BB	TRS-TCMT-11B		TR	CMAQ: PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	1,650,000	SOUTHWEST TRANSIT	T10
2014	CMAQ	TRS-TCMT-14		TR	CMAQ: PURCHASE SIX BUSES & FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS	3,606,923	2,885,538	0	0	721,385	MVTA	T10
2014	CMAQ	TRS-TCMT-14A		TR	CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL	13,839,259	7,000,000	0	0	6,839,259	MET COUNCIL-MT	T1
2014	CMAQ	TRS-TCMT-14B		TR	CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-CONSTRUCT PARK & RIDE	11,428,823	7,280,000	0	0	4,148,823	MET COUNCIL-MT	E6

**TABLE A-1
Congestion Mitigation Air Quality Projects**

Yr	PRT Route	Proj Num	Proj Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	CMAQ	TRS-TCMT-14C	TM CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS. MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2014	CMAQ	TRS-TCMT-14D	TR CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2014	MN 999	8825-388	TM TH55, TH13 & TH 149-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,172,475	937,980	0	234,495	0	MNDOT	E2
2014	US 61	1913-75	TM FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	3,744,000	2,995,200	0	748,800	0	MNDOT	O8
2015	LOCAL 999880M-CMAQ-15	NA	METRO ATP SETASIDE FOR CMAQ (TRANSIT EXPANSION & SYSTEM MGMT) PROJECTS YET TO BE SELECTED FOR FY 2015	31,250,000	25,000,000	0	0	6,250,000	MN/DOT	NC
2016	LOCAL 999880M-CMAQ-16	NA	METRO ATP SETASIDE FOR CMAQ (TRANSIT EXPANSION & SYSTEM MGMT) PROJECTS YET TO BE SELECTED FOR FY 2016	31,250,000	25,000,000	0	0	6,250,000	MN/DOT	NC
Totals				162,543,556	121,185,378	0	1,680,295	39,677,883		

**TABLE A-2
Enhancements Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	EN	091-070-015	EN INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREET/CAR LINE; COMO PARK	1,214,080	719,488	0	0	494,592	ST PAUL PARK/ REC	O9
2013	PED/BIKE	002-614-035	EN OVER 35W IN LINO LAKE-CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14	329,766	263,813	0	0	65,953	ANOKA COUNTY	AQ2
2013	PED/BIKE	010-090-004	EN CONNECTION OF LAKE MINNETONKA TR & MINN RIVER BLUFFS LRT REG TR- CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION	556,716	445,373	0	0	111,343	CARVER COUNTY	AQ2
2013	PED/BIKE	019-090-011	EN THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE- CONSTRUCT MISS RIVER REG TRIAL	1,275,000	1,020,000	0	0	255,000	DAKOTA COUNTY	AQ2
2013	PED/BIKE	019-090-013	EN 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)	1,935,000	1,032,192	0	0	902,808	DAKOTA COUNTY	AQ2
2013	PED/BIKE	019-090-014	EN MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL	2,500,000	1,090,000	0	0	1,410,000	DAKOTA COUNTY	AQ2
2013	PED/BIKE	019-090-015	EN TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	198,520	DAKOTA COUNTY	AQ2
2013	PED/BIKE	062-636-006	EN CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL (AC PROJECT, PAYBACK IN	4,640,000	0	1,040,000	0	3,600,000	RAMSEY COUNTY	AQ2
2013	PED/BIKE	082-090-004	EN CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM WASHINGTON CR 8 TO 140TH ST IN HUGO	765,000	612,000	0	0	153,000	WASHINGTON COUNTY	AQ2
2013	PED/BIKE	091-090-069	EN ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, AND	637,500	510,000	0	0	127,500	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE	091-090-070	EN ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS- TRAIL IMPROVEMENTS, LIGHTING, AND APPURTENCES	701,250	561,000	0	0	140,250	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE	091-090-073	EN OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION & RW ACQ FOR A LUCE LINE REGIONAL TR	1,760,000	1,020,000	0	0	740,000	THREE RIVERS PARK DISTRICT	AQ2
2013	PED/BIKE	092-090-049	EN CONNECT LAKE BYLLESBY REG PARK TO STATE TR-CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER	678,300	542,640	0	0	135,660	DNR	AQ2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	PED/BIKE	120-020-037	EN	INTERSECTION ENHANCEMENTS ALONG FRANCE AVE AT 66TH ST, 70TH ST AND 76TH ST-SIDEWALK AND TRAIL CONNECTIONS FROM PARKLAWN AVE TO 66TH ST	2,045,000	1,090,000	0	0	955,000	EDINA		AQ2
2013	PED/BIKE	140-010-007	EN	AT DODD RD(TH 149) & TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS	628,320	502,656	0	0	125,664	MENDOTA HTS		AQ2
2013	PED/BIKE	141-090-037	EN	FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-	1,275,000	1,020,000	0	0	255,000	MINNEAPOLIS		S18
2013	PED/BIKE	164-020-109	EN	RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL-RECONSTRUCT RAYMOND AVE, INCLUDING GRADING AND SURFACING, INTERSECTION REALIGNMENT, AND PEDESTRIAN STREETSCAPE IMPROVEMENTS	1,612,800	1,075,200	0	0	537,600	SAINT PAUL		AQ2
2013	PED/BIKE	199-108-003	EN	ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY-CONSTRUCT MISSISSIPPI RIVER TRAIL	509,487	387,808	0	0	121,679	CITY OF RAMSEY		AQ2
2014	EN	164-213-007	EN	ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY-STREETSCAPE, LIGHTING	1,425,000	1,040,000	0	0	385,000	SAINT PAUL		S18
2014	PED/BIKE	062-636-006AC	EN	CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL (AC PAYBACK 1 OF 1)	1,040,000	1,040,000	0	0	0	0	RAMSEY COUNTY	AQ2
2014	PED/BIKE	070-701-008	EN	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	260,000	SCOTT COUNTY		AQ2
2014	PED/BIKE	091-090-068	EN	FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS	1,202,500	962,000	0	0	240,500	MPLS PARK/REC BOARD		AQ2
2014	PED/BIKE	091-090-071	EN	ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS	1,040,000	832,000	0	0	208,000	MPLS PARK/REC BOARD		AQ2
2014	PED/BIKE	091-090-072	EN	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	960,000	THREE RIVERS PARKDISTRICT		AQ2
2014	PED/BIKE	098-090-007	EN	ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE	270,291	216,233	0	0	54,058	HANOVER		AQ2
2014	PED/BIKE	103-090-002	EN	FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA-CONSTRUCT THE RUM RIVER TR, & INTERPRETIVE/EDUCATIONAL FOR THE	988,000	790,400	0	0	197,600	ANOKA		AQ2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	PED/BIKE	107-425-008	EN	HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON- CONSTRUCT TRAIL	674,700	539,760	0	0	134,940	BLOOMINGTON	AQ2
2014	PED/BIKE	141-090-038	EN	OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS- REHABILITATE & PAINT BR 9(MN BR 94246)	1,300,000	1,040,000	0	0	260,000	MINNEAPOLIS	AQ2
2014	PED/BIKE	164-090-013	EN	FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED	747,500	598,000	0	0	149,500	SAINT PAUL	AQ2
2014	PED/BIKE	179-090-004	EN	FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL	1,300,000	1,040,000	0	0	260,000	BURNSVILLE	AQ2
2015	LOCAL	999880M-EN-15	EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2015	10,000,000	8,000,000	0	0	2,000,000	MN/DOT	NC
2016	LOCAL	999880M-EN-16	EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2016	11,250,000	9,000,000	0	0	2,250,000	MN/DOT	NC
Totals					58,593,810	39,864,643	1,040,000	17,689,167	0		

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CITY		141-433-002	RC	ON GRANARY RD FROM 25TH AVE SE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS & BICYCLE TRAIL	8,925,000	7,140,000	0	0	1,785,000	MINNEAPOLIS	A15
2013	CSAH 17		070-617-022	RC	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT	9,670,000	7,099,200	0	0	2,570,800	SCOTT COUNTY	A15
2013	CSAH 60		188-020-021	RC	AT DAKOTA CSAH 60(185TH ST) & DAKOTA CSAH 50(KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT	2,040,000	1,632,000	0	0	408,000	LAKEVILLE	E1
2013	CSAH 9		019-609-018	RC	FROM DAKOTA 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	7,012,500	5,610,000	0	0	1,402,500	DAKOTA COUNTY	S10
2013	MN 101		194-010-011	RC	FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY(FEDERAL MATCH IS UNDER SP 1009-22)	5,726,400	5,426,400	0	0	300,000	CHANHASSEN	A15
2013	MN 149		195-010-010	RC	FROM TH 55 TO I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL	3,162,000	2,529,600	0	0	632,400	EAGAN	A15
2013	MN 36		8204-55	MC	AT HILTON TRAIL IN PINE SPRINGS & GRANT-RECONSTRUCT TO A GRADE-SEPARATED INTERCHANGE, FRONTAGE RD, ACCESS MODIFICATIONS	11,670,000	8,929,600	0	2,232,400	508,000	MN/DOT	A15
2013	MN 7		163-010-038	MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT INTERCHANGE	18,400,000	7,630,000	0	0	10,770,000	SAINT LOUIS PARK	A15
2013	US 10		6205-38UG	MC	CSAH 96, ARDEN HILLS-CONSTRUCT INTERCHANGE (FORMERLY SP 062-596-003UG)	10,203,778	5,630,000	0	0	4,573,778	MNDOT	A15
2014	CSAH 11		002-611-032	RC	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	606,320	ANOKA COUNTY	A15
2014	CSAH 18		010-618-013	RC	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	6,222,000	4,977,600	0	0	1,244,400	CARVER COUNTY	A15
2014	CSAH 51		002-651-007	RC	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY,	7,956,000	6,364,800	0	0	1,591,200	ANOKA COUNTY	A15

**TABLE A-3
STP Urban Guarantee Projects**

Yr	PRT Route	Proj Num	Proj Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	CSAH 61	027-661-046	RC FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS	10,000,000	7,280,000	0	0	2,720,000	HENNEPIN COUNTY	A15
2014	PED/BIKE	091-090-074	BT CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON	7,150,000	5,720,000	0	0	1,430,000	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	091-090-075	BT CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS, SHELTERS,	2,704,000	2,163,200	0	0	540,800	THREE RIVERS PARK DISTRICT	AQ2
2014	US 952A	173-010-007	RC ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL- WIDENING, MILL & OVERLAY, LANDSCAPING	10,383,000	7,280,000	0	0	3,103,000	WEST ST PAUL	S19
2015	LOCAL 999880M-UG-15L		MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	37,500,000	30,000,000	0	0	7,500,000	MN/DOT	NC
2015	MN 999	880M-UG-15	MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	11,250,000	9,000,000	0	2,250,000	0	MN/DOT	NC
2016	LOCAL 999880M-UG-16L		MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2016	45,000,000	36,000,000	0	0	9,000,000	MN/DOT	NC
2016	MN 999	880M-UG-16	MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2016	11,250,000	9,000,000	0	2,250,000	0	MN/DOT	NC
Totals				229,256,278	171,837,680	0	6,732,400	50,686,198		

**TABLE A-4
STP Non Urban Guarantee Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 694		6285-146	SC	AT RAMSEY COUNTY ROAD F IN ARDEN HILLS - NEW SIGNAL INSTALLATION (DE-BUNDLED FROM 6285-135)	200,000	106,720	0	26,680	66,600	MN/DOT	E2
2014	MN 999		880M-ADA-14	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2014	1,080,000	860,000	0	220,000	0	MNDOT	NC
2015	MN 121		2728-01	BI	AT 61ST ST (JUST NE OF JCT MN121 & MN62) IN MPLS-RETROFIT PEDESTRIAN BRIDGE (#27061) STAIRS TO ADA COMPLIANT RAMPS, GUARDRAIL, RETAINING WALL, AND NOISE WALLS	1,200,000	960,000	0	240,000	0	MN/DOT	AQ2
2015	MN 51		6216-130	BR	AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE BRIDGE 62010, ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL	2,800,000	2,240,000	0	560,000	0	MN/DOT	S19
2015	MN 999		880M-ADA-15	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2015	1,080,000	860,000	0	220,000	0	MNDOT	NC
2015	MN 999		880M-RS-15	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2015	7,970,000	6,376,000	0	1,594,000	0	MN/DOT	NC
2016	MN 999		880M-ADA-16	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2016	1,080,000	860,000	0	220,000	0	MNDOT	NC
2016	MN 999		880M-RS-16	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2016	14,165,000	11,332,000	0	2,833,000	0	MN/DOT	NC
Totals						29,575,000	23,594,720	0	5,913,680	66,600		

**TABLE A-5
MNDOT and State Aid Bridge Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CITY		062-636-005	BR	WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL-REMOVE & REPLACE EXISTING BR 5950	13,365,000	5,350,000	0	0	8,015,000	SAINT PAUL	S19
2013	CITY		141-454-001	BR	COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	3,248,000	MINNEAPOLIS	S19
2013	CITY		164-145-040	BR	HAMLIN AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL- REPLACE BR 62502 & APPROACHES	9,750,000	3,876,000	0	0	5,874,000	SAINT PAUL	S19
2013	CITY		164-158-020	BR	300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	1,047,200	SAINT PAUL	S19
2013	1	I 35E	6280-308	BR	JUST S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL- REPLACE EXISTING INTERCHANGE AT PENNSYLVANIA AVE WITH INTERCHANGE AT CAYUGA ST	105,107,091	60,000,000	0	0	45,107,091	MN/DOT	A20
2014		CSAH 5	027-605-029	BR	HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441	19,200,000	8,320,000	0	0	10,880,000	HENNEPIN COUNTY	S19
2014	4	MN 36	8217-82045	BR	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS- NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PROJECT, PAYBACK IN 2015 & 2016)	400,250,000	56,400,000	100,000,000	0	243,850,000	MN/DOT	A20
2014	4	MN 36	8217-82045PEAC	CA	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	MN/DOT	A20
2014	4	MN 36	8217-82045PRAC	CA	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	MN/DOT	A20
2015		LOCAL 999880M-BIR-15		BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2015	5,000,000	4,000,000	0	0	1,000,000	MN/DOT	NC

**TABLE A-5
MN/DOT and State Aid Bridge Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	4	MN 36	8217-82045AC1	BR	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 2)	51,000,000	51,000,000	0	0	0	MN/DOT	A20
2016		LOCAL	999880M-BIR-16	BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2016	7,500,000	6,000,000	0	0	1,500,000	MN/DOT	NC
2016	4	MN 36	8217-82045AC2	BR	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS- NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 2 OF 2)	33,000,000	33,000,000	0	0	0	MN/DOT	A20
Totals						665,427,291	244,906,000	100,000,000	320,521,291	0		

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CITY		164-070-008	RW **MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2013	CITY		164-070-009	RC **MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2013	CR		002-596-009	PL **MN130**PRELIMINARY ENGINEERING FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 & TH 10 BETWEEN TH 169 & TH 101 (SAFETEA-LU)	1,687,000	0	719,921	0	0	967,079	ANOKA COUNTY	O4
2013	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	0	2,624,675	0	0	8,375,325	DAKOTA COUNTY	E3
2013	CSAH 42		019-642-045	PL **MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	0	300,000	0	0	75,000	DAKOTA COUNTY	E3
2013	I 35E		6280-308B	BR **MN055**CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-CONSTRUCTION (TEA-21)	44,646	0	35,717	0	0	8,929	MN/DOT	A20
2013	I 35E		6280-308C	BR **MN091**PHALEN BLVD IN ST PAUL-CONSTRUCTION (2005 APPROPRIATIONS ACT)	719,612	0	719,612	0	0	0	MN/DOT	A20
2013	I 35E		6280-308D	BR **MN171** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,149,651	0	2,519,721	0	0	629,930	MN/DOT	A20
2013	I 35E		6280-308S1	BR **MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	5,624,375	0	4,499,500	0	0	1,124,875	MN/DOT	O4
2013	I 35E		6280-308S2	BR **MN233** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,374,625	0	2,699,700	0	0	674,925	MN/DOT	O4
2013	LOCAL		999160-246-008	RW **MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN(2010 APPROPRIATIONS ACT-STP)	999,829	0	999,829	0	0	0	ROSEVILLE	NC

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 55		027-030-014	PL **MN120**ENVIRONMENTAL STUDIES & RW ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(I-494 TO GROW RIVER) (SAFETEA-LU)	600,000	0	480,000	0	0	120,000	HENNEPIN COUNTY	O4
2013	MN 55		027-596-005	RW **MN120** RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(ALONG CR 116 AT TH 55) (SAFETEA-LU)	754,501	0	603,601	0	0	150,900	HENNEPIN COUNTY	O2
2013	9	MN 610	2771-37E	MC **MN266** TH 610 CONSTRUCTION-ROADWAY IMPROVEMENTS (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A20
2013		PED/BIKE	091-090-050	BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION (SAFETEA-LU)	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2013		US 10	002-596-021	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE (SAFETEA-LU)	1,322,055	0	1,057,644	0	0	264,411	ANOKA COUNTY	O1
2013	5	US 61	1913-64E	BR **MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP)	50,000	0	50,000	0	0	0	MN/DOT	O1
2014		CSAH 3	027-603-030	MC **MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT	7,437,293	0	5,949,834	0	0	1,487,459	HENNEPIN COUNTY	O1
2014		CSAH 3	027-603-030A	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (2001 APPROPRIATIONS ACT)	3,123,799	0	2,499,039	0	0	624,760	HENNEPIN COUNTY	O1
2014		CSAH 3	027-603-049	RW **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, DESIGN BUILD CONSTRUCTION PROJECT (2003 APPROPRIATIONS ACT)	4,000,000	0	4,000,000	0	0	0	HENNEPIN COUNTY	O4

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	CSAH 3		027-603-049A	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (2001 APPROPRIATIONS ACT)	30,445	0	24,356	0	0	6,089	HENNEPIN COUNTY	O4
2014	CSAH 3		027-603-049B	MC **MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT	1,799,800	0	1,439,840	0	0	359,960	HENNEPIN COUNTY	O4
2014	MN 36		8214-114B	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	168,625	0	134,900	0	33,725	0	MNDOT	O4
2014	MN 36		8214-114CC	RW **MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)	4,922,260	0	3,937,808	0	984,452	0	MNDOT	A20
2014	MN 36		8214-114L	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	4,330,876	0	3,464,701	0	0	866,175	STILLWATER OAK PK HTS	O4
2014	US 61		1913-64B	BR **MN261**HASTINGS BRIDGE 19004(2010 APPROPRIATIONS ACT-STP)	291,967	0	291,967	0	0	0	MN/DOT	S19
2015	CSAH 3		027-603-049C	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2003 APPROPRIATIONS ACT)	4,941,500	0	4,941,500	0	0	0	HENNEPIN COUNTY	E3
2015	MN 100		2734-33A	BR **MN241**HWY 100 IMPROVEMENTS (2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	MN/DOT	AQ2
2015	MN 610		2771-38E	MC **MN119** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, (SAFETEA-LU)	936,518	0	749,214	0	187,304	0	MNDOT	A20
2015	MN 610		2771-38H	MC **MN249** HIGHWAY 610 CORRIDOR-GRADING, BRS (2008 APPROPRIATIONS ACT-	490,000	0	490,000	0	0	0	MNDOT	A20

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	9	MN 610	2771-38S1A	MC **MN211** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS (SAFETEA-LU)	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A20
2015	9	MN 610	2771-38S2A	MC **MN226** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS (SAFETEA-LU)	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A20
2015	9	MN 610	2771-38TA	MC **MN235** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS(SAFETEA-LU)	4,204,068	0	3,363,254	0	840,814	0	MNDOT	A20
Totals					75,283,446	0	55,958,720	0	2,842,335	0	16,482,391	

**TABLE A-7
MN/DOT Interstate Maintenance Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 494	2785-364	MC **ELLA**FROM I35W TO MN100 IN BLOOMINGTON AND RICHFIELD - ADD WB AUXILIARY LANE, NOISE WALL, DRAINAGE, PONDING, LIGHTING, TMS, APPROACH PANELS, & REPLACE EXISTING BRIDGE #9126 (NEW BRIDGE #27408) & NECESSARY APPROACH RECONSTRUCTION	15,065,000	13,558,500	0	1,506,500	0	MNDOT	A15
2013	I 494	2785-367	RS **ELLA**FROM JUST W OF 34TH AVE TO JUST W OF FRANCE AVE IN BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, RETAINING WALLS & TMS	15,115,000	13,603,500	0	1,511,500	0	MNDOT	S10
2014	I 35E	6280-367	TM **ELLA**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(INCLUDES STIPEND, D & C	111,000,000	33,000,000	0	38,000,000	40,000,000	MN/DOT	A20
2014	I 35E	6281-20	BI RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE	1,280,000	1,152,000	0	128,000	0	MN/DOT	S19
2014	I 35W	2782-320	BR FROM W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053 AND APPROACH WORK	8,440,000	7,375,500	0	819,500	245,000	MN/DOT	S19
2014	I 35W	6284-157	BI AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS-REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL	940,000	846,000	0	94,000	0	MN/DOT	S19
2014	I 494	2785-372	BI AT JCT TH 77 IN BLOOMINGTON-REDECK BRIDGES 9082 & 9080 & REPLACE APPROACH PANELS	980,000	882,000	0	98,000	0	MN/DOT	S19
2014	I 494	2785-373	BI FROM OVER SCHMIDT LAKE RD IN PLYMOUTH TO I94/494 JUNCTION IN MAPLE GROVE-REDECK & PAINT BRIDGES 27905, 27973, 27974, 27975, 27976, REDECK BRIDGES 27977, 27978, REPAIR BRIDGES 27681, 27906, MISC APPROACH WORK, DRAINAGE	5,790,000	5,211,000	0	579,000	0	MN/DOT	S19
2015	I 35E	6281-19	RS FROM RAMSEY CR E TO JUST S OF RAMSEY CSAH 96 IN VADNAIS HTS-MILL & OVERLAY, DRAINAGE, LOOP DETECTORS	4,040,000	3,636,000	0	404,000	0	MN/DOT	S10

**TABLE A-7
MN/DOT Interstate Maintenance Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	I 35E		6281-25	BR	OVER GOOSE LAKE RD AND BNSF RR IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 AND 9568 INCLUDING REPLACEMENT AND PROFILE ADJUSTMENTS OF PAVEMENT ON BOTH SIDES OF BRIDGE. GUARDRAIL, DRAINAGE, TMS	9,860,000	8,874,000	0	986,000	0	MN/DOT	S19
2015	I 394		2789-136	RS	JUST EAST OF MN100 IN GOLDEN VALLEY TO WEST END OF BRIDGE #27700D MINNEAPOLIS- MILL AND OVERLAY, CONCRETE PAVEMENT REPAIR, DRAINAGE, ADA, GUARDRAIL AND SIGNAL LOOPS	4,865,000	4,378,500	0	486,500	0	MN/DOT	S10
2015	I 94		2781-447	BI	WB RAMP OVER LRT AND CITY STREET LOCATED JUST EAST OF JCT OF TH 55 IN MINNEAPOLIS AND ON I494 OVER 34TH STREET IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING	1,270,000	1,143,000	0	127,000	0	MN/DOT	S19
2015	I 94		2781-448	BI	NEAR JUNCTION OF I94 AND I394 IN MPLS - REMOVE AND REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON BRIDGES 27793 AND 27799L.	390,000	351,000	0	39,000	0	MN/DOT	S19
2015	I 94		6282-200	BI	AT MACKUBIN STREET IN ST. PAUL- REDECK PEDESTRIAN BRIDGE #9737, SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	1,600,000	1,440,000	0	160,000	0	MN/DOT	S19
Totals						180,635,000	95,451,000	0	44,939,000	40,245,000		

**TABLE A-9
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 694		6285-147	SC	FROM I35W IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - CABLE MEDIAN GUARDRAIL (DE-BUNDLED FROM 6285-135)	210,000	189,000	0	21,000	0	MN/DOT	S9
2013	MN 100		2755-90	BI	AT BASS LAKE ROAD OVER TH 100 IN BROOKLYN CENTER-REDECK BRIDGE 27041, REPLACE APPROACH PANELS, SIGNAL INTERCONNECT AND SIGNING	2,340,000	1,672,000	0	418,000	250,000	MN/DOT	S19
2013	MN 13		1901-162	BI	OVER I35W IN BURNSVILLE-PAINT BRIDGES 9779 & 9780, GUARDRAIL & DRAINAGE	585,000	468,000	0	117,000	0	MN/DOT	S19
2013	MN 36		6212-167	BR	OVER KELLER LAKE IN MAPLEWOOD- REPLACE BR 5715 & APPROACHES, GUARDRAIL, STORM SEWER AND PONDS	3,995,000	2,932,000	0	733,000	330,000	MN/DOT	S19
2013	MN 36		8217-4654E	BI	**ELLA**OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654	3,310,000	1,324,000	0	331,000	1,655,000	MN/DOT	S19
2013	MN 62		2774-16	BI	UNDER PENN AVE & UNDER XERXES AVE IN MPLS, EDINA, & RICHFIELD- REDECK BRS 7268 & 27504 AND REPLACE APPROACH PANELS	1,665,000	1,332,000	0	333,000	0	MNDOT	S19
2013	US 169		2776-03RW13	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	2,500,000	2,000,000	0	500,000	0	MNDOT	O4
2014	MN 36		8214-114RW	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION	1,370,000	1,096,000	0	274,000	0	MNDOT	O4
2014	MN 65		0207-100	RD	FROM SOUTH OF INTERSECTION OF 53RD AVE NE IN FRIDLEY TO BRIDGE UNDER ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY, MAJOR CONCRETE PAVEMENT REPAIR, DRAINAGE, GUARDRAIL, ADA, AND BUS STOP IMPROVEMENTS	7,715,000	6,156,000	0	1,539,000	20,000	MN/DOT	S10
2014	MN 999		880M-BI-14	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	3,115,000	2,492,000	0	623,000	0	MN/DOT	NC
2014	US 10		6205-37	RS	JUST WEST OF I35W IN MOUNDS VIEW TO I694 IN ARDEN HILLS - UNBONDED CONCRETE OVERLAY & DRAINAGE	3,900,000	3,120,000	0	780,000	0	MN/DOT	S10
2014	US 169		2772-91	RS	FROM JUST N OF JCT I494 IN BLOOMINGTON TO JUST N JCT MN 62 IN EDINA-MILL & UNBONDED CONCRETE OVERLAY, GUARDRAIL, DRAINAGE, PED RAMPS	6,480,000	5,184,000	0	1,296,000	0	MN/DOT	S10

**TABLE A-9
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	US	169	2772-92	RS	FROM N END OF BRIDGE OVER TH55 IN PLYMOUTH TO JUST S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK- MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE	12,235,000	9,788,000	0	2,447,000	0	MN/DOT	S10
2014	7	US 169	2776-03RW14	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	2,500,000	2,000,000	0	500,000	0	MNDOT	O4
2015	194	I 94	6283-175	SC	EB 194 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	3,440,000	2,752,000	0	688,000	0	MN/DOT	A15
2015	6	MN 100	2734-33	MC	**ALTERNATE BID**FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308, 5309, 5462, 5598, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILIARY LANES AND NOISE WALLS (AC PROJECT, PAYBACK IN 2016)	63,830,000	17,234,000	33,830,000	12,766,000	0	MN/DOT	A20
2015	36	MN 36	6212-148	BR	OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS (AC PROJECT, PAYBACK 1 OF 1 IN 2016)	13,600,000	9,324,000	1,380,000	2,676,000	220,000	MN/DOT	S19
2015	77	MN 77	1925-52	BI	OVER MINNESOTA RIVER IN BLOOMINGTON AND EAGAN-PAINT NORTHBOUND BRIDGE 9600N, SOUTHBOUND 9600S AND PEDESTRIAN BRIDGE 9600F AND REPLACE GUARDRAIL	2,265,000	1,812,000	0	453,000	0	MN/DOT	S19
2015	999	MN 999	880M-BI-15	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2015	4,610,000	3,688,000	0	922,000	0	MN/DOT	NC
2015	10	US 10	0202-94	RS	FAIROAK AVE IN ANOKA TO JUST EAST OF HANSON BLVD OVERPASS IN COON RAPIDS-MILL AND OVERLAY, AGGREGATE SHOULDERING, DRAINAGE, CURB AND GUTTER, ADA IMPROVEMENTS, PROFILE REPAIRS, TMS	7,330,000	5,864,000	0	1,466,000	0	MN/DOT	S10
2015	52	US 52	1928-60	SC	FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,062,000	849,600	0	212,400	0	MNDOT	S18
2016	6	MN 100	2734-33AC	MC	FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308, 5309, 5462, 5598, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILIARY LANES AND NOISE WALLS (AC PAYBACK 1 OF 1)	33,830,000	33,830,000	0	0	0	MN/DOT	A20

**TABLE A-9
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	MN 36	MN 36	6212-148AC	BR OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS (AC PAYBACK 1 OF 1)	1,380,000	1,380,000	0	0	0	MN/DOT	S19
2016	MN 999	MN 999	880M-BI-16	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2016	10,805,000	8,644,000	0	2,161,000	0	MN/DOT	NC
Totals					194,072,000	125,130,600	35,210,000	31,256,400	2,475,000		

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 35		7080-50	SC	FROM SCOTT CSAH 2 IN NEW MARKET TO DAKOTA CSAH 70 IN LAKEVILLE - CABLE MEDIAN BARRIER (\$945K AMOUNT IN OTHER IS DPS FUNDS)	1,050,000	0	0	105,000	945,000	MN/DOT	S9
2013	I 35E		1982-161	BI	FROM I35E/I35W SPLIT IN BURNSVILLE TO JUST EAST OF DAKOTA CSAH 11 IN APPLE VALLEY-REDECK AND APPROACH WORK ON BRIDGES 19809, 19811, 19812, 19889, 19866, 19813, 19814, GUARDRAIL	3,375,000	0	0	3,375,000	0	MN/DOT	S19
2013	I 35W		1981-126	MC	FROM CRYSTAL LAKE RD (ON I-35) TO BURNSVILLE PARKWAY IN BURNSVILLE - LANDSCAPING	70,000	0	0	70,000	0	MNDOT	O6
2013	I 35W		2781-439	BI	PORTLAND AVE & PARK AVE BRIDGES OVER I35W IN MPLS-REDECK BRIDGES 27851 & 27852 & APPROACH WORK	4,665,000	0	0	4,495,000	170,000	MN/DOT	S19
2013	I 35W		2782-293	RB	FROM NICOLLET AVE TO MINNEHAHA PKWY & FROM E JCT MN62/I35W TO PORTLAND AVE IN MINNEAPOLIS/RICHFIELD-LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	250,000	0	MNDOT	O6
2013	I 35W		2782-319	RB	FROM PENN AVE S. TO NICOLLET AVE IN MINNEAPOLIS/RICHFIELD - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	250,000	0	MNDOT	O6
2013	I 35W		2782-321	BI	W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON-DECK REPAIR OF BRIDGES 9041, 9039, 9213, REPLACE SIGNAL, GUARDRAIL	1,500,000	0	0	1,185,000	315,000	MN/DOT	S19
2013	I 394		2789-131	TM	VARIOUS LOCATIONS ALONG I394 CORRIDOR FROM MPLS TO GOLDEN VALLEY- GATE ARM BATTERY BACKUPS, SECURITY UPGRADES AND ELECTRICAL SERVICE	500,000	0	0	500,000	0	MN/DOT	S7
2013	I 394		2789-133	SC	WB TO I494 NB & SB EXIT RAMPS, MINNETONKA - MODIFY CORRIDOR CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB	680,000	0	0	680,000	0	MN/DOT	E1
2013	I 694		6286-55	SC	FROM US 61 TO CENTURY AVE IN WHITE BEAR LAKE - REPLACEMENT OF INTERCHANGE LIGHTING	345,000	0	0	345,000	0	MNDOT	S18
2013	I 94		6283-174	DR	US 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 IN MAPLEWOOD - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	605,000	0	0	605,000	0	MNDOT	NC

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 94	I 94	8281-03	BI	OVER ST. CROIX RIVER AT LAKELAND, MN/HUDSON, WI-EPOXY OVERLAY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET)	2,247,000	0	0	1,123,500	1,123,500	MN/DOT	S19
2013	I 94	I 94	8282-115	SC	FROM I494 IN WOODBURY TO WISCONSIN STATE LINE IN LAKELAND - CABLE MEDIAN BARRIER (\$1.44M AMOUNT IN OTHER IS DPS FUNDS)	1,600,000	0	0	160,000	1,440,000	MN/DOT	S9
2013	MN 101	MN 101	1009-22	AM	FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	1,900,000	0	0	1,900,000	0	MNDOT	A15
2013	MN 120	MN 120	6227-75	SC	FROM I94 IN MAPLEWOOD TO MN244 IN WHITE BEAR LAKE - REPLACE SIGNS	300,000	0	0	300,000	0	MNDOT	O8
2013	MN 13	MN 13	7001-108	SC	SCOTT CSAH 44 (160TH ST SE)/RIDGEMONT AVE SE IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA UPGRADES	280,000	0	0	140,000	140,000	MNDOT	E2
2013	MN 169	MN 169	2772-96	BI	OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR & OVER 2ND ST IN HOPKINS-REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL	3,525,000	0	0	3,525,000	0	MN/DOT	S19
2013	MN 280	MN 280	6242-9472	BI	UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL-REPAIR/MODIFY BRS 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT	425,000	0	0	425,000	0	MNDOT	S19
2013	MN 3	MN 3	1908-79	RS	JUST N OF ANNE MARIE TRL TO MENDOTA ROAD (DAKOTA CSAH 14) IN INVER GROVE HEIGHTS-MILL & OVERLAY, CONSTRUCT BYPASS LANE, DRAINAGE, GUARDRAIL REPAIRS & REPLACE CURB	2,420,000	0	0	2,420,000	0	MNDOT	S10
2013	MN 36	MN 36	6211-90	AM	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT INTERCHANGE AT ENGLISH ST (\$500,040 IS AM FUNDS)	4,475,040	0	0	4,475,040	0	MN/DOT	A15
2013	MN 36	MN 36	6212-164	DR	JUST E OF SNELLING AVE IN ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT, GUARDRAIL	230,000	0	0	230,000	0	MNDOT	NC
2013	MN 36	MN 36	8204-63	DR	WB, EAST OF I694 IN PINE SPRINGS - SHORELINE STABILIZATION FOR SOUTH SHORE OF LONG LAKE	495,000	0	0	495,000	0	MNDOT	NC

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	MN 36	8204-65	SC	WEST OF HIGHLANDS TRAIL N TO E OF DEMONTREVILLE TR N (WASHINGTON CR13) IN LAKE ELMO-CONVERT INTERSECT TO A 3/4 INTERSECT, CONSTRUCT U-TURN IN MEDIANS, & CONSTR ACCELERATION/ DECELERATION (\$1M IN OTHER IS DPS FUNDS)	1,225,000	0	0	225,000	1,000,000	MNDOT	E1	
2013	MN 47	0205-96	SC	37TH AVE NE IN COLUMBIA HEIGHTS- REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2	
2013	MN 47	0205-97	SC	40TH AVE NE/ANOKA CO CSAH 2 IN COLUMBIA HTS - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2	
2013	MN 47	2726-69	RS	TH 65(CENTRAL AVE) TO 27TH AVE NE IN MPLS - PAVEMENT PRESERVATION, DRAINAGE, ADA	2,475,000	0	0	2,475,000	0	MNDOT	S10	
2013	MN 5	6229-35	AM	AT THE INTERSECTION OF N. MENDOTA ST, MINNEHAHA AVE E. & 7TH ST E. IN SAINT PAUL - REPLACE TRAFFIC SIGNALS INCLUDING APS, SIDEWALKS & ADA PED RAMPS	115,000	0	0	115,000	0	MNDOT	E2	
2013	MN 62	2775-21	SC	FROM MN77 TO 45TH AVE SOUTH IN MPLS - REPLACE LIGHTING SYSTEMS	360,000	0	0	360,000	0	MNDOT	S18	
2013	MN 65	0207-96	SC	49TH AVE NE/ANOKA CSAH 4 IN COLUMBIA HTS- SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2	
2013	MN 65	0207-98	BR	AT 80TH AVE NE OVER MN65 IN SPRING LAKE PARK-RE-DECK PED BRIDGE 02022 AND CONSTRUCT ADA ACCESSIBLE RAMPS	1,500,000	0	0	1,500,000	0	MN/DOT	AG2	
2013	MN 65	0208-137	TM	TH 10 TO ANOKA CSAH 14 IN BLAINE- SIGNS FOR BUS SHOULDER	25,000	0	0	25,000	0	MN/DOT	O8	
2013	MN 65	0208-148	AM	FROM 215TH AVE NE TO 220TH AVE NE IN EAST BETHEL-ACCESS CLOSURE AND WEST FRONTAGE ROAD CONSTRUCTION	702,000	0	0	702,000	0	MNDOT	S6	
2013	MN 65	2710-42	BR	NORTH OF 14TH AVE IN MPLS-REPLACE RAILROAD BRIDGE 90446 & RAISE CLEARANCE, DRAINAGE	11,550,000	0	0	11,550,000	0	MN/DOT	S19	
2013	MN 7	2704-34	AM	AT KINGS POINT RD (HENNEPIN CSAH 11) IN MINNETRISTA - ROUNDABOUT	594,000	0	0	594,000	0	MNDOT	E1	
2013	MN 7	2704-35	TM	JUST NORTH OF MN7 AT BELL ST IN ST BONIFACIUS - CONSTRUCT PARK AND POOL LOT, LIGHTING, STORM WATER TREATMENT	170,000	0	0	170,000	0	MN/DOT	E6	
2013	MN 7	2706-226	AM	AT LOUISIANA AVENUE IN ST LOUIS PARK-GRADE SEPARATED INTERCHANGE W/ROUNDABOUTS (\$594K AM, \$1M SC)	1,594,000	0	0	1,594,000	0	MNDOT	A15	

**TABLE A-10
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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	MN 95	8209-100	8209-100	SC	FROM MN96 IN STILLWATER TO I94 IN LAKELAND (INCLUDING MN36 IN STILLWATER) - SIGN REPLACEMENT	100,000	0	0	100,000	0	MNDOT	O8
2013	MN 95	8209-46	8209-46	TM	AT NE QUAD I-94 IN LAKELAND-MODIFY, EXPAND, & CHIP SEAL PARK & RIDE LOT, INSTALL CAMERAS, BIKE PARKING, LIGHTING AND DRAINAGE	185,000	0	0	185,000	0	MN/DOT	E6
2013	MN 95	8210-101	8210-101	SC	JUST SOUTH OF WASHINGTON CR52 IN SCANDIA TO MN96 IN STILLWATER - SIGN REPLACEMENT	100,000	0	0	100,000	0	MNDOT	O8
2013	MN 952A	2770-01	2770-01	RD	**ELLA**3RD AVE RAMP IN MPLS FROM NW END OF BR 27816 N TO JCT OF I94 & WB RAMP FROM WASHINGTON AVE - BUS SHOULDER REPLACEMENT	426,361	0	0	426,361	0	MN/DOT	S4
2013	MN 999	880M-ADA-13	880M-ADA-13	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2013	1,080,000	0	0	1,080,000	0	MNDOT	NC
2013	MN 999	880M-AM-13	880M-AM-13	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	260,000	0	0	260,000	0	MN/DOT	NC
2013	MN 999	880M-BI-13	880M-BI-13	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	1,800,000	0	0	1,800,000	0	MN/DOT	NC
2013	MN 999	880M-CA-13	880M-CA-13	CA	METRO SETASIDE -CONSULTANT DESIGN -2013	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2013	MN 999	880M-PM-13	880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,695,000	0	0	5,695,000	0	MN/DOT	NC
2013	MN 999	880M-RB-13	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	100,000	0	0	100,000	0	MN/DOT	NC
2013	MN 999	880M-RS-13	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	930,000	0	0	930,000	0	MN/DOT	NC
2013	MN 999	880M-RW-13	880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	28,920,000	0	0	28,920,000	0	MN/DOT	NC
2013	MN 999	880M-RX-13	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	8,600,000	0	0	8,600,000	0	MN/DOT	NC
2013	MN 999	880M-SA-13	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	36,900,000	0	0	13,700,000	23,200,000	MN/DOT	NC
2013	MN 999	880M-TE-13	880M-TE-13	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$35K), WATER RESOURCE (\$0) PRESERVATION PROJECTS FOR FY 2013	35,000	0	0	35,000	0	MN/DOT	NC
2013	MN 999	880M-TM-13	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	600,000	0	0	600,000	0	MN/DOT	NC
2013	MN 999	880M-TR-13	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,040,000	0	0	1,040,000	0	MN/DOT	NC
2013	MN 999	880M-TRLF-13	880M-TRLF-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	MN 999	8825-212	8825-212	SC	VARIOUS LOCATIONS IN NW METRO QUADRANT - RELAMPING LIGHTING FIXTURES	450,000	0	0	450,000	0	MNDOT	S18
2013	MN 999	8825-356	8825-356	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MN/DOT	E2
2013	MN 999	8825-366	8825-366	TM	METROWIDE - REPLACE CCTV, UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE AND CONTROLLERS	500,000	0	0	500,000	0	MN/DOT	S7
2013	MN 999	8825-435	8825-435	SC	METROWIDE - SIGN AND STRUCTURE REPLACEMENT AND REPAIR	350,000	0	0	350,000	0	MNDOT	O8
2013	US 10	0202-97	0202-97	AM	FROM ALPACA ST NW TO TRAPROCK ST NW IN RAMSEY-ACCESS CLOSURES AND FRONTAGE RD CONSTRUCTION	702,000	0	0	702,000	0	MNDOT	S6
2013	US 169	2750-74	2750-74	SC	FROM HENNEPIN COUNTY ROAD 30 IN OSSEO TO US 10 IN ANOKA - SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2013	US 169	7005-107	7005-107	AM	AT XCEL ENERGY SUBSTATION DRIVEWAY IN JACKSON TOWNSHIP - DIRECT ACCESS CLOSURE INCLUDING FRONTAGE ROAD (BONNEVISTA DRIVE) EXTENSION	532,364	0	0	532,364	0	MNDOT	S6
2013	US 212	8825-430	8825-430	SC	MN62 FROM SHADY OAK RD(CSAH 61) TO US212 & US212 AT SHADY OAK RD(CSAH 61) IN EDEN PRAIRIE - REPLACE LIGHTING SYSTEMS	275,000	0	0	275,000	0	MNDOT	S18
2013	US 52	1906-64	1906-64	RB	AT DAKOTA CSAH 47 OVERPASS IN HAMPTON - CONSTRUCT LIVING SNOW FENCE (LANDSCAPING)	60,000	0	0	60,000	0	MNDOT	O6
2013	US 61	1913-72	1913-72	SC	AT MN 55 IN HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	131,000	44,000	MNDOT	E2
2013	US 61	6220-78	6220-78	SC	FROM LOWER AFTON ROAD TO WARNER ROAD IN ST. PAUL - CABLE MEDIAN BARRIER (\$ 280K AMOUNT IN OTHER IS DPS FUNDS)	310,000	0	0	30,000	280,000	MN/DOT	S9
2014	I 35W	0280-68	0280-68	SC	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	235,000	0	0	235,000	0	MNDOT	S18
2014	I 35W	2782-295	2782-295	RB	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	500,000	0	0	500,000	0	MNDOT	O6
2014	I 494	2785-371	2785-371	SC	AT TH 55 & AT HENNEPIN CSAH 9 INTERCHANGES IN PLYMOUTH- REPLACE INTERCHANGE LIGHTING	155,000	0	0	155,000	0	MNDOT	S18
2014	I 94	2781-438	2781-438	SC	FROM I-694 IN BROOKLYN CENTER TO LOWRY TUNNEL IN MINNEAPOLIS - SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	I 94		6282-190	NO	ON SOUTH SIDE FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISE WALL	990,000	0	0	700,000	290,000	MN/DOT	O3
2014	MN 100		2733-87	SC	FROM I494 IN BLOOMINGTON TO 50TH ST IN EDINA - SIGN REPLACEMENT	350,000	0	0	350,000	0	MNDOT	O8
2014	MN 110		1918-108	SC	AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MNDOT	E2
2014	MN 13		1902-53	RD	JUST NORTH OF 2ND ST TO JUST SOUTH OF 2ND ST IN MENDOTA-RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, POND, CATCH BASINS AND RESURFACING	1,690,000	0	0	1,690,000	0	MN/DOT	NC
2014	MN 13		7001-110	RC	FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2014	MN 149		1917-48	SC	OFF RAMP FROM I494 TO MN149 IN MENDOTA HEIGHTS-CONSTRUCT A LEFT TURN LANE	195,000	0	0	195,000	0	MN/DOT	E1
2014	MN 21		7002-46	SC	FROM US169 IN JORDAN TO MN19 IN NEW PRAGUE - SIGN REPLACEMENT	150,000	0	0	150,000	0	MNDOT	O8
2014	MN 25		7003-13	SC	MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT	250,000	0	0	250,000	0	MN/DOT	E2
2014	MN 284		1014-15	AM	E 10TH ST IN WACONIA-CONSTRUCT ROUNDABOUT	400,000	0	0	400,000	0	MN/DOT	E1
2014	MN 3		1908-83	SC	AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL	400,000	0	0	400,000	0	MNDOT	E2
2014	MN 36		8204-62	MC	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
2014	MN 55		2723-120	SC	AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE	735,000	0	0	595,000	140,000	MN/DOT	E2
2014	MN 610		2771-100	MC	FROM HENNEPIN CSAH 81 IN MAPLE GROVE TO US169 IN BROOKLYN PARK- LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2014	MN 62		2775-15	SC	FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM	125,000	0	0	125,000	0	MNDOT	S18
2014	MN 65		0208-136	SC	AT VIKING BLVD IN HAM LAKE-EXTEND NB & SB LEFT TURN LANES, REPLACE CULVERT, ADA	230,000	0	0	230,000	0	MN/DOT	E1
2014	MN 7		2706-214	SC	AT SHADY OAK RD(HENNEPIN CSAH 61) IN MINNETONKA-TRAFFIC SIGNAL REBUILD	250,000	0	0	125,000	125,000	MNDOT	E2

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	MN 7	2706-225	2706-225	SC	AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD-SIGNAL REPLACEMENT & TURN LANE EXTENSION	240,000	0	0	180,000	60,000	MNDOT	E2
2014	MN 7	2706-227	2706-227	SC	AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2014	MN 999	880M-AM-14	880M-AM-14	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2014	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2014	MN 999	880M-CA-14	880M-CA-14	CA	METRO SETASIDE -CONSULTANT DESIGN -2014	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2014	MN 999	880M-NO-14	880M-NO-14	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2014	5,500	0	0	5,500	0	MN/DOT	NC
2014	MN 999	880M-PM-14	880M-PM-14	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2014	MN 999	880M-RB-14	880M-RB-14	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	100,000	0	0	100,000	0	MN/DOT	NC
2014	MN 999	880M-RS-14	880M-RS-14	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2014	235,000	0	0	235,000	0	MN/DOT	NC
2014	MN 999	880M-RW-14	880M-RW-14	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	9,000,000	0	0	9,000,000	0	MN/DOT	NC
2014	MN 999	880M-RX-14	880M-RX-14	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2014	MN 999	880M-SA-14	880M-SA-14	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	13,700,000	0	MN/DOT	NC
2014	MN 999	880M-SC-14	880M-SC-14	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014	1,735,000	0	0	1,735,000	0	MN/DOT	NC
2014	MN 999	880M-TE-14	880M-TE-14	SC	METRO SETASIDE FOR WATER RESOURCES (\$0K), TRAF ENG (\$535K), TRAF MGMT(\$500K) PRESERVATION PROJECTS FOR FY 2014	1,035,000	0	0	1,035,000	0	MN/DOT	NC
2014	MN 999	880M-TM-14	880M-TM-14	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	400,000	0	0	400,000	0	MN/DOT	NC
2014	MN 999	880M-TR-14	880M-TR-14	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2014	1,860,000	0	0	1,860,000	0	MN/DOT	NC
2014	MN 999	880M-TRLF-14	880M-TRLF-14	RW	REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2014	MN 999	8825-355	8825-355	SC	NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MNDOT	S18
2014	MN 999	8825-364	8825-364	SC	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	500,000	0	0	500,000	0	MNDOT	NC
2014	US 169	2772-90	2772-90	SC	FROM I-494 IN BLOOMINGTON/EDINA TO I-94 IN MAPLE GROVE/BROOKLYN PARK-REPLACE SIGNING	750,000	0	0	750,000	0	MNDOT	O8

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Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	US	169	7005-94	TM THROUGH BELLE PLAINE - REMOVE MEDIAN CROSSOVERS (HIGH PRIORITY IRC)	420,000	0	0	420,000	0	MN/DOT	S16
2014	US	52	1905-34	SC FROM TH 19 IN CANNON FALLS TO 117TH AVE IN INVER GROVE HTS-CLOSE MEDIAN CROSSOVERS	235,000	0	0	235,000	0	MN/DOT	S16
2014	US	61	6222-162	RS FROM JUST S WHITE BEAR AVE TO JUST N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, SIGNALS, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	3,440,000	0	0	3,015,000	425,000	MN/DOT	S10
2014	US	952A	1908-84	AM ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER, ACCESS CLOSURES, GRADE-SEPARATED TRAIL CROSSING, SIGNAL REPLACEMENTS AT THOMPSON AVE AND E. BERNARD ST/DAKOTA MSAS 114	1,250,000	0	0	1,250,000	0	MNDOT	S9
2015	I	35	1980-81	NO ON WEST SIDE FROM BURNSVILLE CIRCLE TO 157TH ST W IN BURNSVILLE - NOISE WALL	835,000	0	0	760,000	75,000	MN/DOT	O3
2015	I	35	1980-83	NO ON EAST SIDE JUST N OF 162ND ST W TO JUST N OF MAPLE ISLAND ROAD IN BURNSVILLE - NOISE WALL	775,000	0	0	700,000	75,000	MN/DOT	O3
2015	I	35E	6281-44	TM SB FROM RAMSEY CR J TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER	10,000	0	0	10,000	0	MN/DOT	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	6284-162	BR AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 AND RAMP RECONSTRUCTION	6,860,000	0	0	6,860,000	0	MN/DOT	S19
2015	I	494	1985-139	SC AT MN 149 (NORTH AND SOUTH RAMPS) IN MENDOTA HEIGHTS - REPLACE SIGNAL SYSTEMS	375,000	0	0	375,000	0	MNDOT	E2
2015	10	I	2785-337	RB JUST W OF BUSH LAKE RD IN BLOOMINGTON TO MN 5 IN EDEN PRAIRIE - LANDSCAPING	470,000	0	0	470,000	0	MN/DOT	O6
2015	I	694	6285-148	RC 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
2015	I	94	8282-109	TM WASHINGTON CSAH 15 IN WOODBURY TO ST CROIX RIVER IN LAKELAND- TRAFFIC MGMT SYSTEM	350,000	0	0	350,000	0	MNDOT	S7
2015	6	MN	2734-33RR	MC FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RAIL ROAD AGREEMENT	3,125,000	0	0	3,125,000	0	MN/DOT	A20

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	MN 13	1901-171	RB	AT CSAH 5 IN BURNSVILLE- LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2015	MN 13	1902-55	RD	FROM JUST NORTH OF 2ND ST IN MENDOTA TO I35E IN LILYDALE- RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, CATCH BASINS AND RESURFACING	6,910,000	0	0	6,910,000	0	MNDOT	NC
2015	MN 13	7001-104	AM	AT 150TH STREET IN PRIOR LAKE AND SAVAGE-CONSTRUCT 3/4 INTERSECTION AT 150TH & RESTRICT ACCESS TO R/RO AT ZINRAN/OAKLAND BEACH AVE	1,400,000	0	0	1,400,000	0	MN/DOT	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	1917-45	RS	FROM N JCT MN55 IN EAGAN TO MN5 IN ST. PAUL- PAVEMENT PRESERVATION, ADA AND DRAINAGE	6,825,000	0	0	6,825,000	0	MN/DOT	S10
2015	MN 41	7010-100	RS	FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF CHASKA MN RIVER BRIDGE IN CHASKA - MILL & OVERLAY	825,000	0	0	825,000	0	MN/DOT	S10
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 62	2763-47	SC	FROM I-494 IN EDEN PRAIRIE TO TH 55 IN MPLS (EXCEPT MN62/I35W COMMONS AREA) AND US212 FROM I494 TO MN62 IN EDEN PRAIRIE-SIGN REPLACEMENT	800,000	0	0	800,000	0	MNDOT	O8
2015	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
2015	MN 65	0208-142	AM	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE- FRONTAGE ROAD AND CLOSE	250,000	0	0	250,000	0	MNDOT	E1
2015	MN 65	0208-143	AM	FROM 140TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	250,000	0	0	250,000	0	MNDOT	E1
2015	MN 999	880M-AM-15	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2015	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2015	MN 999	880M-ATM-15	TM	METRO SETASIDE FOR ACTIVE TRAFFIC MANAGEMENT PROJECTS FOR FY 2015	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2015	MN 999	880M-CA-15	CA	METRO SETASIDE -CONSULTANT DESIGN -2015	8,000,000	0	0	8,000,000	0	MN/DOT	NC

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	MN	999	880M-CM-15	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2015	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2015	MN	999	880M-IM-15	TM	METRO SETASIDE-INCIDENT MANAGEMENT FOR METRO PROJECTS IN FY 2015	150,000	0	0	150,000	0	MN/DOT	NC
2015	MN	999	880M-NO-15	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2015	1,145,000	0	0	1,145,000	0	MN/DOT	NC
2015	MN	999	880M-PM-15	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2015	4,500,000	0	0	4,500,000	0	MN/DOT	NC
2015	MN	999	880M-RB-15	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2015	100,000	0	0	100,000	0	MN/DOT	NC
2015	MN	999	880M-RW-15	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2015	5,100,000	0	0	5,100,000	0	MN/DOT	NC
2015	MN	999	880M-RX-15	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2015	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2015	MN	999	880M-SA-15	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2015	11,000,000	0	0	11,000,000	0	MN/DOT	NC
2015	MN	999	880M-SC-15	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2015	5,930,000	0	0	5,930,000	0	MN/DOT	NC
2015	MN	999	880M-TE-15	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$295K) & WRE (\$0K) FOR FY 2015	295,000	0	0	295,000	0	MN/DOT	NC
2015	MN	999	880M-TM-15	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2015	400,000	0	0	400,000	0	MN/DOT	NC
2015	MN	999	880M-TR-15	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2015	990,000	0	0	990,000	0	MN/DOT	NC
2015	MN	999	880M-TRLF-15	RW	REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2015	MN	999	8825-382	TM	METROWIDE - CABLE REPLACEMENT AND UPGRADE/REFURBISH ELECTRICAL SERVICES	500,000	0	0	500,000	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	NW QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	450,000	0	0	450,000	0	MNDOT	S18
2015	US	10	0202-93	SC	AT FELDSPAR AVE NW-RECONSTRUCT INTERSECTION	255,000	0	0	255,000	0	MNDOT	E1
2015	US	169	2772-97	SC	AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - REPLACE SIGNAL SYSTEM	225,000	0	0	112,500	112,500	MNDOT	E2
2015	US	169	2772-99	NO	ON EAST SIDE FROM 16TH ST W IN ST. LOUIS PARK TO JUST N OF WAYZATA BLVD IN GOLDEN VALLEY - NOISE WALL AND ACCESS CLOSURE	895,000	0	0	820,000	75,000	MN/DOT	O3

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	US	169	7008-100	SC BETWEEN TH 282 AND TH 21 IN JORDAN - CONSTRUCT MEDIUM J-BARRIER AND REPLACE MEDIUM DRAINAGE STRUCTURES AND PIPES	2,310,000	0	0	2,310,000	0	MNDOT	S9
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		1982-171	NO ON SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL	805,000	0	0	725,000	80,000	MN/DOT	O4
2016	I 35E		6280-369	BI FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - REDECK BRIDGES 9519, 62802 AND 62803	1,525,000	0	0	1,525,000	0	MN/DOT	S10
2016	I 35W		0280-70	SC SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) TO S OF 85TH AVE IN BLAINE - CONSTRUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER	360,000	0	0	360,000	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 MINNEAPOLIS - REDECK BRIDGES 27885, 27886, 27985, 27989, 27994, GUARDRAIL	2,190,000	0	0	2,190,000	0	MN/DOT	S10
2016	I 35W		6284-163	BR FROM JUST S OF I694 IN NEW BRIGHTON TO JUST S OF RAMSEY CR E2 IN ARDEN HILLS - REPLACE BRIDGES 9570 & 9599 AND APPROACHES, GUARDRAIL, RETAINING WALL AND PONDING	11,350,000	0	0	11,350,000	0	MN/DOT	S19
2016	I 94		6282-201	BR AT GROTTO ST N IN ST. PAUL-REPLACE BRIDGE 9773	1,290,000	0	0	1,290,000	0	MN/DOT	S19
2016	I 94		6283-234	RD FROM JUST EAST OF MOUNDS BLVD TO JUST EAST OF RUTH ST IN ST. PAUL- MAJOR CONCRETE PAVEMENT REPAIR, MILL AND OVERLAY, REPAIR BRIDGES 62861, 62862, 62838, DRAINAGE, GUARDRAIL, TRAFFIC SYSTEM LOOPS AND ADA	7,020,000	0	0	7,020,000	0	MN/DOT	S10
2016	MN	100	2735-193	TM SB ENTRANCE RAMP FROM DULUTH ST IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS, DRAINAGE, TMS	260,000	0	0	260,000	0	MN/DOT	AQ1
2016	MN	55	2723-123	SC WB FROM I494 NB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-WIDEN RAMP TO A TRIPLE LEFT TURN AND CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE AND ADA	1,960,000	0	0	1,960,000	0	MNDOT	E1

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	MN	999	880M-AM-16	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2016	3,000,000	0	0	3,000,000	0	MN/DOT	NC
2016	MN	999	880M-CA-16	CA	METRO SETASIDE -CONSULTANT DESIGN -2016	8,000,000	0	0	8,000,000	0	MN/DOT	NC
2016	MN	999	880M-CM-16	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2016	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2016	MN	999	880M-IM-16	TM	METRO SETASIDE-INCIDENT MANAGEMENT FOR METRO PROJECTS IN FY 2016	500,000	0	0	500,000	0	MN/DOT	NC
2016	MN	999	880M-PM-16	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2016	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2016	MN	999	880M-RB-16	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2016	100,000	0	0	100,000	0	MN/DOT	NC
2016	MN	999	880M-RW-16	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2016	6,500,000	0	0	6,500,000	0	MN/DOT	NC
2016	MN	999	880M-RX-16	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2016	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2016	MN	999	880M-SA-16	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2016	10,000,000	0	0	10,000,000	0	MN/DOT	NC
2016	MN	999	880M-SC-16	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2016	2,320,000	0	0	2,320,000	0	MN/DOT	NC
2016	MN	999	880M-TE-16	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0.325M), TMS(\$0.5M) & WIRE (\$2.41M) FOR FY 2016	8,235,000	0	0	8,235,000	0	MN/DOT	NC
2016	MN	999	880M-TM-16	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2016	400,000	0	0	400,000	0	MN/DOT	NC
2016	MN	999	880M-TR-16	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2016	780,000	0	0	780,000	0	MN/DOT	NC
2016	MN	999	880M-TRLF-16	RW	REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2016	US	12	2713-107	SC	AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES	1,590,000	0	0	1,590,000	0	MN/DOT	E1
2016	US	12	2714-142	SC	FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL	1,370,000	0	0	1,370,000	0	MN/DOT	S19
2016	US	169	2772-102	BI	OVER US212/MN62 IN EDEN PRAIRIE/EDINA-REDECK BRIDGES	2,485,000	0	0	2,485,000	0	MN/DOT	S19
2016	US	169	2772-103	NO	27079 AND 27080, NEW APPROACH ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL	1,440,000	0	0	1,295,000	145,000	MN/DOT	O3

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	US 169	7005-106	7005-106	TM	FROM CANTERBURY RD/(SCOTT CSAH 83) TO SCOTT CR18 IN SHAKOPEE- CONVERT RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE	960,000	0	0	960,000	0	MN/DOT	S4
2016	US 52	6244-101	6244-101	RB	FROM PLATO BLVD TO 194 IN ST. PAUL - LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2016	US 61	6221-100	6221-100	RD	FROM US 61 NB RAMP OVER 194 WB TO MN5 IN ST. PAUL--CONCRETE PAVEMENT REPAIR, MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNAL WORK, REPAIR BRIDGES 62706	3,150,000	0	0	3,150,000	0	MN/DOT	S10
2016	US 61	8205-137	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	5,250,000	0	0	5,250,000	0	MN/DOT	E1
2016	US 61	8205-138	8205-138	DR	BETWEEN 70TH ST AND 80TH ST IN COTTAGE GROVE-REPLACE CENTERLINE CULVERT AND IMPROVE EXISTING BERM	400,000	0	0	400,000	0	MNDOT	NC
Totals						417,909,265	0	0	386,321,765	31,587,500		

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency	AQ:
2013	CITY		110-101-014	SH AT BROOKLYN DR & XERXES AVE IN BROOKLYN PARK-CONSTRUCT ROUNDABOUT	614,040	552,636	0	0	61,404	BROOKLYN PARK	E1
2013	CSAH 1		002-601-045	SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIAN	102,000	91,800	0	0	10,200	ANOKA COUNTY	S16
2013	CSAH 1		002-601-046	SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9(ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED	408,000	367,200	0	0	40,800	ANOKA COUNTY	E1
2013	CSAH 10		062-610-003	SH ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES	295,800	266,220	0	0	29,580	RAMSEY COUNTY	E1
2013	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
2013	CSAH 17		002-617-020	SH ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18(CROSTOWN BLVD NE) IN HAM LAKE-CONSTRUCT TRAFFIC SIGNAL, TURN LANES	510,000	459,000	0	0	51,000	ANOKA COUNTY	E2
2013	CSAH 17		166-020-014	SH ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD INCLUDING TURN LANES	1,224,000	1,101,600	0	0	122,400	SHAKOPEE	E1
2013	CSAH 18		002-611-033	SH ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11(NORTHDALE BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES	612,000	550,800	0	0	61,200	ANOKA COUNTY	E1
2013	LOCAL		999070-030-006	SH COUNTYWIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, AND OTHER APPURTENANCES	616,080	554,472	0	0	61,608	SCOTT COUNTY	S6
2013	RR		10-00117	SR MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA(2 MI SW)-INSTALL GATES	204,000	183,600	0	0	20,400	MNDOT	S8
2013	RR		19-00138	SR PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES	229,500	206,550	0	0	22,950	MNDOT	S8
2013	RR		19-00139	SR UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT-UPGRADE TO GATES	280,500	252,450	0	0	28,050	MNDOT	S8
2013	RR		27-00301	SR PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES	229,500	206,550	0	0	22,950	MNDOT	S8
2013	RR		27-00302	SR CP ON BROOKSIDE AVE, MSAS 305 IN ST LOUIS PARK-INSTALL GATES	255,000	229,500	0	0	25,500	MNDOT	S8

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	RR	RR	62-00202	SR	MNR ON HAMLIN AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES & ONE CANTILEVER	255,000	229,500	0	0	25,500	MNDOT	S8
2013	RR	RR	62-00205	SR	CP ON WESTERN AVENUE, MUN 724 IN ST PAUL-INSTALL GATES	280,500	252,450	0	0	28,050	MNDOT	S8
2013	US 10	US 10	6205-38S	SH	CSAH 96, ARDEN HILLS-CONSTRUCT INTERCHANGE (FORMERLY SP 062-596-003S)	2,222,222	2,000,000	0	0	222,222	MNDOT	A15
2013	US 52	US 52	1905-33	SH	AT 280TH/CSAH 86 IN RANDOLPH TWP - CONVERT MEDIAN TO 3/4 INTERSECTION WITH U TURNS AND CONSTRUCT LEFT TURN LANE FOR U TURN MOVEMENTS WITH 3/4 INTERSECTION	985,000	886,500	0	98,500	0	MNDOT	E1
2013	US 52	US 52	1906-57	SH	AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS AND CONSTRUCT LEFT TURN LANE	1,000,000	900,000	0	100,000	0	MNDOT	E1
2013	US 61	US 61	8206-41	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT ROUNDABOUT-PORTION NOT ELIGIBLE FOR HSIP-TIED TO SP 8206-41L	955,000	795,000	0	160,000	0	MNDOT	E2
2013	US 61	US 61	8206-41L	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT ROUNDABOUT-TIED TO SP 8206-41	600,000	480,000	0	0	120,000	MNDOT	E1
2014	CR 3	CR 3	002-596-020	SH	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	52,000	ANOKA COUNTY	E1
2014	CSAH 31	CSAH 31	062-631-009	SH	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	166,395	RAMSEY COUNTY	E1
2014	CSAH 31	CSAH 31	062-631-010	SH	ON RAMSEY CSAH 31 (MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL-TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES	1,575,354	1,417,819	0	0	157,535	RAMSEY COUNTY	E1
2014	CSAH 32	CSAH 32	019-632-028	SH	ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE-CONSTRUCT WB LEFT TURN LANE AND CHANNELIZATION	364,000	327,600	0	0	36,400	DAKOTA COUNTY	E1
2014	CSAH 5	CSAH 5	002-605-018	SH	ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT & RIGHT TURN LANES	1,040,000	936,000	0	0	104,000	ANOKA COUNTY	E1
2014	CSAH 78	CSAH 78	002-678-020	SH	ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	936,000	842,400	0	0	93,600	ANOKA COUNTY	E1
2014	MN 999	MN 999	8825-389	SH	METROWIDE-PROACTIVE CONTRACT FOR RURAL INTERSECTION LIGHTING	208,000	187,200	0	20,800	0	MNDOT	S18

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	RR	02-00134	SR	MNR ON 69TH AVE NE, MSAS 305 IN FRIDLEY & SPRING CREEK DR; MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE-DUE TO CLOSURE AT SPRING CREEK DRIVE	260,000	260,000	0	0	0	MNDOT	S8
2014	RR	10-00119	SR	TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES	225,000	202,500	0	0	22,500	MNDOT	S8
2014	RR	27-00303	SR	CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	234,000	0	0	26,000	MNDOT	S8
2014	RR	27-00304	SR	PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2014	RR	62-00203	SR	MNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2014	RR	70-00123	SR	UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS)	312,000	280,800	0	0	31,200	MNDOT	S8
2014	RR	82-00139	SR	UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES	286,000	257,400	0	0	28,600	MNDOT	S8
2014	RR	82-00140	SR	UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES	338,000	304,200	0	0	33,800	MNDOT	S8
2015	LOCAL	999880M-RR-15	SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2015	2,225,000	2,002,500	0	0	222,500	MN/DOT	NC
2015	LOCAL	999880M-SHL-15	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015	8,900,000	8,010,000	0	0	890,000	MN/DOT	NC
2016	LOCAL	999880M-RR-16	SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2016	2,225,000	2,002,500	0	0	222,500	MN/DOT	NC
2016	LOCAL	999880M-SHL-16	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016	8,900,000	8,010,000	0	0	890,000	MN/DOT	NC
Totals					43,784,447	38,857,503	0	379,300	4,547,644		

TABLE A-12
Transit Section 5309

Yr	PRT Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB	TCP-CCLRT-13	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	114,443,694	0	98,443,694	0	16,000,000	MET TRANSIT	NC
2013	BB	TRF-TCMT-13AL	B3	FFGA 2013 APPROPRIATION	1,850,000	0	1,480,000	0	370,000	MET COUNCIL-MT	T3
2013	BB	TRF-TCMT-13AN	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T3
2013	BB	TRF-TCMT-13P	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE-LRT	850,000	0	680,000	0	170,000	MET COUNCIL-MT	T1
2014	BB	TCP-CCLRT-14	B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	117,564,590	0	98,443,694	0	19,120,896	MET TRANSIT	NC
2014	BB	TRF-TCMT-14AB	B3	ASSOCIATED CAPITAL MAINTENANCE	3,100,000	0	2,480,000	0	620,000	MET COUNCIL-MT	T3
2014	BB	TRF-TCMT-14AD	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T3
2014	BB	TRF-TCMT-14Q	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	850,000	0	680,000	0	170,000	MET COUNCIL-MT	T3
2015	BB	TCP-CCLRT-15	B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	98,443,694	0	98,443,694	0	0	MET TRANSIT	NC
2015	BB	TRF-TCMT-15AA	B3	ASSOCIATED CAPITAL MAINTENANCE	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T3
2015	BB	TRF-TCMT-15G	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	940,000	0	752,000	0	188,000	MET COUNCIL-MT	T1
2015	BB	TRF-TCMT-15P	B3	FFGA 2015 APPROPRIATION	1,700,000	0	1,360,000	0	340,000	MET COUNCIL-MT	T10
2016	BB	TRF-TCMT-16F	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	930,000	0	744,000	0	186,000	MET COUNCIL-MT	T3
2016	BB	TRF-TCMT-16K	B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T3
2016	BB	TRF-TCMT-16S	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T3
Totals					342,371,978	0	304,867,082	0	37,504,896		

TABLE A-13
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB	TRF-TCMT-13		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,250,000	0	1,800,000	0	450,000	MET COUNCIL-MT	T1
2013	BB	TRF-TCMT-13A		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	45,000,000	0	37,350,000	0	7,650,000	MET COUNCIL-MT	T10
2013	BB	TRF-TCMT-13AB		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN MPLS LAYOVER	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	E6
2013	BB	TRF-TCMT-13AC		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE MAINTENANCE SHOP DESIGN AND CONSTRUCTION	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T11
2013	BB	TRF-TCMT-13AE		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN ST PAUL PASSENGER FACILITY IMPROVEMENTS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2013	BB	TRF-TCMT-13AG		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T6
2013	BB	TRF-TCMT-13AJ		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T6
2013	BB	TRF-TCMT-13AK		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,085,000	0	868,000	0	217,000	MET COUNCIL-MT	T6
2013	BB	TRF-TCMT-13AM		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T5
2013	BB	TRF-TCMT-13AP		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-GENERATOR POWER SYSTEMS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T6
2013	BB	TRF-TCMT-13AQ		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUILDING AND ENERGY ENHANCEMENTS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2013	BB	TRF-TCMT-13AR		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RENEWABLE ENERGY INITIATIVES	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2013	BB	TRF-TCMT-13AS		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC FACILITIES MAINTENANCE BUILDING	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T11
2013	BB	TRF-TCMT-13AT		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NICOLLET GARAGE TRANSPORTATION EXPANSION	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T8
2013	BB	TRF-TCMT-13AU		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HLRT STATION MODIFICATIONS	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T8
2013	BB	TRF-TCMT-13AV		B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 610 AND NOBLE PARK & RIDE EXPANSION	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	E6

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB	TRF-TCMT-13AW	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	650,000	0	520,000	0	130,000	MET COUNCIL-MT	T5	
2013	BB	TRF-TCMT-13AX	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ARTERIAL BUS RAPID TRANSIT	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T1	
2013	BB	TRF-TCMT-13B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	655,000	0	524,000	0	131,000	MET COUNCIL-MT	T8	
2013	BB	TRF-TCMT-13C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	11,875,000	0	9,500,000	0	2,375,000	MET COUNCIL-MT	T3	
2013	BB	TRF-TCMT-13D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	955,000	0	764,000	0	191,000	MET COUNCIL-MT	E6	
2013	BB	TRF-TCMT-13E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,149,917	0	1,719,934	0	429,983	MET COUNCIL-MT	T3	
2013	BB	TRF-TCMT-13F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,825,000	0	1,460,000	0	365,000	MET COUNCIL-MT	E6	
2013	BB	TRF-TCMT-13G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T1	
2013	BB	TRF-TCMT-13H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1	
2013	BB	TRF-TCMT-13J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1	
2013	BB	TRF-TCMT-13K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10	
2013	BB	TRF-TCMT-13M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	8,000,000	0	6,400,000	0	1,600,000	MET COUNCIL- MTS	T10	
2013	BB	TRF-TCMT-13X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OVERHAUL BASE RENOVATION & MAINTENANCE SHOP	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T8	
2013	BB	TRF-TCMT-13Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ACCESS MPLS FACILITY IMPROVEMENTS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8	
2014	BB	TRF-TCMT-14	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,533,395	0	2,026,716	0	506,679	MET COUNCIL-MT	T1	
2014	BB	TRF-TCMT-14A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,257,413	0	1,805,930	0	451,483	MET COUNCIL-MT	T4	
2014	BB	TRF-TCMT-14AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	592,500	0	474,000	0	118,500	MET COUNCIL-MT	T6	
2014	BB	TRF-TCMT-14AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T5	

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2014	BB		TRF-TCMT-14AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-GENERATOR POWER SYSTEMS	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T6
2014	BB		TRF-TCMT-14AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RENEWABLE ENERGY INITIATIVES	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14AG	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC FACILITIES MAINTENANCE BUILDING	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T11
2014	BB		TRF-TCMT-14AH	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NICOLLET GARAGE TRANSPORTATION EXPANSION	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14AJ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OVERHAUL BASE RENOVATION & MAINTENANCE SHOP	850,000	0	680,000	0	170,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14AK	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T5
2014	BB		TRF-TCMT-14AL	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	650,000	0	520,000	0	130,000	MET COUNCIL-MT	T5
2014	BB		TRF-TCMT-14AM	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ARTERIAL BUS RAPID TRANSIT	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T1
2014	BB		TRF-TCMT-14AN	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE MAINTENANCE SHOP DESIGN AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T11
2014	BB		TRF-TCMT-14AP	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-U OF M LAYOVER	600,000	0	480,000	0	120,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14AQ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ACCESS MPLS FACILITY IMPROVEMENTS	3,100,000	0	2,480,000	0	620,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14AR	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-I-35W AT LAKE STREET BRT STATION	500,000	0	400,000	0	100,000	MET COUNCIL-MT	O1
2014	BB		TRF-TCMT-14B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	34,935,570	0	27,948,456	0	6,987,114	MET COUNCIL-MT	T10
2014	BB		TRF-TCMT-14C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	11,875,000	0	9,500,000	0	2,375,000	MET COUNCIL-MT	T3
2014	BB		TRF-TCMT-14D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	863,750	0	691,000	0	172,750	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	645,000	0	516,000	0	129,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,519,000	0	1,215,200	0	303,800	MET COUNCIL-MT	T4
2014	BB		TRF-TCMT-14G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T4
2014	BB		TRF-TCMT-14H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2014	BB		TRF-TCMT-14J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2014	BB		TRF-TCMT-14K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-JU OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2014	BB		TRF-TCMT-14L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	17,700,000	0	14,160,000	0	3,540,000	MET COUNCIL-MTS	T10
2014	BB		TRF-TCMT-14S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NEW POLICE FACILITY	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T11
2014	BB		TRF-TCMT-14X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION	200,000	0	160,000	0	40,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN ST PAUL PASSENGER FACILITY IMPROVEMENTS	2,200,000	0	1,760,000	0	440,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	NC
2015	BB		TRF-TCMT-15	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,530,087	0	2,085,670	0	444,417	MET COUNCIL-MT	T1
2015	BB		TRF-TCMT-15A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,370,283	0	1,896,226	0	474,057	MET COUNCIL-MT	T3
2015	BB		TRF-TCMT-15AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	650,000	0	520,000	0	130,000	MET COUNCIL-MT	T5
2015	BB		TRF-TCMT-15AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ARTERIAL BUS RAPID TRANSIT	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T1
2015	BB		TRF-TCMT-15AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 100 & EDEN/VERNON P&R EDINA	100,000	0	80,000	0	20,000	MET COUNCIL-MT	E6
2015	BB		TRF-TCMT-15AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-I-35W AT 82ND STREET PHASE II	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MT	E6
2015	BB		TRF-TCMT-15AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-135W BRT/EXPRESS SERVICE BUS PROCUREMENT	16,180,000	0	12,944,000	0	3,236,000	MET COUNCIL-MT	T10
2015	BB		TRF-TCMT-15AG	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	E6
2015	BB		TRF-TCMT-15B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	36,776,064	0	29,420,851	0	7,355,213	MET COUNCIL-MT	T10
2015	BB		TRF-TCMT-15C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	11,875,000	0	9,500,000	0	2,375,000	MET COUNCIL-MT	T3
2015	BB		TRF-TCMT-15D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	735,000	0	588,000	0	147,000	MET COUNCIL-MT	T8
2015	BB		TRF-TCMT-15E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	775,000	0	620,000	0	155,000	MET COUNCIL-MT	T8

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2015	BB		TRF-TCMT-15F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,453,000	0	1,162,400	0	290,600	MET COUNCIL-MT	T4
2015	BB		TRF-TCMT-15J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
2015	BB		TRF-TCMT-15K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-135W AT LAKE ST BRT STATION	500,000	0	400,000	0	100,000	MET COUNCIL-MT	E6
2015	BB		TRF-TCMT-15M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	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	1,330,000	0	1,064,000	0	266,000	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	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T5
2015	BB		TRF-TCMT-15R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T4
2015	BB		TRF-TCMT-15S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1
2015	BB		TRF-TCMT-15T	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1
2015	BB		TRF-TCMT-15U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL- MTS	T10
2015	BB		TRF-TCMT-15X	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL- MTS	T10
2016	BB		TRF-TCMT-16	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,682,990	0	2,146,392	0	536,598	MET COUNCIL-MT	T1
2016	BB		TRF-TCMT-16A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,489,000	0	1,991,200	0	497,800	MET COUNCIL-MT	T4
2016	BB		TRF-TCMT-16B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	11,875,000	0	9,500,000	0	2,375,000	MET COUNCIL-MT	T3
2016	BB		TRF-TCMT-16C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	735,000	0	588,000	0	147,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	678,000	0	548,000	0	130,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,532,000	0	1,225,600	0	306,400	MET COUNCIL-MT	T4
2016	BB		TRF-TCMT-16G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
2016	BB		TRF-TCMT-16H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Proj Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2016	BB		TRF-TCMT-16J	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	550,000	0	440,000	0	110,000	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	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T5
2016	BB		TRF-TCMT-16M	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T1
2016	BB		TRF-TCMT-16N	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1
2016	BB		TRF-TCMT-16P	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1
2016	BB		TRF-TCMT-16Q	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL- MTS	T10
2016	BB		TRF-TCMT-16R	B9 SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL- MTS	T10
2016	BB		TRF-TCMT-16T	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	650,000	0	520,000	0	130,000	MET COUNCIL-MT	T5
2016	BB		TRF-TCMT-16U	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-ARTERIAL BUS RAPID TRANSIT	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T1
2016	BB		TRF-TCMT-16V	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 100 & EDEN/VERNON P&R EDINA	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	E6
2016	BB		TRF-TCMT-16W	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	E6
Totals					368,682,969		296,363,575		72,319,394		
					0		0		0		

TABLE A-15
Transit Section 5311

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB		TRF-0031-13	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	2,163,000	0	609,000	0	1,554,000	MN/DOT	T1
2014	BB		TRF-0031-14	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	2,227,890	0	609,000	0	1,618,890	MN/DOT	T1
2015	BB		TRF-0031-15	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	2,294,727	0	609,000	0	1,685,727	MN/DOT	T1
2016	BB		TRF-0031-16	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	2,363,569	0	609,000	0	1,754,569	MN/DOT	T1
Totals					9,049,186	0	2,436,000	0	6,613,186		

TABLE A-16
Transit Sections 5316

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB	TRF-TCMT-13S	JA	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
2015	BB	TRF-TCMT-15Y	JA	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
Totals						8,000,000		4,000,000		4,000,000		
								0		0		

TABLE A-17
Transit Sections 5317

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB		TRF-TCMT-13T	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2013	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
2015	BB		TRF-TCMT-15Z	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2015	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
Totals						8,000,000		4,000,000		4,000,000		
								0		0		

TABLE A-18
100% Bond/Other Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 35E		0282-33	AM	**BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,773,825	0	0	0	1,773,825	MNDOT	E6
2013	1 I 35E		6280-308RR	BR	JUST SOUTH OF UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RAILROAD AGREEMENT	2,000,000	0	0	0	2,000,000	MN/DOT	NC
2013	1 I 35E		6280-308UT	BR	JUST SOUTH OF UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-UTILITY RELOCATION	2,500,000	0	0	0	2,500,000	MN/DOT	NC
2013	2 I 35E		6280-367A	CA	FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - DESIGN BUILD RFP FOR CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS	300,000	0	0	0	300,000	MN/DOT	A20
2013	I 35E		6281-43	AM	**BP08**AT RAMSEY COUNTY ROAD E IN VADNAIS HEIGHTS-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,844,673	0	0	0	1,844,673	MNDOT	E6
2013	I 35W		2783-136	MC	**TED** 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	3,500	13,472,010	MNDOT	E3
2013	I 494		2785-388	AM	**TED** AT 34TH AVE S IN BLOOMINGTON-INTERCHANGE CONSTRUCTION (TED INTERCHANGE FUNDS)	4,800,000	0	0	0	4,800,000	MNDOT	E3
2013	1 I 94		6283-237	BR	SB I-35E TO EB I-94/SB US 52 IN ST PAUL-WIDEN RAMP INCLUDING BR 62831	3,000,000	0	0	0	3,000,000	MN/DOT	S19
2013	1 I 94		8282-114	AM	**BP08**AT MANNING AVE IN WOODBURY - PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	5,719,481	0	0	0	5,719,481	MNDOT	E6
2013	MN 13		1901-148	AM	AT CSAH 5 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS(\$9M INTERCHANGE BONDS, \$7M CHP 36 BONDS, \$1M SC, \$.55K AM) AND RECONSTRUCT TO CONCRETE TO I-35W(\$0.825M SF) (TIED TO SP 019-605-028)	18,375,000	0	0	2,375,000	16,000,000	MNDOT	E1
2013	4 MN 36		8214-114MIT13	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,200,000	0	0	0	7,200,000	MN/DOT	A20
2013	MN 62		2774-18	AM	**BP08**AT PENN AVE IN RICHFIELD-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	3,704,621	0	0	0	3,704,621	MNDOT	E6

**TABLE A-18
100% Bond/Other Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	US	169	2750-75	RC	AT 93RD AVENUE (HENNEPIN CSAH 30) IN BROOKLYN PARK AND OSSEO- CONVERT EXISTING INTERSECTION TO A FOLDED DIAMOND HALF INTERCHANGE (INTERCHANGE BONDS)	11,975,000	0	0	5,975,000	6,000,000	MNDOT	E3
2013	US	169	7005-102	AM	**BP08**AT MARSCHALL ROAD IN SHAKOPEE-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	1,169,800	0	0	0	1,169,800	MNDOT	E6
2014	MN	101	1009-24	RC	**FMP**FROM CARVER CSAH 61 IN CHANHASSEN TO MINN RIVER BR APPROACH IN SHAKOPEE-GRADE, SURFACE, NEW FLOODPLAIN BR 10004(REPLACE BR 10007), PED/BIKE TRAIL, SIGNING, REPLACE BOX CULVERT #4528(NEW #10X18)DRAINAGE(CHAP 152 BONDS- SCOPING IS INCOMPLETE)	20,035,500	0	0	0	20,035,500	MNDOT	S19
2014	MN	25	1007-19	RC	**FMP**MN25 FLOOD MITIGATION ALONG S FORK OF CROW RIVER- RAISING RDWY GRADE SOUTH OF OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	350,000	0	0	0	350,000	MNDOT	E4
2014	MN	36	8214-114MIT14	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,200,000	0	0	0	1,200,000	MN/DOT	A20
2014	US	169	7005-97	AM	**SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS)	15,450,000	0	0	0	15,450,000	MNDOT	E3
2015	MN	36	8214-114	RC	**ALTERNATE BID**FROM EAST END TUENGE ROAD TO ST CROIX RIVER IN STILLWATER, OAK PARK HTS, & BAYPORT - RECONSTRUCT INCLUDING FR RDS, OSGOOD INTERSECTION, INTERCHANGE AT TH 95 INCLUDING RECONSTRUCTION OF TH95, BRIDGE 82043 AT BEACH RD	44,720,000	0	0	0	44,720,000	MN/DOT	O4
2015	MN	36	8214-114MIT15	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,900,000	0	0	0	1,900,000	MN/DOT	S19
2015	MN	36	8214-147	RC	W OF NORTHWESTERN AV TO E OF TUENGE RD IN OAK PK HGT & STILLWATER-RECONSTRUCT INCLUDING FR RDS & INTERSECTIONS	16,750,000	0	0	0	16,750,000	MN/DOT	E2
2016	MN	36	8214-114MIT16	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	360,000	0	0	0	360,000	MN/DOT	A20
Totals						178,603,410	0	0	8,353,500	170,249,910		

**TABLE A-19
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2013	BB		091-595-029	MC UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (2010 HIGH SPEED RAIL GRANT)(ORIGINAL SP WAS 091-595-028)	21,262,197	0	21,262,197	0	0	RAMSEY COUNTY	E6
2013	CITY		238-591-002	BT **SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	0	171,500	0	0	ROGERS	AQ2
2013	PED/BIKE		106-591-001	BT **SRTS** 91ST AVE NE IN FRONT OF INTERMEDIATE AND MIDDLE SCHOOLS AND JACKSON ST. NE TO 89THS AVE, BLAINE. CONSTRUCT CITY TRAIL	202,426	0	202,426	0	0	BLAINE	AQ2
2013	PED/BIKE		120-091-002	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-EDINA BIKE BOULEVARD	266,000	0	220,000	0	46,000	EDINA	AQ2
2013	PED/BIKE		127-091-001	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-SIDEWALK & BIKE LANE ON MAIN STREET FROM 57TH AVE TO 61ST AVE	150,000	0	110,000	0	40,000	FRIDLEY	AQ2
2013	PED/BIKE		141-091-013	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	275,000	0	0	MINNEAPOLIS	AQ2
2013	PED/BIKE		141-091-025	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE/PEDESTRIAN CROSSING IMPROVEMENTS	765,000	0	765,000	0	0	MINNEAPOLIS	AQ2
2013	PED/BIKE		141-091-030	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - 2010	6,200,000	0	6,200,000	0	0	MINNEAPOLIS	AQ2
2013	PED/BIKE		142-591-002	BT **SRTS** SIDEWALK IMPROVEMENTS IN FRONT OF GLEN LAKE ELEMENTARY, MINNETONKA, CE & CONSTRUCT SIDEWALK SYSTEM	300,622	0	300,622	0	0	MINNETONKA	AQ2
2013	PED/BIKE		157-091-005	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT GIRARD AVE/HUMBOLDT AVE BIKE ST IN RICHFIELD	100,000	0	37,475	0	62,525	RICHFIELD	AQ2
2013	PED/BIKE		157-091-006	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	150,000	0	139,900	0	10,100	RICHFIELD	AQ2
2013	PED/BIKE		160-091-003	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR PHASE II, ROSEVILLE	609,878	0	609,878	0	0	ROSEVILLE	AQ2

**TABLE A-19
Miscellaneous Federal Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2013	PED/BIKE	179-591-001	BT **SRTS** FROM TH 13 TO SIOUX TRAIL ELEMENTARY; CONSTRUCT MULTI-USE TRAIL. REPLACE SIDEWALK AROUND BIKE RACKS AND INSTALL CROSSING SIGNS, AND CE	132,340	0	132,340	0	0	BURNSVILLE	AQ2
2013	PED/BIKE	225-591-004	BT **SRTS IN** SAFE ROUTES TO SCHOOL- SIDEWALK/TRAIL CONSTRUCTION, SIGNING, INTERSECTION IMPROVEMENTS, NORTH BRANCH	135,500	0	135,500	0	0	NORTH BRANCH	AQ2
Totals				30,720,463	0	30,561,838	0	158,625		

TABLE A-20
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	BB	BB	091-595-029	MC UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (2010 HIGH SPEED RAIL GRANT)(ORIGINAL SP WAS 091-595-028)	21,262,197	0	0	0	0	0	0 RAMSEY COUNTY	E6
2013	BB	BB	TRS-TCMT-10B	TR CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	0	680,520	MET COUNCIL -MT	T10
2013	BB	BB	TRS-TCMT-12A	TR CMAQ: PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	0	1,680,000	MET COUNCIL - MTS	T10
2013	CITY	CITY	062-636-005	BR WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL- REMOVE & REPLACE EXISTING BR 5950	13,365,000	5,350,000	0	0	0	8,015,000	SAINT PAUL	S19
2013	CITY	CITY	110-101-014	SH AT BROOKLYN DR & XERXES AVE IN BROOKLYN PARK- CONSTRUCT ROUNDABOUT	614,040	552,636	0	0	0	61,404	BROOKLYN PARK	E1
2013	CITY	CITY	141-433-002	RC ON GRANARY RD FROM 25TH AVE SE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS & BICYCLE TRAIL	8,925,000	7,140,000	0	0	0	1,785,000	MINNEAPOLIS	A15
2013	CITY	CITY	141-454-001	BR COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	0	3,248,000	MINNEAPOLIS	S19
2013	CITY	CITY	164-070-008	RW **MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2013	CITY	CITY	164-070-009	RC **MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2013	CITY	CITY	164-145-040	BR HAMLINE AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL-REPLACE BR 62502 & APPROACHES	9,750,000	3,876,000	0	0	0	5,874,000	SAINT PAUL	S19

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CITY		164-158-020	BR 300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	0	1,047,200	SAINT PAUL	S19
2013	CITY		238-591-002	BT **SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	0	0	0	0	0	ROGERS	AQ2
2013	CMAQ		002-596-016	TR AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT	1,362,720	1,090,176	0	0	0	272,544	ANOKA COUNTY	E6
2013	CMAQ		002-596-018	TR AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- CONSTRUCTION OF PARK & RIDE LOT	1,632,000	1,305,600	0	0	0	326,400	ANOKA COUNTY	E6
2013	CMAQ		010-596-006	TR AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE	1,444,014	1,155,211	0	0	0	288,803	CITY OF CARVER	O4
2013	CMAQ		010-596-007	TR AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-CONSTRUCT 400 STALL PARK & RIDE	3,060,000	2,448,000	0	0	0	612,000	CITY OF CARVER	E6
2013	CMAQ		103-080-002	TR CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	0	5,115,000	ANOKA	E6
2013	CMAQ		107-030-005	TM AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5	1,300,500	1,040,400	0	0	0	260,100	CITY OF BLOOMINGTON	O8
2013	CMAQ		TRS-TCMT-13	TR CMAQ: PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	1,540,000	1,232,000	0	0	0	308,000	MVTA	T10
2013	CMAQ		TRS-TCMT-13A	TR CMAQ: STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF ROSEMOUNT	525,096	420,077	0	0	0	105,019	MVTA	T10

**TABLE A-20
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CMAQ	TRS-TCMT-13B		TR	CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2013	CMAQ	TRS-TCMT-13C		TR	CMAQ: AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR & BEAM AVE-PURCHASE & OPERATION OF FOUR BUSES	3,763,663	3,010,930	0	0	0	752,733	MET COUNCIL -MT	T10
2013	CMAQ	TRS-TCMT-13D		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
2013	CMAQ	TRS-TCMT-13F		TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	3,300,000	2,640,000	0	0	0	660,000	ANOKA COUNTY	T10
2013	CMAQ	TRS-TCMT-13G		TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	1,993,733	1,594,986	0	0	0	398,747	ANOKA COUNTY	T1
2013	CMAQ	TRS-TCMT-13H		TR	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 CARVERT	T1
2013	CR	002-596-009		PL	**MN130**PRELIMINARY ENGINEERING FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 & TH 10 BETWEEN TH 169 & TH 101 (SAFETEA-LU)	1,687,000	0	719,921	0	0	967,079	ANOKA COUNTY	O4
2013	CSAH 1	002-601-045		SH	ON ANOKA CSAH 1(COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIAN	102,000	91,800	0	0	0	10,200	ANOKA COUNTY	S16

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CSAH 1	002-601-046	SH	ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9(ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED CHANNELIZATION	408,000	367,200	0	0	0	40,800	ANOKA COUNTY	E1
2013	CSAH 10	062-610-003	SH	ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES	295,800	266,220	0	0	0	29,580	RAMSEY COUNTY	E1
2013	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
2013	CSAH 17	002-617-020	SH	ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18(CROSSTOWN BLVD NE) IN HAM LAKE- CONSTRUCT TRAFFIC SIGNAL, TURN LANES	510,000	459,000	0	0	0	51,000	ANOKA COUNTY	E2
2013	CSAH 17	070-617-022	RC	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT	9,670,000	7,099,200	0	0	0	2,570,800	SCOTT COUNTY	A15
2013	CSAH 17	166-020-014	SH	ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD INCLUDING TURN LANES	1,224,000	1,101,600	0	0	0	122,400	SHAKOPEE	E1
2013	CSAH 18	002-611-033	SH	ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11(NORTHDALE BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES	612,000	550,800	0	0	0	61,200	ANOKA COUNTY	E1
2013	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	0	2,624,675	0	0	8,375,325	DAKOTA COUNTY	E3
2013	CSAH 42	019-642-045	PL	**MN223** AT TH 52 INTERCHANGE IN ROSEMOUNT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	0	300,000	0	0	75,000	DAKOTA COUNTY	E3
2013	CSAH 60	188-020-021	RC	AT DAKOTA CSAH 60(185TH ST) & DAKOTA CSAH 50(KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT	2,040,000	1,632,000	0	0	0	408,000	LAKEVILLE	E1

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2013	CSAH 9		019-609-018	RC FROM DAKOTA 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	7,012,500	5,610,000	0	0	0	1,402,500	DAKOTA COUNTY	S10
2013	EN		091-070-015	EN INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	0	494,592	ST PAUL PARK/REC	O9
2013	I 35		7080-50	SC FROM SCOTT CSAH 2 IN NEW MARKET TO DAKOTA CSAH 70 IN LAKEVILLE - CABLE MEDIAN BARRIER (\$945K AMOUNT IN OTHER IS DPS FUNDS)	1,050,000	0	0	0	105,000	945,000	MN/DOT	S9
2013	I 35E		0282-33	AM **BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,773,825	0	0	0	0	1,773,825	MNDOT	E6
2013	I 35E		1982-161	BI FROM I35E/I35W SPLIT IN BURNSVILLE TO JUST EAST OF DAKOTA CSAH 11 IN APPLE VALLEY-REDECK AND APPROACH WORK ON BRIDGES 19893, 19809, 19811, 19812, 19889, 19866, 19813, 19814, GUARDRAIL	3,375,000	0	0	0	3,375,000	0	MN/DOT	S19
2013	I 35E		6280-308	BR JUST S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL-REPLACE EXISTING INTERCHANGE AT PENNSYLVANIA AVE WITH INTERCHANGE AT CAYUGA ST, FRONTAGE ROAD CONSTRUCTION, RETAINING WALLS, NOISE WALLS, TRAILS AND REPLACING 3 BRIDGES (#9265 WITH 62919, #6517)	105,107,091	60,000,000	0	0	0	45,107,091	MN/DOT	A20
2013	I 35E		6280-308B	BR **MN055**CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-CONSTRUCTION (TEA-21)	44,646	0	35,717	0	0	8,929	MN/DOT	A20
2013	I 35E		6280-308C	BR **MN091**PHALEN BLVD IN ST PAUL-CONSTRUCTION (2005 APPROPRIATIONS ACT)	719,612	0	719,612	0	0	0	MN/DOT	A20
2013	I 35E		6280-308D	BR **MN171** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,149,651	0	2,519,721	0	0	629,930	MN/DOT	A20

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	1	I 35E	6280-308RR	BR JUST SOUTH OF UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RAILROAD AGREEMENT	2,000,000	0	0	0	0	2,000,000	MN/DOT	NC
2013	1	I 35E	6280-308S1	**MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	5,624,375	0	4,499,500	0	0	1,124,875	MN/DOT	O4
2013	1	I 35E	6280-308S2	**MN233** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,374,625	0	2,699,700	0	0	674,925	MN/DOT	O4
2013	1	I 35E	6280-308UT	BR JUST SOUTH OF UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-UTILITY RELOCATION	2,500,000	0	0	0	0	2,500,000	MN/DOT	NC
2013	2	I 35E	6280-367A	CA FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - DESIGN BUILD RFP FOR CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS	300,000	0	0	0	0	300,000	MN/DOT	A20
2013	1	I 35E	6281-43	AM **BP08**AT RAMSEY COUNTY ROAD E IN VADNAIS HEIGHTS-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,844,673	0	0	0	0	1,844,673	MNDOT	E6
2013	1	I 35W	1981-126	MC FROM CRYSTAL LAKE RD (ON I-35) TO BURNSVILLE PARKWAY IN BURNSVILLE - LANDSCAPING	70,000	0	0	0	70,000	0	MNDOT	O6
2013	1	I 35W	2781-439	BI PORTLAND AVE & PARK AVE BRIDGES OVER I35W IN MPLS-REDECK BRIDGES 27851 & 27852 & APPROACH WORK	4,665,000	0	0	0	4,495,000	170,000	MN/DOT	S19
2013	3	I 35W	2782-293	RB FROM NICOLLET AVE TO MINNEHAHA PKWY & FROM E JCT MN62/I35W TO PORTLAND AVE IN MINNEAPOLIS/RICHFIELD-LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	0	250,000	0	MNDOT	O6

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2013	3	I 35W	2782-319	RB FROM PENN AVE S. TO NICOLLET AVE IN MINNEAPOLIS/RICHFIELD - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	0	250,000	0	MNDOT	O6
2013		I 35W	2782-321	BI W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON-DECK REPAIR OF BRIDGES 9041, 9039, 9213, REPLACE SIGNAL, GUARDRAIL	1,500,000	0	0	0	1,185,000	315,000	MN/DOT	S19
2013		I 35W	2783-136	MC **TED** 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	E3
2013		I 394	2789-131	TM VARIOUS LOCATIONS ALONG I394 CORRIDOR FROM MPLS TO GOLDEN VALLEY- GATE ARM BATTERY BACKUPS, SECURITY UPGRADES AND ELECTRICAL SERVICE UPGRADES/REFURBISHMENT	500,000	0	0	0	500,000	0	MN/DOT	S7
2013		I 394	2789-133	SC WB TO I494 NB & SB EXIT RAMPS, MINNETONKA - MODIFY CO RD-CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB	680,000	0	0	0	680,000	0	MN/DOT	E1
2013		I 494	2785-364	MC **ELLA**FROM I35W TO MN100 IN BLOOMINGTON AND RICHFIELD - ADD WB AUXILIARY LANE, NOISE WALL, DRAINAGE, PONDING, LIGHTING, TMS, APPROACH PANELS, & REPLACE EXISTING BRIDGE #9126 (NEW BRIDGE #27408) & NECESSARY APPROACH RECONSTRUCTION	15,065,000	13,558,500	0	0	1,506,500	0	MNDOT	A15
2013		I 494	2785-367	RS **ELLA**FROM JUST W OF 34TH AVE TO JUST W OF FRANCE AVE IN BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, RETAINING WALLS & TMS	15,115,000	13,603,500	0	0	1,511,500	0	MNDOT	S10

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2013	1	1494	2785-388	AM **TED** AT 34TH AVE S IN BLOOMINGTON -INTERCHANGE CONSTRUCTION (TED INTERCHANGE FUNDS)	4,800,000	0	0	0	0	4,800,000	MNDOT	E3
2013	1	1694	6285-146	SC AT RAMSEY COUNTY ROAD F IN ARDEN HILLS - NEW SIGNAL INSTALLATION (DE-BUNDLED FROM 6285-135)	200,000	106,720	0	0	26,680	66,600	MN/DOT	E2
2013	1	1694	6285-147	SC FROM I35W IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - CABLE MEDIAN GUARDRAIL (DE-BUNDLED FROM 6285-135)	210,000	189,000	0	0	21,000	0	MN/DOT	S9
2013	1	1694	6286-55	SC FROM US 61 TO CENTURY AVE IN WHITE BEAR LAKE - REPLACEMENT OF INTERCHANGE LIGHTING	345,000	0	0	0	345,000	0	MNDOT	S18
2013	1	194	6283-174	DR US 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 IN MAPLEWOOD - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	605,000	0	0	0	605,000	0	MNDOT	NC
2013	1	194	6283-237	BR SB I-35E TO EB I-94/SB US 52 IN ST PAUL-WIDEN RAMP INCLUDING BR 62831	3,000,000	0	0	0	0	3,000,000	MN/DOT	S19
2013	1	194	8281-03	BI OVER ST. CROIX RIVER AT LAKELAND, MN/HUDSON, WI- EPOXY OVERLAY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET)	2,247,000	0	0	0	1,123,500	1,123,500	MN/DOT	S19
2013	1	194	8282-114	AM **BP08**AT MANNING AVE IN WOODBURY - PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	5,719,481	0	0	0	0	5,719,481	MNDOT	E6
2013	1	194	8282-115	SC FROM I494 IN WOODBURY TO WISCONSIN STATE LINE IN LAKELAND - CABLE MEDIAN BARRIER (\$1.44M AMOUNT IN OTHER IS DPS FUNDS)	1,600,000	0	0	0	160,000	1,440,000	MN/DOT	S9
2013	LOCAL	LOCAL 999070-030-006		SH COUNTYWIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, AND OTHER APPURTENANCES	616,080	554,472	0	0	0	61,608	SCOTT COUNTY	S6

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2013	LOCAL	999091-060-079	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL (SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	0	0	0	22,500	MPLS PARK/REC BOARD	AQ
2013	LOCAL	999091-060-083	RB	GRAND ROUNDS MISSISSIPPI GORGE-RESTROOMS FACILITY (SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	0	0	0	100,000	MPLS PARK/REC BOARD	O9
2013	LOCAL	999091-060-097	RB	GRAND ROUNDS MISSISSIPPI GORGE- PARKING/OVERLOOK (SCENIC BYWAYS 2009 APPROPRIATIONS ACT)	187,500	0	0	0	0	37,500	MPLS PARK/REC BOARD	AQ2
2013	LOCAL	999160-246-008	RW	**MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN(2010 APPROPRIATIONS ACT-STP)	999,829	0	999,829	0	0	0	ROSEVILLE	NC
2013	MN	100	2755-90	BI AT BASS LAKE ROAD OVER TH 100 IN BROOKLYN CENTER- REDECK BRIDGE 27041, REPLACE APPROACH PANELS, SIGNAL INTERCONNECT AND SIGNING	2,340,000	1,672,000	0	0	418,000	250,000	MN/DOT	S19
2013	MN	101	1009-22	AM FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	1,900,000	0	0	0	1,900,000	0	MNDOT	A15
2013	MN	101	194-010-011	RC FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY(FEDERAL MATCH IS UNDER SP 1009-22)	5,726,400	5,426,400	0	0	0	300,000	CHANHASSEN	A15
2013	MN	120	6227-75	SC FROM 194 IN MAPLEWOOD TO MN244 IN WHITE BEAR LAKE - REPLACE SIGNS	300,000	0	0	0	300,000	0	MNDOT	O8
2013	MN	13	1901-148	AM AT CSAH 5 IN BURNSVILLE- CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS(\$9M INTERCHANGE BONDS, \$7M CHP 36 BONDS, \$1M SC, \$55K AM) AND RECONSTRUCT TO CONCRETE TO I-35W(\$0.825M SF) (TIED TO SP 019-605-028)	18,375,000	0	0	0	2,375,000	16,000,000	MNDOT	E1

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2013	MN 13	1901-162	1901-162	BI OVER I35W IN BURNSVILLE-PAINT BRIDGES 9779 & 9780, GUARDRAIL & DRAINAGE	585,000	468,000	0	0	117,000	0	MN/DOT	S19
2013	MN 13	7001-108	7001-108	SC SCOTT CSAH 44 (160TH ST SE)/RIDGEMONT AVE SE IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA UPGRADES	280,000	0	0	0	140,000	140,000	MNDOT	E2
2013	MN 149	195-010-010	195-010-010	RC FROM TH 55 TO I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL	3,162,000	2,529,600	0	0	0	632,400	EAGAN	A15
2013	MN 169	2772-96	2772-96	BI OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR & OVER 2ND ST IN HOPKINS-REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL	3,525,000	0	0	0	3,525,000	0	MN/DOT	S19
2013	MN 280	6242-9472	6242-9472	BI UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL-REPAIR/MODIFY BR 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT	425,000	0	0	0	425,000	0	MNDOT	S19
2013	MN 3	1908-79	1908-79	RS JUST N OF ANNE MARIE TRL TO MENDOTA ROAD (DAKOTA CSAH 14) IN INVER GROVE HEIGHTS-MILL & OVERLAY, CONSTRUCT BYPASS LANE, DRAINAGE, GUARDRAIL REPAIRS & REPLACE CURB	2,420,000	0	0	0	2,420,000	0	MNDOT	S10
2013	MN 36	6211-90	6211-90	AM FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT INTERCHANGE AT ENGLISH ST (\$500,040 IS AM FUNDS)	4,475,040	0	0	0	4,475,040	0	MN/DOT	A15
2013	MN 36	6212-164	6212-164	DR JUST E OF SNELLING AVE IN ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT, GUARDRAIL	230,000	0	0	0	230,000	0	MNDOT	NC
2013	MN 36	6212-167	6212-167	BR OVER KELLER LAKE IN MAPLEWOOD-REPLACE BR 5715 & APPROACHES, GUARDRAIL, STORM SEWER AND PONDS	3,995,000	2,932,000	0	0	733,000	330,000	MN/DOT	S19

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2013	MN 36	MN 36	8204-55	MC AT HILTON TRAIL IN PINE SPRINGS & GRANT- RECONSTRUCT TO A GRADE- SEPARATED INTERCHANGE, FRONTAGE RD, ACCESS MODIFICATIONS	11,670,000	8,929,600	0	0	2,232,400	508,000	MN/DOT	A15
2013	MN 36	MN 36	8204-63	DR WB, EAST OF 1694 IN PINE SPRINGS - SHORELINE STABILIZATION FOR SOUTH SHORE OF LONG LAKE	495,000	0	0	0	495,000	0	MNDOT	NC
2013	MN 36	MN 36	8204-65	SC WEST OF HIGHLANDS TRAIL N TO E OF DEMONTREVILLE TR N (WASHINGTON CR13) IN LAKE ELMO- CONVERT INTERSECT TO A 3/4 INTERSECT, CONSTRUCT U-TURN IN MEDIANS, & CONSTR ACCELERATION/ DECELERATION (\$1M IN OTHER IS DPS FUNDS)	1,225,000	0	0	0	225,000	1,000,000	MNDOT	E1
2013	4	MN 36	8214-114MIT13	BR OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,200,000	0	0	0	0	7,200,000	MN/DOT	A20
2013	4	MN 36	8217-4654E	BI **ELLA**OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654	3,310,000	1,324,000	0	0	331,000	1,655,000	MN/DOT	S19
2013	MN 47	MN 47	0205-96	SC 37TH AVE NE IN COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2013	MN 47	MN 47	0205-97	SC 40TH AVE NE/ANOKA CO CSAH 2 IN COLUMBIA HTS - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013	MN 47	MN 47	2726-69	RS TH 65(CENTRAL AVE) TO 27TH AVE NE IN MPLS - PAVEMENT PRESERVATION, DRAINAGE, ADA	2,475,000	0	0	0	2,475,000	0	MNDOT	S10
2013	MN 5	MN 5	1002-98	TM FROM EAST JUNCTION CARVER CR11 IN VICTORIA TO I494 IN EDEN PRAIRIE -COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL	1,710,000	1,368,000	0	0	342,000	0	MNDOT	E2

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 5		6229-35	AM AT THE INTERSECTION OF N. MENDOTA ST., MINNEHAHA AVE E. & 7TH ST E. IN SAINT PAUL - REPLACE TRAFFIC SIGNALS INCLUDING APS, SIDEWALKS & ADA PED RAMPS	115,000	0	0	0	115,000	0	MNDOT	E2
2013	MN 55		027-030-014	PL **MN120**ENVIRONMENTAL STUDIES & RW ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(I-494 TO CROW RIVER) (SAFETEA-LU)	600,000	0	480,000	0	0	120,000	HENNEPIN COUNTY	O4
2013	MN 55		027-596-005	RW **MN120** RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(ALONG CR 116 AT TH 55) (SAFETEA-LU)	754,501	0	603,601	0	0	150,900	HENNEPIN COUNTY	O2
2013	9	MN 610	2771-37E	MC **MN266** TH 610 CONSTRUCTION-ROADWAY IMPROVEMENTS (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A20
2013	MN 62		2774-16	BI UNDER PENN AVE & UNDER XERES AVE IN MPLS, EDINA, & RICHFIELD-REDECK BRS 7268 & 27504 AND REPLACE APPROACH PANELS	1,665,000	1,332,000	0	0	333,000	0	MNDOT	S19
2013	MN 62		2774-18	AM **BP08**AT PENN AVE IN RICHFIELD-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	3,704,621	0	0	0	0	3,704,621	MNDOT	E6
2013	MN 62		2775-21	SC FROM MN77 TO 45TH AVE SOUTH IN MPLS - REPLACE LIGHTING SYSTEMS	360,000	0	0	0	360,000	0	MNDOT	S18
2013	MN 65		0207-96	SC 49TH AVE NE/ANOKA CSAH 4 IN COLUMBIA HTS- SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013	MN 65		0207-98	BR AT 80TH AVE NE OVER MN65 IN SPRING LAKE PARK-RE-DECK PED BRIDGE 02022 AND CONSTRUCT ADA ACCESSIBLE RAMPS	1,500,000	0	0	0	1,500,000	0	MN/DOT	AQ2
2013	MN 65		0208-137	TM TH 10 TO ANOKA CSAH 14 IN BLAINE-SIGNS FOR BUS SHOULDER	25,000	0	0	0	25,000	0	MN/DOT	O8

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 65	0208-148		AM	FROM 215TH AVE NE TO 220TH AVE NE IN EAST BETHEL- ACCESS CLOSURE AND WEST FRONTAGE ROAD CONSTRUCTION	702,000	0	0	0	702,000	0	MNDOT	S6
2013	MN 65	2710-42		BR	NORTH OF 14TH AVE IN MPLS- REPLACE RAILROAD BRIDGE 90446 & RAISE CLEARANCE, DRAINAGE	11,550,000	0	0	0	11,550,000	0	MN/DOT	S19
2013	MN 7	163-010-038		MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT	18,400,000	7,630,000	0	0	0	10,770,000	SAINT LOUIS PARK	A15
2013	MN 7	2704-34		AM	AT KINGS POINT RD (HENNEPIN CSAH 11) IN MINNETRISTA - ROUNDABOUT	594,000	0	0	0	594,000	0	MNDOT	E1
2013	MN 7	2704-35		TM	JUST NORTH OF MN7 AT BELL ST IN ST BONIFACIUS - CONSTRUCT PARK AND POOL LOT, LIGHTING, STORM WATER TREATMENT	170,000	0	0	0	170,000	0	MN/DOT	E6
2013	MN 7	2706-226		AM	AT LOUISIANA AVENUE IN ST LOUIS PARK-GRADE SEPARATED INTERCHANGE W/ROUNDABOUTS (\$594K AM, \$1M SC)	1,594,000	0	0	0	1,594,000	0	MNDOT	A15
2013	MN 95	8209-100		SC	FROM MN96 IN STILLWATER TO I94 IN LAKELAND (INCLUDING MN36 IN STILLWATER) - SIGN REPLACEMENT	100,000	0	0	0	100,000	0	MNDOT	O8
2013	MN 95	8209-46		TM	AT NE QUAD I-94 IN LAKELAND- MODIFY, EXPAND, & CHIP SEAL PARK & RIDE LOT, INSTALL CAMERAS, BIKE PARKING, LIGHTING AND DRAINAGE	185,000	0	0	0	185,000	0	MN/DOT	E6
2013	MN 95	8210-101		SC	JUST SOUTH OF WASHINGTON CR52 IN SCANDIA TO MN96 IN STILLWATER - SIGN REPLACEMENT	100,000	0	0	0	100,000	0	MNDOT	O8
2013	MN 952A	2770-01		RD	**ELLA**3RD AVE RAMP IN MPLS FROM NW END OF BR 27816 N TO JCT OF I94 & WB RAMP FROM WASHINGTON AVE - BUS SHOULDER REPLACEMENT	426,361	0	0	0	426,361	0	MN/DOT	S4
2013	MN 999	880M-ADA-13		SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2013	1,080,000	0	0	0	1,080,000	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 999	880M-AM-13	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	260,000	0	0	0	260,000	0	MN/DOT	NC
2013	MN 999	880M-BI-13	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	1,800,000	0	0	0	1,800,000	0	MN/DOT	NC
2013	MN 999	880M-CA-13	CA	METRO SETASIDE - CONSULTANT DESIGN -2013	8,700,000	0	0	0	8,700,000	0	MN/DOT	NC
2013	MN 999	880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,695,000	0	0	0	5,695,000	0	MN/DOT	NC
2013	MN 999	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	100,000	0	0	0	100,000	0	MN/DOT	NC
2013	MN 999	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	930,000	0	0	0	930,000	0	MN/DOT	NC
2013	MN 999	880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	28,920,000	0	0	0	28,920,000	0	MN/DOT	NC
2013	MN 999	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	8,600,000	0	0	0	8,600,000	0	MN/DOT	NC
2013	MN 999	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	36,900,000	0	0	0	13,700,000	23,200,000	MN/DOT	NC
2013	MN 999	880M-TE-13	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$35K), WATER RESOURCE (\$0) PRESERVATION PROJECTS FOR FY 2013	35,000	0	0	0	35,000	0	MN/DOT	NC
2013	MN 999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	600,000	0	0	0	600,000	0	MN/DOT	NC
2013	MN 999	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,040,000	0	0	0	1,040,000	0	MN/DOT	NC
2013	MN 999	880M-TRLF-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2013	MN 999	8825-212	SC	VARIOUS LOCATIONS IN NW METRO QUADRANT - RELAMPING LIGHTING	450,000	0	0	0	450,000	0	MNDOT	S18

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 999	8825-356	8825-356	SC METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MN/DOT	E2
2013	MN 999	8825-366	8825-366	TM METROWIDE - REPLACE CCTV, UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE AND CONTROLLERS	500,000	0	0	0	500,000	0	MN/DOT	S7
2013	MN 999	8825-435	8825-435	SC METROWIDE - SIGN AND STRUCTURE REPLACEMENT AND REPAIR	350,000	0	0	0	350,000	0	MNDOT	O8
2013	PED/BIKE	002-614-035	002-614-035	EN OVER 35W IN LINO LAKE- CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14	329,766	263,813	0	0	0	65,953	ANOKA COUNTY	AQ2
2013	PED/BIKE	010-090-004	010-090-004	EN CONNECTION OF LAKE MINNETONKA TR & MINN RIVER BLUFFS LRT REG TR- CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION	556,716	445,373	0	0	0	111,343	CARVER COUNTY	AQ2
2013	PED/BIKE	019-090-011	019-090-011	EN THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL	1,275,000	1,020,000	0	0	0	255,000	DAKOTA COUNTY	AQ2
2013	PED/BIKE	019-090-013	019-090-013	EN 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)	1,935,000	1,032,192	0	0	0	902,808	DAKOTA COUNTY	AQ2
2013	PED/BIKE	019-090-014	019-090-014	EN MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL	2,500,000	1,090,000	0	0	0	1,410,000	DAKOTA COUNTY	AQ2
2013	PED/BIKE	019-090-015	019-090-015	EN TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL- CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	0	198,520	DAKOTA COUNTY	AQ2
2013	PED/BIKE	062-636-006	062-636-006	EN CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL (AC PROJECT, PAYBACK IN 2014)	4,640,000	0	0	1,040,000	0	3,600,000	RAMSEY COUNTY	AQ2
2013	PED/BIKE	082-090-004	082-090-004	EN CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM WASHINGTON CR 8 TO 140TH ST IN HUGO	765,000	612,000	0	0	0	153,000	WASHINGTON COUNTY	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	PED/BIKE	091-090-050		BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION (SAFETEA-LU)	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2013	PED/BIKE	091-090-069		EN ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, AND APPURTENCES	637,500	510,000	0	0	0	127,500	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE	091-090-070		EN ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS-TRAIL IMPROVEMENTS, LIGHTING, AND APPURTENCES	701,250	561,000	0	0	0	140,250	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE	091-090-073		EN OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION & RW ACQ FOR A LUCE LINE REGIONAL TR PED/BIKE	1,760,000	1,020,000	0	0	0	740,000	THREE RIVERS PARK DISTRICT	AQ2
2013	PED/BIKE	092-090-049		EN CONNECT LAKE BYLLESBY REG PARK TO STATE TR-CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER	678,300	542,640	0	0	0	135,660	DNR	AQ2
2013	PED/BIKE	106-591-001		BT **SRTS** 91ST AVE NE IN FRONT OF INTERMEDIATE AND MIDDLE SCHOOLS AND JACKSON ST. NE TO 89THS AVE, BLAINE. CONSTRUCT CITY	202,426	0	0	0	0	0	BLAINE	AQ2
2013	PED/BIKE	120-020-037		EN INTERSECTION ENHANCEMENTS ALONG FRANCE AVE AT 66TH ST, 70TH ST AND 76TH ST-SIDEWALK AND TRAIL CONNECTIONS FROM PARKLAWN AVE TO 66TH ST	2,045,000	1,090,000	0	0	0	955,000	EDINA	AQ2
2013	PED/BIKE	120-091-002		BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-EDINA BIKE BOULEVARD	266,000	0	0	0	0	46,000	EDINA	AQ2
2013	PED/BIKE	127-091-001		BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-SIDEWALK & BIKE LANE ON MAIN STREET FROM 57TH AVE TO 61ST AVE	150,000	0	0	0	0	40,000	FRIDLEY	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	PED/BIKE	140-010-007	EN	AT DODD RD(TH 149) & TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS	628,320	502,656	0	0	0	125,664	MENDOTA HTS	AQ2
2013	PED/BIKE	141-090-037	EN	FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-LIGHTING	1,275,000	1,020,000	0	0	0	255,000	MINNEAPOLIS	S18
2013	PED/BIKE	141-091-013	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2013	PED/BIKE	141-091-025	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE/PEDESTRIAN CROSSING IMPROVEMENTS	765,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2013	PED/BIKE	141-091-030	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - 2010	6,200,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2013	PED/BIKE	142-591-002	BT	**SRTS** SIDEWALK IMPROVEMENTS IN FRONT OF GLEN LAKE ELEMENTARY, MINNETONKA, CE & CONSTRUCT SIDEWALK	300,622	0	0	0	0	0	MINNETONKA	AQ2
2013	PED/BIKE	157-091-005	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT GIRARD AVE/HUMBOLDT AVE BIKE ST IN RICHFIELD	100,000	0	0	0	0	62,525	RICHFIELD	AQ2
2013	PED/BIKE	157-091-006	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	150,000	0	0	0	0	10,100	RICHFIELD	AQ2
2013	PED/BIKE	160-091-003	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR PHASE II, ROSEVILLE	609,878	0	0	0	0	0	ROSEVILLE	AQ2
2013	PED/BIKE	164-020-109	EN	RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL- RECONSTRUCT RAYMOND AVE, INCLUDING GRADING AND SURFACING, INTERSECTION REALIGNMENT, AND PEDESTRIAN STREETSCAPE IMPROVEMENTS	1,612,800	1,075,200	0	0	0	537,600	SAINT PAUL	AQ2

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2013	PED	BIKE	179-591-001	BT **SRTS** FROM TH 13 TO SIOUX TRAIL ELEMENTARY; CONSTRUCT MULTI-USE TRAIL. REPLACE SIDEWALK AROUND BIKE RACKS AND INSTALL CROSSING SIGNS, AND CE	132,340	0	0	0	0	0	0 BURNSVILLE	AQ2
2013	PED	BIKE	199-108-003	EN ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY-CONSTRUCT MISSISSIPPI RIVER TRAIL	509,487	387,808	0	0	0	121,679	CITY OF RAMSEY	AQ2
2013	PED	BIKE	225-591-004	BT **SRTS IN** SAFE ROUTES TO SCHOOL-SIDEWALK/TRAIL CONSTRUCTION, SIGNING, INTERSECTION IMPROVEMENTS, NORTH BRANCH	135,500	0	0	0	0	0	0 NORTH	AQ2
2013	RR		10-00117	SR MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA(2 MI SW)-INSTALL GATES	204,000	183,600	0	0	0	20,400	MNDOT	S8
2013	RR		19-00138	SR PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES	229,500	206,550	0	0	0	22,950	MNDOT	S8
2013	RR		19-00139	SR UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT-UPGRADE TO GATES	280,500	252,450	0	0	0	28,050	MNDOT	S8
2013	RR		27-00301	SR PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES	229,500	206,550	0	0	0	22,950	MNDOT	S8
2013	RR		27-00302	SR CP ON BROOKSIDE AVE, MSAS 305 IN ST LOUIS PARK-INSTALL GATES	255,000	229,500	0	0	0	25,500	MNDOT	S8
2013	RR		62-00202	SR MNR ON HAMLIN AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES & ONE CANTILEVER	255,000	229,500	0	0	0	25,500	MNDOT	S8
2013	RR		62-00205	SR CP ON WESTERN AVENUE, MUN 724 IN ST PAUL-INSTALL GATES	280,500	252,450	0	0	0	28,050	MNDOT	S8
2013	US	10	002-596-021	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE (SAFETEA-LU)	1,322,055	0	1,057,644	0	0	264,411	ANOKA COUNTY O1	
2013	US	10	0202-97	AM FROM ALPACA ST NW TO TRAPROCK ST NW IN RAMSEY-ACCESS CLOSURES AND FRONTAGE RD CONSTRUCTION	702,000	0	0	0	702,000	0	MNDOT	S6
2013	US	10	6205-38S	SH CSAH 96, ARDEN HILLS-CONSTRUCT INTERCHANGE (FORMERLY SP 062-596-003S)	2,222,222	2,000,000	0	0	0	222,222	MNDOT	A15

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2013	US 10	6205-38UG	MC	CSAH 96, ARDEN HILLS- CONSTRUCT INTERCHANGE (FORMERLY SP 062-596-003UG)	10,203,778	5,630,000	0	0	0	4,573,778	MNDOT	A15
2013	US 169	2750-74	SC	FROM HENNEPIN COUNTY ROAD 30 IN OSSEO TO US 10 IN ANOKA - SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2013	US 169	2750-75	RC	AT 93RD AVENUE (HENNEPIN CSAH 30) IN BROOKLYN PARK AND OSSEO-CONVERT EXISTING INTERSECTION TO A FOLDED DIAMOND HALF INTERCHANGE (INTERCHANGE BONDS)	11,975,000	0	0	0	5,975,000	6,000,000	MNDOT	E3
2013	US 169	2776-03RW13	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	2,500,000	2,000,000	0	0	500,000	0	MNDOT	O4
2013	US 169	7005-102	AM	**BP08**AT MARSCHALL ROAD IN SHAKOPEE-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	1,169,800	0	0	0	0	1,169,800	MNDOT	E6
2013	US 169	7005-107	AM	AT XCEL ENERGY SUBSTATION DRIVEWAY IN JACKSON TOWNSHIP - DIRECT ACCESS CLOSURE INCLUDING FRONTAGE ROAD (BONNEVISTA DRIVE) EXTENSION	532,364	0	0	0	532,364	0	MNDOT	S6
2013	US 212	8825-430	SC	MN62 FROM SHADY OAK RD(CSAH 61) TO US212 & US212 AT SHADY OAK RD(CSAH 61) IN EDEN PRAIRIE - REPLACE LIGHTING SYSTEMS	275,000	0	0	0	275,000	0	MNDOT	S18
2013	US 52	1905-33	SH	AT 280TH/CSAH 86 IN RANDOLPH TWP - CONVERT MEDIAN TO 3/4 INTERSECTION WITH U TURNS AND CONSTRUCT LEFT TURN LANE FOR U TURN MOVEMENTS WITH 3/4 INTERSECTION	985,000	886,500	0	0	98,500	0	MNDOT	E1
2013	US 52	1906-57	SH	AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS AND CONSTRUCT LEFT TURN LANE	1,000,000	900,000	0	0	100,000	0	MNDOT	E1
2013	US 52	1906-64	RB	AT DAKOTA CSAH 47 OVERPASS IN HAMPTON - CONSTRUCT LIVING SNOW FENCE (LANDSCAPING)	60,000	0	0	0	60,000	0	MNDOT	O6

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2013	5	US 61	1913-64E	BR	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP)	50,000	0	50,000	0	0	0	MN/DOT	O1
2013		US 61	1913-72	SC	AT MN 55 IN HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	0	131,000	44,000	MNDOT	E2
2013		US 61	6220-78	SC	FROM LOWER AFTON ROAD TO WARNER ROAD IN ST. PAUL - CABLE MEDIAN BARRIER (\$ 280K AMOUNT IN OTHER IS DPS FUNDS)	310,000	0	0	0	30,000	280,000	MN/DOT	S9
2013		US 61	6222-168	TM	FROM RAMSEY CTY ROAD 30 (LARPENUEUR AVE) IN MAPLEWOOD TO N JCT RAMSEY CTY ROAD 8/FRENCHMAN RD IN HUGO -COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS & MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,775,000	1,420,000	0	0	355,000	0	MNDOT	E2
2013		US 61	8206-41	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT ROUNDABOUT-PORION NOT ELIGIBLE FOR HSIP-TIED TO SP 8206-41L	955,000	795,000	0	0	160,000	0	MNDOT	E2
2013		US 61	8206-41L	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT ROUNDABOUT-TIED TO SP 8206- 41	600,000	480,000	0	0	0	120,000	MNDOT	E1
2014		BB	TRS-TCMT-11B	TR	CMAQ: PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	0	1,650,000	SOUTHWEST TRANSIT	T10
2014		CMAQ	TRS-TCMT-14	TR	CMAQ: PURCHASE SIX BUSES & FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS	3,606,923	2,885,538	0	0	0	721,385	MVTA	T10
2014		CMAQ	TRS-TCMT-14A	TR	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	T1

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	Agency	Agency
2014	CMAQ	TRCMAQ-14B	TRS-TCMT-14B	TR	CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-CONSTRUCT PARK & RIDE	11,428,823	7,280,000	0	0	0	4,148,823	MET COUNCIL	-MT	EQ
2014	CMAQ	TRCMAQ-14C	TRS-TCMT-14C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL	-MT	EQ
2014	CMAQ	TRCMAQ-14D	TRS-TCMT-14D	TR	CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE		T10
2014	CR 3	002-596-020		SH	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		E1
2014	CSAH 11	002-611-032		RC	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		A15
2014	CSAH 18	010-618-013		RC	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	6,222,000	4,977,600	0	0	0	1,244,400	CARVER COUNTY		A15
2014	CSAH 3	027-603-030		MC	**MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT	7,437,293	0	5,949,834	0	0	1,487,459	HENNEPIN COUNTY		O1
2014	CSAH 3	027-603-030A		MC	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (2001 APPROPRIATIONS ACT)	3,123,799	0	2,499,039	0	0	624,760	HENNEPIN COUNTY		O1
2014	CSAH 3	027-603-049		RW	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, DESIGN BUILD CONSTRUCTION PROJECT (2003 APPROPRIATIONS ACT)	4,000,000	0	4,000,000	0	0	0	HENNEPIN COUNTY		O4

**TABLE A-20
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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	Agency	AQ
2014	CSAH 3	CSAH 3	027-603-049A	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (2001 APPROPRIATIONS ACT)	30,445	0	24,356	0	0	6,089	HENNEPIN COUNTY	HENNEPIN COUNTY	O4
2014	CSAH 3	CSAH 3	027-603-049B	MC **MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT	1,799,800	0	1,439,840	0	0	359,960	HENNEPIN COUNTY	HENNEPIN COUNTY	O4
2014	CSAH 31	CSAH 31	062-631-009	SH 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	RAMSEY COUNTY	E1
2014	CSAH 31	CSAH 31	062-631-010	SH ON RAMSEY CSAH 31 (MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL-TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES	1,575,354	1,417,819	0	0	0	157,535	RAMSEY COUNTY	RAMSEY COUNTY	E1
2014	CSAH 32	CSAH 32	019-632-028	SH 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	DAKOTA COUNTY	E1
2014	CSAH 5	CSAH 5	002-605-018	SH 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	ANOKA COUNTY	E1
2014	CSAH 5	CSAH 5	027-605-029	BR HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441	19,200,000	8,320,000	0	0	0	10,880,000	HENNEPIN COUNTY	HENNEPIN COUNTY	S19
2014	CSAH 51	CSAH 51	002-651-007	RC 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	ANOKA COUNTY	A15
2014	CSAH 61	CSAH 61	027-661-046	RC FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS	10,000,000	7,280,000	0	0	0	2,720,000	HENNEPIN COUNTY	HENNEPIN COUNTY	A15
2014	CSAH 78	CSAH 78	002-678-020	SH ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	936,000	842,400	0	0	0	93,600	ANOKA COUNTY	ANOKA COUNTY	E1

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	EN	EN	164-213-007	EN ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY- STREETScape, LIGHTING	1,425,000	1,040,000	0	0	0	385,000	SAINT PAUL	S18
2014	2	I 35E	6280-367	TM **ELLA**FROM 194 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(INCLUDES STIPEND, D & C OVERSIGHT)	111,000,000	33,000,000	0	0	38,000,000	40,000,000	MN/DOT	A20
2014		I 35E	6281-20	BI RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE	1,280,000	1,152,000	0	0	128,000	0	MN/DOT	S19
2014		I 35W	0280-68	SC 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	235,000	0	0	0	235,000	0	MNDOT	S18
2014	3	I 35W	2782-295	RB FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	500,000	0	0	0	500,000	0	MNDOT	O6
2014		I 35W	2782-320	BR FROM W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053 AND APPROACH WORK	8,440,000	7,375,500	0	0	819,500	245,000	MN/DOT	S19
2014		I 35W	6284-157	BI AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS- REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL	940,000	846,000	0	0	94,000	0	MN/DOT	S19
2014		I 494	2785-371	SC AT TH 55 & AT HENNEPIN CSAH 9 INTERCHANGES IN PLYMOUTH-REPLACE INTERCHANGE LIGHTING	155,000	0	0	0	155,000	0	MNDOT	S18
2014		I 494	2785-372	BI AT JCT TH 77 IN BLOOMINGTON- REDECK BRIDGES 9082 & 9080 & REPLACE APPROACH PANELS	980,000	882,000	0	0	98,000	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	I 494		2785-373	BI	FROM OVER SCHMIDT LAKE RD IN PLYMOUTH TO I94/494 JUNCTION IN MAPLE GROVE- REDECK & PAINT BRIDGES 27905, 27973, 27974, 27975, 27976, REDECK BRIDGES 27977, 27978, REPAIR BRIDGES 27681, 27906, MISC APPROACH WORK, DRAINAGE	5,790,000	5,211,000	0	0	579,000	0	MN/DOT	S19
2014	I 94		2781-438	SC	FROM I-694 IN BROOKLYN CENTER TO LOWRY TUNNEL IN MINNEAPOLIS - SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2014	I 94		6282-190	NO	ON SOUTH SIDE FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISE WALL	990,000	0	0	0	700,000	290,000	MN/DOT	O3
2014	MN 100		2733-87	SC	FROM I494 IN BLOOMINGTON TO 50TH ST IN EDINA - SIGN REPLACEMENT	350,000	0	0	0	350,000	0	MNDOT	O8
2014	MN 101		1009-24	RC	**FMP**FROM CARVER CSAH 61 IN CHANHASSEN TO MINN RIVER BR APPROACH IN SHAKOPEE-GRADE, SURFACE, NEW FLOODPLAIN BR 10004(REPLACE BR 10007), PED/BIKE TRAIL, SIGNING, REPLACE BOX CULVERT #4528(NEW #10X18)DRAINAGE(CHAP 152 BONDS-SCOPING IS INCOMPLETE)	20,035,500	0	0	0	0	20,035,500	MNDOT	S19
2014	MN 110		1918-108	SC	AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS- REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	MN 13		1902-53	RD	JUST NORTH OF 2ND ST TO JUST SOUTH OF 2ND ST IN MENDOTA-RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, POND, CATCH BASINS AND RESURFACING	1,690,000	0	0	0	1,690,000	0	MN/DOT	NC
2014	MN 13		7001-110	RC	FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2014	MN 149		1917-48	SC	OFF RAMP FROM I494 TO MN149 IN MENDOTA HEIGHTS- CONSTRUCT A LEFT TURN	195,000	0	0	0	195,000	0	MN/DOT	E1

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	MN 21		7002-46	SC FROM US169 IN JORDAN TO MN19 IN NEW PRAGUE - SIGN REPLACEMENT	150,000	0	0	0	150,000	0	MNDOT	O8
2014	MN 25		1007-19	RC **FMP**MN25 FLOOD MITIGATION ALONG S FORK OF CROW RIVER-RAISING RDWY GRADE SOUTH OF	350,000	0	0	0	0	350,000	MNDOT	E4
2014	MN 25		7003-13	SC MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT	250,000	0	0	0	250,000	0	MN/DOT	E2
2014	MN 284		1014-15	AM E 10TH ST IN WACONIA- CONSTRUCT ROUNDABOUT	400,000	0	0	0	400,000	0	MN/DOT	E1
2014	MN 3		1908-83	SC AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL	400,000	0	0	0	400,000	0	MNDOT	E2
2014	MN 36		8204-62	MC 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
2014	MN 36		8214-114B	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	168,625	0	134,900	0	33,725	0	MNDOT	O4
2014	MN 36		8214-114CC	RW **MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)	4,922,260	0	3,937,808	0	984,452	0	MNDOT	A20
2014	MN 36		8214-114L	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	4,330,876	0	3,464,701	0	0	866,175	STILLWATER OAK PK HTS	O4
2014	MN 36		8214-114MIT14	BR OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,200,000	0	0	0	0	1,200,000	MN/DOT	A20

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2014	4	MN 36	8214-114RW	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(W/I) TH 64-RIGHT OF WAY ACQUISITION	1,370,000	1,096,000	0	0	274,000	0	MNDOT	O4
2014	4	MN 36	8217-82045	BR	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PROJECT, PAYBACK IN 2015 & 2016)	400,250,000	56,400,000	0	100,000,000	0	243,850,000	MN/DOT	A20
2014	4	MN 36	8217-82045PEAC	CA	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	MN/DOT	A20
2014	4	MN 36	8217-82045PRAC	CA	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	MN/DOT	A20
2014		MN 55	2723-120	SC	AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE	735,000	0	0	0	595,000	140,000	MN/DOT	E2
2014		MN 610	2771-100	MC	FROM HENNEPIN CSAH 81 IN MAPLE GROVE TO US169 IN BROOKLYN PARK-	100,000	0	0	0	100,000	0	MNDOT	O6
2014		MN 62	2775-15	SC	FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MNDOT	S18
2014		MN 65	0207-100	RD	FROM SOUTH OF INTERSECTION OF 53RD AVE NE IN FRIDLEY TO BRIDGE UNDER ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY, MAJOR CONCRETE PAVEMENT REPAIR, DRAINAGE, GUARDRAIL, ADA, AND BUS STOP IMPROVEMENTS	7,715,000	6,156,000	0	0	1,539,000	20,000	MN/DOT	S10
2014		MN 65	0208-136	SC	AT VIKING BLVD IN HAM LAKE- EXTEND NB & SB LEFT TURN LANES, REPLACE CULVERT, ADA	230,000	0	0	0	230,000	0	MN/DOT	E1

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2014	MN 7	2706-214	2706-214	SC AT SHADY OAK RD(HENNEPIN CSAH 61) IN MINNETONKA- TRAFFIC SIGNAL REBUILD	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	MN 7	2706-225	2706-225	SC AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD-SIGNAL REPLACEMENT & TURN LANE EXTENSION	240,000	0	0	0	180,000	60,000	MNDOT	E2
2014	MN 7	2706-227	2706-227	SC AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	MN 999	880M-ADA-14	880M-ADA-14	SC **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2014	1,080,000	860,000	0	0	220,000	0	MNDOT	NC
2014	MN 999	880M-AM-14	880M-AM-14	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2014	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2014	MN 999	880M-BI-14	880M-BI-14	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	3,115,000	2,492,000	0	0	623,000	0	MN/DOT	NC
2014	MN 999	880M-CA-14	880M-CA-14	CA METRO SETASIDE - CONSULTANT DESIGN -2014	8,700,000	0	0	0	8,700,000	0	MN/DOT	NC
2014	MN 999	880M-NO-14	880M-NO-14	NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2014	5,500	0	0	0	5,500	0	MN/DOT	NC
2014	MN 999	880M-PM-14	880M-PM-14	PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2014	MN 999	880M-RB-14	880M-RB-14	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	100,000	0	0	0	100,000	0	MN/DOT	NC
2014	MN 999	880M-RS-14	880M-RS-14	RS METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2014	235,000	0	0	0	235,000	0	MN/DOT	NC
2014	MN 999	880M-RW-14	880M-RW-14	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	9,000,000	0	0	0	9,000,000	0	MN/DOT	NC
2014	MN 999	880M-RX-14	880M-RX-14	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2014	MN 999	880M-SA-14	880M-SA-14	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	0	13,700,000	0	MN/DOT	NC
2014	MN 999	880M-SC-14	880M-SC-14	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014	1,735,000	0	0	0	1,735,000	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ	
2014	MN 999	880M-TE-14	880M-TE-14	SC METRO SETASIDE FOR WATER RESOURCES (\$0K), TRAF ENG (\$535K), TRAF MGMT(\$500K) PRESERVATION PROJECTS FOR FY 2014	1,035,000	0	0	0	1,035,000	0	MN/DOT	NC	
2014	MN 999	880M-TM-14	880M-TM-14	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	400,000	0	0	0	400,000	0	MN/DOT	NC	
2014	MN 999	880M-TR-14	880M-TR-14	TM METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2014	1,860,000	0	0	0	1,860,000	0	MN/DOT	NC	
2014	MN 999	880M-TRLF-14	880M-TRLF-14	RW 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	MN/DOT	NC	
2014	MN 999	8825-355	8825-355	SC NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MNDOT	S18	
2014	MN 999	8825-364	8825-364	SC METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	500,000	0	0	0	500,000	0	MNDOT	NC	
2014	MN 999	8825-388	8825-388	TM TH55, TH13 & TH 149-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,172,475	937,980	0	0	234,495	0	MNDOT	E2	
2014	MN 999	8825-389	8825-389	SH METROWIDE-PROACTIVE CONTRACT FOR RURAL INTERSECTION LIGHTING	208,000	187,200	0	0	20,800	0	MNDOT	S18	
2014	PED/BIKE	062-636-006AC	062-636-006AC	EN CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL (AC PAYBACK 1 OF 1)	1,040,000	1,040,000	0	0	0	0	0	RAMSEY COUNTY	AQ2
2014	PED/BIKE	070-701-008	070-701-008	EN ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT	1,300,000	1,040,000	0	0	0	260,000	0	SCOTT COUNTY	AQ2
2014	PED/BIKE	091-090-068	091-090-068	EN FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL	1,202,500	962,000	0	0	0	240,500	0	MPLS PARK/REC BOARD	AQ2

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	PED/BIKE	091-090-071	EN	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	AQ2
2014	PED/BIKE	091-090-072	EN	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	AQ2
2014	PED/BIKE	091-090-074	BT	CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON	7,150,000	5,720,000	0	0	0	1,430,000	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	091-090-075	BT	CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS, SHELTERS, KIOSKS	2,704,000	2,163,200	0	0	0	540,800	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	098-090-007	EN	ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE TRAIL	270,291	216,233	0	0	0	54,058	HANOVER	AQ2
2014	PED/BIKE	103-090-002	EN	FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA-CONSTRUCT THE RUM RIVER TR. & INTERPRETIVE/EDUCATIONAL FOR THE HENRY HAMMER TR	988,000	790,400	0	0	0	197,600	ANOKA	AQ2
2014	PED/BIKE	107-425-008	EN	HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON-CONSTRUCT TRAIL	674,700	539,760	0	0	0	134,940	BLOOMINGTON	AQ2
2014	PED/BIKE	141-090-038	EN	OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REHABILITATE & PAINT BR 9(MN BR 94246)	1,300,000	1,040,000	0	0	0	260,000	MINNEAPOLIS	AQ2
2014	PED/BIKE	164-090-013	EN	FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED RAILWAY	747,500	598,000	0	0	0	149,500	SAINT PAUL	AQ2
2014	PED/BIKE	179-090-004	EN	FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL	1,300,000	1,040,000	0	0	0	260,000	BURNSVILLE	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	RR	02-00134	SR	MNR ON 69TH AVE NE, MSAS 305 IN FRIDLEY & SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE-DUE TO CLOSURE AT SPRING CREEK DRIVE	260,000	260,000	0	0	0	0	0 MNDOT	S8
2014	RR	10-00119	SR	TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES	225,000	202,500	0	0	0	22,500	MNDOT	S8
2014	RR	27-00303	SR	CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	234,000	0	0	0	26,000	MNDOT	S8
2014	RR	27-00304	SR	PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2014	RR	62-00203	SR	MNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON- INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2014	RR	70-00123	SR	UP ON CSAH 9 IN JORDAN- UPGRADE TO GATES(CANTILEVERS)	312,000	280,800	0	0	0	31,200	MNDOT	S8
2014	RR	82-00139	SR	UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES	286,000	257,400	0	0	0	28,600	MNDOT	S8
2014	RR	82-00140	SR	UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES	338,000	304,200	0	0	0	33,800	MNDOT	S8
2014	US 10	6205-37	RS	JUST WEST OF I35W IN MOUNDS VIEW TO I694 IN ARDEN HILLS - UNBONDED CONCRETE OVERLAY & DRAINAGE	3,900,000	3,120,000	0	0	780,000	0	MN/DOT	S10
2014	US 169	2772-90	SC	FROM I-494 IN BLOOMINGTON/EDINA TO I-94 IN MAPLE GROVE/BROOKLYN PARK-REPLACE SIGNING	750,000	0	0	0	750,000	0	MNDOT	O8
2014	US 169	2772-91	RS	FROM JUST N OF JCT I494 IN BLOOMINGTON TO JUST N JCT MN 62 IN EDINA-MILL & UNBONDED CONCRETE OVERLAY, GUARDRAIL, DRAINAGE, PED RAMPS	6,480,000	5,184,000	0	0	1,296,000	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	US 169	2772-92	RS	FROM N END OF BRIDGE OVER TH65 IN PLYMOUTH TO JUST S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK-MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE	12,235,000	9,788,000	0	0	2,447,000	0	MN/DOT	S10
2014	US 169	2776-03RW14	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	2,500,000	2,000,000	0	0	500,000	0	MNDOT	O4
2014	US 169	7005-94	TM	THROUGH BELLE PLAINE - REMOVE MEDIAN CROSSOVERS (HIGH PRIORITY IRC)	420,000	0	0	0	420,000	0	MN/DOT	S16
2014	US 169	7005-97	AM	**SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS)	15,450,000	0	0	0	15,450,000	0	MNDOT	E3
2014	US 52	1905-34	SC	FROM TH 19 IN CANNON FALLS TO 117TH AVE IN INVER GROVE HTS-CLOSE MEDIAN CROSSOVERS	235,000	0	0	0	235,000	0	MN/DOT	S16
2014	US 61	1913-64B	BR	**MN261**HASTINGS BRIDGE 19004(2010 APPROPRIATIONS ACT-STP)	291,967	0	291,967	0	0	0	MN/DOT	S19
2014	US 61	1913-75	TM	FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	3,744,000	2,995,200	0	0	748,800	0	MNDOT	O8
2014	US 61	6222-162	RS	FROM JUST S WHITE BEAR AVE TO JUST N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, SIGNALS, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	3,440,000	0	0	0	3,015,000	425,000	MN/DOT	S10
2014	US 952A	173-010-007	RC	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-WIDENING, MILL & OVERLAY, LANDSCAPING	10,383,000	7,280,000	0	0	0	3,103,000	WEST ST PAUL	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	US 952A	1908-84	AM	ON	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER, ACCESS CLOSURES, GRADE-SEPARATED TRAIL CROSSING, SIGNAL REPLACEMENTS AT THOMPSON AVE AND E. BERNARD ST/DAKOTA MSAS 114	1,250,000	0	0	0	1,250,000	0	MNDOT	S9
2015	CSAH 3	027-603-049C	MC	**MN061**	LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2003 APPROPRIATIONS ACT)	4,941,500	0	4,941,500	0	0	0	HENNEPIN COUNTY	E3
2015	I 35	1980-81	NO	ON	ON WEST SIDE FROM BURNSVILLE CIRCLE TO 157TH ST W IN BURNSVILLE - NOISE WALL	835,000	0	0	0	760,000	75,000	MN/DOT	O3
2015	I 35	1980-83	NO	ON	ON EAST SIDE JUST N OF 162ND ST W TO JUST N OF MAPLE ISLAND ROAD IN BURNSVILLE - NOISE WALL	775,000	0	0	0	700,000	75,000	MN/DOT	O3
2015	I 35E	6281-19	RS	FROM	FROM RAMSEY CR E TO JUST S OF RAMSEY CSAH 96 IN VADNAIS HTS-MILL & OVERLAY, DRAINAGE, LOOP DETECTORS	4,040,000	3,636,000	0	0	404,000	0	MN/DOT	S10
2015	I 35E	6281-25	BR	OVER	OVER GOOSE LAKE RD AND BNSF RR IN VADNAIS HEIGHTS- REPLACE BRIDGES 9567 AND 9568 INCLUDING REPLACEMENT AND PROFILE ADJUSTMENTS OF PAVEMENT ON BOTH SIDES OF BRIDGE, GUARDRAIL, DRAINAGE, TMS	9,860,000	8,874,000	0	0	986,000	0	MN/DOT	S19
2015	I 35E	6281-44	TM	SB	FROM RAMSEY CR J TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER	10,000	0	0	0	10,000	0	MN/DOT	S4
2015	I 35W	2782-315	RB	FROM	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	6284-162	BR	AT	AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 AND RAMP	6,860,000	0	0	0	6,860,000	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	1	1394	2789-136	RS JUST EAST OF MN100 IN GOLDEN VALLEY TO WEST END OF BRIDGE #27770D MINNEAPOLIS- MILL AND OVERLAY, CONCRETE PAVEMENT REPAIR, DRAINAGE, ADA, GUARDRAIL AND SIGNAL LOOPS	4,865,000	4,378,500	0	0	486,500	0	MN/DOT	S10
2015	1	494	1985-139	SC AT MN 149 (NORTH AND SOUTH RAMPS) IN MENDOTA HEIGHTS - REPLACE SIGNAL SYSTEMS	375,000	0	0	0	375,000	0	MNDOT	E2
2015	7	1494	2785-337	RB JUST W OF BUSH LAKE RD IN BLOOMINGTON TO MN 5 IN EDEN PRAIRIE - LANDSCAPING	470,000	0	0	0	470,000	0	MN/DOT	O6
2015	1	694	6285-148	RC 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	1	194	2781-447	BI WB RAMP OVER LRT AND CITY STREET LOCATED JUST EAST OF JCT OF TH 55 IN MINNEAPOLIS AND ON I494 OVER 34TH STREET IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK	1,270,000	1,143,000	0	0	127,000	0	MN/DOT	S19
2015	1	194	2781-448	BI NEAR JUNCTION OF I94 AND I394 IN MPLS - REMOVE AND REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON BRIDGES 27793 AND 27799L, GUARDRAIL	390,000	351,000	0	0	39,000	0	MN/DOT	S19
2015	1	194	6282-200	BI AT MACKUBIN STREET IN ST. PAUL-REDECK PEDESTRIAN BRIDGE #9737, SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	1,600,000	1,440,000	0	0	160,000	0	MN/DOT	S19
2015	1	194	6283-175	SC EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	3,440,000	2,752,000	0	0	688,000	0	MN/DOT	A15
2015	1	194	8282-109	TM WASHINGTON CSAH 15 IN WOODBURY TO ST CROIX RIVER IN LAKELAND-TRAFFIC MGMT SYSTEM	350,000	0	0	0	350,000	0	MNDOT	S7

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ	
2015	LOCAL	999880M-BIR-15	BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2015	5,000,000	4,000,000	0	0	0	1,000,000	MN/DOT	NC	
2015	LOCAL	999880M-CMAQ-15	NA	METRO ATP SETASIDE FOR CMAQ (TRANSIT EXPANSION & SYSTEM MGMT) PROJECTS YET TO BE SELECTED FOR FY 2015	31,250,000	25,000,000	0	0	0	6,250,000	MN/DOT	NC	
2015	LOCAL	999880M-EN-15	EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2015	10,000,000	8,000,000	0	0	0	2,000,000	MN/DOT	NC	
2015	LOCAL	999880M-RR-15	SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2015	2,225,000	2,002,500	0	0	0	222,500	MN/DOT	NC	
2015	LOCAL	999880M-SHL-15	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015	8,900,000	8,010,000	0	0	0	890,000	MN/DOT	NC	
2015	LOCAL	999880M-UG-15L	MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	37,500,000	30,000,000	0	0	0	7,500,000	MN/DOT	NC	
2015	6	MN 100	2734-33	**ALTERNATE BID**FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308, 5309, 5462, 5598, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILIARY LANES AND NOISE WALLS (AC PROJECT, PAYBACK IN 2016)	63,830,000	17,234,000	0	33,830,000	12,766,000	0	0	MN/DOT	A20
2015	6	MN 100	2734-33A	**MN241**HWY 100 IMPROVEMENTS (2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	0	MN/DOT	AQ2
2015	6	MN 100	2734-33RR	FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RAIL ROAD AGREEMENT	3,125,000	0	0	0	3,125,000	0	0	MN/DOT	A20
2015	MN 121	2728-01	BI	AT 61ST ST (JUST NE OF JCT MN121 & MN62) IN MPLS- RETROFIT PEDESTRIAN BRIDGE (#27061) STAIRS TO ADA COMPLIANT RAMPS, GUARDRAIL, RETAINING WALL, AND NOISE WALLS	1,200,000	960,000	0	0	240,000	0	0	MN/DOT	AQ2
2015	MN 13	1901-171	RB	AT CSAH 5 IN BURNSVILLE- LANDSCAPING	50,000	0	0	0	50,000	0	0	MNDOT	O6

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	MN 13	1902-55	RD	FROM JUST NORTH OF 2ND ST IN MENDOTA TO I35E IN LILYDALE-RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, CATCH BASINS AND RESURFACING	6,910,000	0	0	0	6,910,000	0	MNDOT	NC
2015	MN 13	7001-104	AM	AT 150TH STREET IN PRIOR LAKE AND SAVAGE-CONSTRUCT 3/4 INTERSECTION AT 150TH & RESTRICT ACCESS TO RI/RO AT ZINRAN/OAKLAND BEACH AVE	1,400,000	0	0	0	1,400,000	0	MN/DOT	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	1917-45	RS	FROM N JCT MN55 IN EAGAN TO MN5 IN ST. PAUL- PAVEMENT PRESERVATION, ADA AND DRAINAGE	6,825,000	0	0	0	6,825,000	0	MN/DOT	S10
2015	MN 36	6212-148	BR	OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS (AC PROJECT, PAYBACK 1 OF 1 IN 2016)	13,600,000	9,324,000	0	1,380,000	2,676,000	220,000	MN/DOT	S19
2015	MN 36	8214-114	RC	**ALTERNATE BID**FROM EAST END TUENGE ROAD TO ST CROIX RIVER IN STILLWATER, OAK PARK HTS. & BAYPORT - RECONSTRUCT INCLUDING FR RDS, OSGOOD INTERSECTION, INTERCHANGE AT TH 95 INCLUDING RECONSTRUCTION OF TH95, BRIDGE 82043 AT BEACH RD	44,720,000	0	0	0	0	44,720,000	MN/DOT	O4
2015	MN 36	8214-114MIT15	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,900,000	0	0	0	0	1,900,000	MN/DOT	S19

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2015	4	MN 36	8214-147	RC W OF NORTHWESTERN AV TO E OF TUENGE RD IN OAK PK HGT & STILLWATER- RECONSTRUCT INCLUDING FR RDS & INTERSECTIONS	16,750,000	0	0	0	0	16,750,000	MN/DOT	E2
2015	4	MN 36	8217-82045AC1	BR 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 2)	51,000,000	51,000,000	0	0	0	0	MN/DOT	A20
2015		MN 41	7010-100	RS FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF CHASKA MN RIVER BRIDGE IN CHASKA - MILL & OVERLAY	825,000	0	0	0	825,000	0	MN/DOT	S10
2015		MN 51	6216-130	BR AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE BRIDGE 62010, ADD TURN LANES, CONSTRUCT TRAIL,	2,800,000	2,240,000	0	0	560,000	0	MN/DOT	S19
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	9	MN 610	2771-38E	MC **MN119** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE- GRADING, BRS. (SAFETEA-LU)	936,518	0	749,214	0	187,304	0	MNDOT	A20
2015	9	MN 610	2771-38H	MC **MN249** HIGHWAY 610 CORRIDOR-GRADING, BRS (2008 APPROPRIATIONS ACT-	490,000	0	490,000	0	0	0	MNDOT	A20
2015	9	MN 610	2771-38S1A	MC **MN211** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE- GRADING, BRS (SAFETEA-LU)	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A20
2015	9	MN 610	2771-38S2A	MC **MN226** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE- GRADING, BRS (SAFETEA-LU)	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A20
2015	9	MN 610	2771-38TA	MC **MN235** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE- GRADING, BRS(SAFETEA-LU)	4,204,068	0	3,363,254	0	840,814	0	MNDOT	A20
2015		MN 62	2763-47	SC FROM I-494 IN EDEN PRAIRIE TO TH 55 IN MPLS (EXCEPT MN62/I35W COMMONS AREA) AND US212 FROM I494 TO MN62 IN EDEN PRAIRIE-SIGN REPLACEMENT	800,000	0	0	0	800,000	0	MNDOT	O8

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2015	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
2015	MN 65	0208-142		AM FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	250,000	0	0	0	250,000	0	MNDOT	E1
2015	MN 65	0208-143		AM FROM 140TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	250,000	0	0	0	250,000	0	MNDOT	E1
2015	MN 77	1925-52		BI OVER MINNESOTA RIVER IN BLOOMINGTON AND EAGAN-PAIN NORTHBOUND BRIDGE 9600N, SOUTHBOUND 9600S AND PEDESTRIAN BRIDGE 9600F AND REPLACE GUARDRAIL	2,265,000	1,812,000	0	0	453,000	0	MN/DOT	S19
2015	MN 999	880M-ADA-15		SC **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2015	1,080,000	860,000	0	0	220,000	0	MNDOT	NC
2015	MN 999	880M-AM-15		AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2015	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2015	MN 999	880M-ATM-15		TM METRO SETASIDE FOR ACTIVE TRAFFIC MANAGEMENT PROJECTS FOR FY 2015	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2015	MN 999	880M-BI-15		BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2015	4,610,000	3,688,000	0	0	922,000	0	MN/DOT	NC
2015	MN 999	880M-CA-15		CA METRO SETASIDE - CONSULTANT DESIGN -2015	8,000,000	0	0	0	8,000,000	0	MN/DOT	NC
2015	MN 999	880M-CM-15		SC METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2015	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2015	MN 999	880M-IM-15		TM METRO SETASIDE-INCIDENT MANAGEMENT FOR METRO PROJECTS IN FY 2015	150,000	0	0	0	150,000	0	MN/DOT	NC
2015	MN 999	880M-NO-15		NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2015	1,145,000	0	0	0	1,145,000	0	MN/DOT	NC
2015	MN 999	880M-PM-15		PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2015	4,500,000	0	0	0	4,500,000	0	MN/DOT	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-RB-15	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2015	100,000	0	0	0	100,000	0	MN/DOT	NC
2015	MN 999	880M-RS-15	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2015	7,970,000	6,376,000	0	0	1,594,000	0	MN/DOT	NC
2015	MN 999	880M-RW-15	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2015	5,100,000	0	0	0	5,100,000	0	MN/DOT	NC
2015	MN 999	880M-RX-15	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2015	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2015	MN 999	880M-SA-15	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2015	11,000,000	0	0	0	11,000,000	0	MN/DOT	NC
2015	MN 999	880M-SC-15	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2015	5,930,000	0	0	0	5,930,000	0	MN/DOT	NC
2015	MN 999	880M-TE-15	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$295K) & WRE (\$0K) FOR FY 2015	295,000	0	0	0	295,000	0	MN/DOT	NC
2015	MN 999	880M-TM-15	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2015	400,000	0	0	0	400,000	0	MN/DOT	NC
2015	MN 999	880M-TR-15	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2015	990,000	0	0	0	990,000	0	MN/DOT	NC
2015	MN 999	880M-TRLF-15	RW	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	MN/DOT	NC
2015	MN 999	880M-UG-15	MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	11,250,000	9,000,000	0	0	2,250,000	0	MN/DOT	NC
2015	MN 999	8825-382	TM	METROWIDE - CABLE REPLACEMENT AND UPGRADE/REFURBISH ELECTRICAL SERVICES	500,000	0	0	0	500,000	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	NW QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	450,000	0	0	0	450,000	0	MNDOT	S18

**TABLE A-20
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	US 10	US 10	0202-93	SC AT FELDSPAR AVE NW- RECONSTRUCT INTERSECTION	255,000	0	0	0	255,000	0	MNDOT	E1
2015	US 10	US 10	0202-94	RS FAIROAK AVE IN ANOKA TO JUST EAST OF HANSON BLVD OVERPASS IN COON RAPIDS- MILL AND OVERLAY, AGGREGATE SHOULDERING, DRAINAGE, CURB AND GUTTER, ADA IMPROVEMENTS, PROFILE REPAIRS, TMS	7,330,000	5,864,000	0	0	1,466,000	0	MN/DOT	S10
2015	US 169	US 169	2772-97	SC AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - REPLACE SIGNAL SYSTEM	225,000	0	0	0	112,500	112,500	MNDOT	E2
2015	US 169	US 169	2772-99	NO ON EAST SIDE FROM 16TH ST W IN ST. LOUIS PARK TO JUST N OF WAYZATA BLVD IN GOLDEN VALLEY - NOISE WALL AND ACCESS CLOSURE	895,000	0	0	0	820,000	75,000	MN/DOT	O3
2015	US 169	US 169	7008-100	SC BETWEEN TH 282 AND TH 21 IN JORDAN - CONSTRUCT MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES	2,310,000	0	0	0	2,310,000	0	MNDOT	S9
2015	US 52	US 52	1928-60	SC FROM SOUTHWIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,062,000	849,600	0	0	212,400	0	MNDOT	S18
2015	US 61	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
2016	I 35E	I 35E	1982-171	NO ON SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL	805,000	0	0	0	725,000	80,000	MN/DOT	O4
2016	I 35E	I 35E	6280-369	BI FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - REDECK BRIDGES 9519, 62802 AND 62803	1,525,000	0	0	0	1,525,000	0	MN/DOT	S10
2016	I 35W	I 35W	0280-70	SC SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) TO S OF 85TH AVE IN BLAINE - CONSTRUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER	360,000	0	0	0	360,000	0	MNDOT	S6

**TABLE A-20
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	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
2016	I 35W	2783-137	BI	FROM HENNEPIN AVE TO JOHNSON ST IN MINNEAPOLIS - REDECK BRIDGES 27885, 27886, 27985, 27989, 27994,	2,190,000	0	0	0	2,190,000	0	MN/DOT	S10
2016	I 35W	6284-163	BR	FROM JUST S OF I694 IN NEW BRIGHTON TO JUST S OF RAMSEY CR E2 IN ARDEN HILLS - REPLACE BRIDGES 9570 & 9599 AND APPROACHES, GUARDRAIL, RETAINING WALL AND PONDING	11,350,000	0	0	0	11,350,000	0	MN/DOT	S19
2016	I 94	6282-201	BR	AT GROTTO ST N IN ST. PAUL- REPLACE BRIDGE 9773	1,290,000	0	0	0	1,290,000	0	MN/DOT	S19
2016	I 94	6283-234	RD	FROM JUST EAST OF MOUNDS BLVD TO JUST EAST OF RUTH ST IN ST. PAUL-MAJOR CONCRETE PAVEMENT REPAIR, MILL AND OVERLAY, REPAIR BRIDGES 62861, 62862, 62838, DRAINAGE, GUARDRAIL, TRAFFIC SYSTEM LOOPS AND ADA	7,020,000	0	0	0	7,020,000	0	MN/DOT	S10
2016	LOCAL 999880M-BIR-16		BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2016	7,500,000	6,000,000	0	0	0	1,500,000	MN/DOT	NC
2016	LOCAL 999880M-CMAQ-16		NA	METRO ATP SETASIDE FOR CMAQ (TRANSIT EXPANSION & SYSTEM MGMT) PROJECTS YET TO BE SELECTED FOR FY 2016	31,250,000	25,000,000	0	0	0	6,250,000	MN/DOT	NC
2016	LOCAL 999880M-EN-16		EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2016	11,250,000	9,000,000	0	0	0	2,250,000	MN/DOT	NC
2016	LOCAL 999880M-RR-16		SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2016	2,225,000	2,002,500	0	0	0	222,500	MN/DOT	NC
2016	LOCAL 999880M-SHL-16		SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016	8,900,000	8,010,000	0	0	0	890,000	MN/DOT	NC
2016	LOCAL 999880M-UG-16L		MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2016	45,000,000	36,000,000	0	0	0	9,000,000	MN/DOT	NC

**TABLE A-20
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	6	MN 100	2734-33AC	MC FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308, 5309, 5462, 5598; RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILIARY LANES AND NOISE WALLS (AC PAYBACK 1 OF 1)	33,830,000	33,830,000	0	0	0	0	MN/DOT	A20
2016		MN 100	2735-193	TM SB ENTRANCE RAMP FROM DULUTH ST IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS, DRAINAGE, TMS	260,000	0	0	0	260,000	0	MN/DOT	AQ1
2016		MN 36	6212-148AC	BR OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS (AC PAYBACK 1 OF 1)	1,380,000	1,380,000	0	0	0	0	MN/DOT	S19
2016	4	MN 36	8214-114MIT16	BR OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	360,000	0	0	0	0	360,000	MN/DOT	A20
2016	4	MN 36	8217-82045AC2	BR OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 2 OF 2)	33,000,000	33,000,000	0	0	0	0	MN/DOT	A20
2016		MN 55	2723-123	SC WB FROM I494 NB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-WIDEN RAMP TO A TRIPLE LEFT TURN AND CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE AND ADA	1,960,000	0	0	0	1,960,000	0	MNDOT	E1
2016		MN 999	880M-ADA-16	SC **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2016	1,080,000	860,000	0	0	220,000	0	MNDOT	NC
2016		MN 999	880M-AM-16	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2016	3,000,000	0	0	0	3,000,000	0	MN/DOT	NC
2016		MN 999	880M-BI-16	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2016	10,805,000	8,644,000	0	0	2,161,000	0	MN/DOT	NC
2016		MN 999	880M-CA-16	CA METRO SETASIDE - CONSULTANT DESIGN -2016	8,000,000	0	0	0	8,000,000	0	MN/DOT	NC

**TABLE A-20
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	MN 999	880M-CM-16		SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2016	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2016	MN 999	880M-IM-16		TM	METRO SETASIDE-INCIDENT MANAGEMENT FOR METRO PROJECTS IN FY 2016	500,000	0	0	0	500,000	0	MN/DOT	NC
2016	MN 999	880M-PM-16		PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2016	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2016	MN 999	880M-RB-16		RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2016	100,000	0	0	0	100,000	0	MN/DOT	NC
2016	MN 999	880M-RS-16		RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2016	14,165,000	11,332,000	0	0	2,833,000	0	MN/DOT	NC
2016	MN 999	880M-RW-16		RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2016	6,500,000	0	0	0	6,500,000	0	MN/DOT	NC
2016	MN 999	880M-RX-16		RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2016	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2016	MN 999	880M-SA-16		SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2016	10,000,000	0	0	0	10,000,000	0	MN/DOT	NC
2016	MN 999	880M-SC-16		SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2016	2,320,000	0	0	0	2,320,000	0	MN/DOT	NC
2016	MN 999	880M-TE-16		SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0.325M), TMS(\$0.5M) & WRE (\$2.41M) FOR	8,235,000	0	0	0	8,235,000	0	MN/DOT	NC
2016	MN 999	880M-TM-16		TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2016	400,000	0	0	0	400,000	0	MN/DOT	NC
2016	MN 999	880M-TR-16		TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2016	780,000	0	0	0	780,000	0	MN/DOT	NC
2016	MN 999	880M-TRLF-16		RW	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	MN/DOT	NC
2016	MN 999	880M-UG-16		MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2016	11,250,000	9,000,000	0	0	2,250,000	0	MN/DOT	NC

**TABLE A-20
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 12	2713-107		SC AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES	1,590,000	0	0	0	1,590,000	0	MN/DOT	E1
2016	US 12	2714-142		SC FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA- CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL	1,370,000	0	0	0	1,370,000	0	MN/DOT	S19
2016	US 169	2772-102		BI OVER US212/MN62 IN EDEN PRAIRIE/EDINA-REDECK BRIDGES 27079 AND 27080, NEW APPROACH PANELS	2,485,000	0	0	0	2,485,000	0	MN/DOT	S19
2016	US 169	2772-103		NO ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL	1,440,000	0	0	0	1,295,000	145,000	MN/DOT	O3
2016	US 169	7005-106		TM FROM CANTERBURY RD/(SCOTT CSAH 83) TO SCOTT CR18 IN SHAKOPEE-CONVERT RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE	960,000	0	0	0	960,000	0	MN/DOT	S4
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	6221-100		RD FROM US 61 NB RAMP OVER I94 WB TO MN5 IN ST. PAUL-- CONCRETE PAVEMENT REPAIR, MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNAL WORK, REPAIR	3,150,000	0	0	0	3,150,000	0	MN/DOT	S10
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	5,250,000	0	0	0	5,250,000	0	MN/DOT	E1
2016	US 61	8205-138		DR BETWEEN 70TH ST AND 80TH ST IN COTTAGE GROVE-REPLACE CENTERLINE CULVERT AND IMPROVE EXISTING BERM	400,000	0	0	0	400,000	0	MNDOT	NC
Totals					2,267,003,966	860,827,524	55,958,720	136,250,000	488,418,675	694,547,209		

**TABLE A-21
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
2012	BB		TRS-TCMT-11	TR CMAQ: I35W TRANSIT LIMITED EXPRESS SERVICE AND TECHNOLOGY	1,911,338	1,361,338	0	0	0	550,000	MVTA	T2
2012	BB		TRS-TCMT-12B	TR CMAQ: NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	0	6,720,000	MET COUNCIL -MT	E6
2012	BB		TRS-TCMT-12C	TR CMAQ: CEDAR AVENUE BRT STATION TO STATION SERVICE	7,048,900	3,239,806	0	0	0	3,809,094	MVTA	T1
2012	CITY		098-080-034	DR **MN34** NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT-EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,594,185	0	564,185	0	0	1,030,000	NEWPORT	NC
2012	CMAQ		090-080-014	TR CONSTRUCT ROSEMOUNT DEPOT PASSENGER FACILITY FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	935,850	748,680	0	0	0	187,170	MVTA	E6
2012	CMAQ		141-080-044	TM OPERATION & MAINTENANCE OF TRAF MGMT CTR- ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS	625,000	500,000	0	0	0	125,000	MINNEAPOLIS	NC
2012	CMAQ		164-070-011	TM ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	1,136,050	908,840	0	0	0	227,210	SAINT PAUL	E2
2012	CMAQ		TRS-TCMT-11C	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	AQ2
2012	CMAQ		TRS-TCMT-13E	TR CMAQ: PURCHASE OF THREE LRT VEHICLES FOR HIAWATHA LRT	10,500,000	7,000,000	0	0	0	3,500,000	MET COUNCIL -MT	T10

**TABLE A-21
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	Agency	AQ
2012	CR 10	CR 10	090-595-013	TR SWT: SW QUADRANT OF MN 41 AND MN 212 IN CHASKA- ADDITION OF 450 STRUCTURED PARK & RIDE STALLS TO EXISTING EAST CREEK PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	0	1,957,196	SOUTHWEST TRANSIT		E6
2012	CR 202	CR 202	189-113-004	SH ON CR 202(ZACHARY LN) AT 101ST AVE IN MAPLE GROVE- CONSTRUCT ROUNDABOUT, WIDEN ZACHARY LANE	1,040,000	936,000	0	0	0	104,000	MAPLE GROVE		E1
2012	CR 5	CR 5	019-605-028A	MC **MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT- STP)	950,000	0	950,000	0	0	0	BURNSVILLE		A15
2012	CR 5	CR 5	019-605-028B	MC **MN190**AT TH 13, BURNSVILLE-CONSTRUCTION OF INTERCHANGE (MATCH IS COMING FROM SP 1901-148) (SAFETEA-LU)	1,527,604	0	1,527,604	0	0	0	BURNSVILLE		A15
2012	CR 74	CR 74	002-596-015	SH ON 221ST AVE NE AT TH 65 IN EAST BETHEL-NEW TRAFFIC SIGNAL INSTALLATION, TURN LANE CONSTRUCTION ON CR	1,248,000	1,123,200	0	0	0	124,800	ANOKA COUNTY		E2
2012	CSAH 109	CSAH 109	027-709-021	MC WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	0	2,247,000	HENNEPIN COUNTY		A15
2012	CSAH 11	CSAH 11	010-611-006	RC CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL	5,925,988	2,805,968	0	0	0	3,120,020	CARVER COUNTY		E4
2012	CSAH 116	CSAH 116	002-716-012	RC ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER- RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL	5,885,600	4,708,480	0	0	0	1,177,120	ANOKA COUNTY		A15
2012	CSAH 17	CSAH 17	002-617-018	RC ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116(BUNKER LAKE BLVD), HAM LAKE- RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE FACILITIES	12,000,000	5,837,920	0	0	0	6,162,080	ANOKA COUNTY		A15

**TABLE A-21
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
2012	CSAH 19	027-619-019	BR	HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-REPLACE EXISTING BR 90480	2,250,000	376,640	0	0	0	1,873,360	HENNEPIN COUNTY	S19
2012	CSAH 5	019-605-028	MC	AT TH 13 IN BURNSVILLE- CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS(REMAINDER OF THE MATCH COMING FROM SP 1901-148)	7,875,000	7,140,000	0	0	0	735,000	DAKOTA COUNTY	A15
2012	CSAH 7	002-607-019	SH	ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES	1,680,000	1,512,000	0	0	0	168,000	ANOKA COUNTY	E1
2012	CSAH 81	027-681-029	RC	N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK- RECONSTRUCT TO 6-LANE DIVIDED RDWY	10,080,000	7,840,000	0	0	0	2,240,000	HENNEPIN COUNTY	A15
2012	EN	138-010-012	EN	KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT- MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	910,000	248,258	0	0	0	661,742	RAM-WASH METRO WATER DIST	O9
2012	EN	141-080-042	EN	HENN AVE TO CEDAR AVE, MPLS-REHABILITATE/PRESERVE HISTORIC BR5 WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	0	280,000	MINNEAPOLIS	O9
2012	I 35	1980-68AC1	RC	**LGA** DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	0	MN/DOT	NC
2012	I 35	1980-68AC2	RC	**LGA** CSAH 70, LAKEVILLE- RECONSTRUCT INTERCHANGE- DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	0	MN/DOT	NC
2012	I 35E	1982-148	SC	MN 110 E & W RAMPS, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	233,605	0	0	0	233,605	0	MN/DOT	E2

**TABLE A-21
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
2012	I 35E	1982-159		NO WEST SIDE OF I35E NORTH OF DIFFLEY ROAD FROM APPROX. MEADOWLARK CURVE TO MEADOWLARK WAY IN EAGAN- INSTALL NOISE WALL, DRAINAGE	511,385	0	0	0	460,247	51,138	MN/DOT	O3
2012	I 35E	6280-353		BR AT MARYLAND AVE IN ST. PAUL- REPLACE MARYLAND BR 6513 (NEW BR 62626) AND APPROACH WORK	14,546,184	0	0	0	0	12,506,184	MN/DOT	S19
2012	I 35E	6280-354		RB RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) - LANDSCAPING	239,036	0	0	0	239,036	0	MNDOT	O6
2012	I 35E	6280-355		RB EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) - LANDSCAPING	253,143	0	0	0	253,143	0	MNDOT	O6
2012	I 35E	6280-359		RD **BP08** SOUTHBOUND FROM THE TH 5 EXIT RAMP NOSE THE TH 5 ENTRANCE RAMP NOSE IN ST PAUL-NEW BUS SHOULDERS (CHP 152 TRANSIT ADVANTAGE BONDS)	340,704	0	0	0	0	340,704	MNDOT	S4
2012	I 35W	2782-294		RB FROM 66TH ST. TO DUPONT AVE S. IN RICHFIELD & FROM E. MINNEHABA PKWY TO E. 42ND ST. IN MINNEAPOLIS - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	195,797	0	0	0	195,797	0	MNDOT	O6
2012	I 35W	2782-300		RD BLACKDOG RD TO 90TH ST IN BLOOMINGTON-REHABILITATION /REPLACEMENT OF DRAINAGE STRUCTURES	253,506	0	0	0	253,506	0	MN/DOT	NC
2012	I 35W	2783-133		RD FROM NORTH OF MISSISSIPPI RIVER AT NEW BRIGHTEN BLVD IN MINNEAPOLIS - STORMWATER TUNNEL REPAIR	778,750	0	0	0	778,750	0	MN/DOT	NC
2012	I 35W	2783-140		MC **TED**NB I35W, FROM SE 4TH ST TO SE 8TH STREET IN MINNEAPOLIS-TRAFFIC CONTROL FOR CITY WATER MAIN WORK. (TED INTERCHANGE BONDS)	27,990	0	0	0	0	27,990	MNDOT	NC

**TABLE A-21
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
2012	I 35W		6284-144	SC RAMSEY CO RD D EAST & WEST RAMPS IN ROSEVILLE-REBUILD TRAFFIC SIGNALS	428,400	0	0	0	192,780	235,620	MN/DOT	E2
2012	I 35W		6284-145	RS TH 888A (OLD TH 8), RAMSEY CO RD D TO I-35W-BITUMINOUS OVER CONCRETE OVERLAY (BRIDGE 9473, 9474, 9492 ARE EXCEPTIONS)	615,283	0	0	0	615,283	0	MN/DOT	S10
2012	I 35W		6284-159	BR UNDER S JCT TH 10, ARDEN HILLS-REPLACE BR 9585 & 9586 & APPROACHES	9,555,000	0	0	0	9,555,000	0	MN/DOT	S19
2012	I 394		2789-140	RB FROM MN55(7TH ST N.) TO 6TH ST N. ALONG I-394 IN MINNEAPOLIS - LANDSCAPING	223,335	0	0	0	223,335	0	MNDOT	O6
2012	I 494		2785-330B	PL **MN199**1-494 LANE ADDITION, HENNEPIN CO	839,589	0	671,671	0	167,918	0	MNDOT	A20
2012	I 494		2785-392	TM FROM MN100 TO 24TH AVE S IN BLOOMINGTON/RICHFIELD-INTELLIGENT TRAFFIC SYSTEM	350,000	0	0	0	350,000	0	MNDOT	S7
2012	I 494		8285-84	RB FROM MAXWELL (WASHINGTON CSAH 38) IN NEWPORT TO HARDMAN AVE IN S ST PAUL-LANDSCAPING	91,922	0	0	0	91,922	0	MNDOT	O6
2012	I 694		6285-135AC	RC AT INTERCHANGE OF I694/TH51/TH10 & ON I694 AT ISLAND LAKE CHANNEL-RECONSTRUCT INTERCHANGE INCLUDING GRADING, SURFACING & REPLACING 7 BRIDGES (BR # 9301, 9302, 9310, 9311, 9312, 9447, 9448) WITH 6 NEW BRIDGES (BR # 62716, 62717, 62719, 62720, 62051, 62052)	27,436,423	27,436,423	0	0	0	0	MN/DOT	S6
2012	I 694		6285-145	SC FROM HAMLIN AVE IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - FENCING (DE-BUNDLED FROM 6285-135)	32,509	29,258	0	0	3,251	0	MN/DOT	S13
2012	I 694		6285-150	BI AT LEXINGTON AVE IN ARDEN HILLS-WIDEN TRAIL & BR 62824, ADA IMPROVEMENTS, SIGNAL & RAMP MODIFICATIONS, MILL & OVERLAY, AND CHANNELIZATION(CHANGED FROM SP 6285-62824 IN DRAFT ATIP)	1,296,625	0	0	0	1,296,625	0	MN/DOT	S19

**TABLE A-21
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
2012	1	1694	6286-56	RC FROM 40TH STREET IN OAKDALE TO JUST WEST OF US 61 IN VADNAIS HEIGHTS - UNBONDED CONCRETE OVERLAY, RECONSTRUCTION OF RAMPS AND LOOPS. ADD ACCELERATION LANES AT TH36 INTERCHANGE. DRAINAGE, ADA UPGRADES, LIGHTING, SIGNS, CABLE GUARDRAIL, BRIDGE REPAIRS ON BR	20,000,000	18,000,000	0	0	0	2,000,000	MN/DOT	S10
2012	1	94	6282-193	SC JOHN IRELAND BLVD, ST PAUL TO I-694/I-494 IN WOODBURY- REPLACE SIGNING	499,916	0	0	0	499,916	0	MN/DOT	O7
2012	1	94	6282-202	BR AT CHATSWORTH STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9736, GUARDRAIL, TMS(2012 ADA PROJECT)	1,400,000	1,260,000	0	0	140,000	0	MN/DOT	S19
2012	1	94	8816-1438	PL FEASIBILITY STUDY OF LOW COST IMPROVEMENTS AND INTERCHANGE IMPROVEMENTS AND RAMP CONNECTIONS ON I94 BETWEEN MPLS AND ST PAUL THAT WILL PERMIT MNPASS HOT LANE OPERATION	500,000	0	0	0	100,000	0	MN/DOT	O1
2012		LOCAL	999091-060-067	RB GRAND ROUNDS MISSISSIPPI GORGE-PICNIC/OBSERVATION AREA (SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	0	0	0	34,000	MPLS PARK/REC BOARD	O9
2012		LOCAL	999092-070-001	NA PROCUREMENT AND INSTALLATION OF 76 ELECTRIC VEHICLE CHARGING STATIONS IN THE TWIN CITIES METRO AREA	625,000	500,000	0	0	0	125,000	MPCA	NC
2012		MN 101	2736-45	AM AT PLEASANT VIEW RD IN CHANHASEN- CHANNELIZATION AND PEDESTRIAN BIKE TRAIL	614,000	0	0	0	614,000	0	MNDOT	E1
2012		MN 110	1918-102	RS JUST W OF I-35E JUST E OF I-35E IN MENDOTA HTS-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, DRAINAGE, GUARDRAIL	1,534,573	0	0	0	1,534,573	0	MN/DOT	S10

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 12		2713-102	DR FROM OLD CRYSTAL BAY ROAD IN ORONO TO JUST WEST OF BROWN ROAD LONG LAKE - CONSTRUCT CATCH BASINS, MODIFY PAVED BERM, AND CONSTRUCT SUBSURFACE DRAINAGE	125,000	0	0	0	125,000	0	MN/DOT	AQ2
2012	MN 120		6227-57	SC BROOKVIEW DR TO FOURTH ST IN MAPLEWOOD - INTERSECTION MODIFICATION, AUXILIARY LANE ADDITION, MILL & OVERLAY, TRAFFIC SIGNAL REPLACEMENT AND REVISION, FIBER OPTIC INTERCONNECT, CAMERAS, SIGNING	1,705,000	1,364,000	0	0	341,000	0	MN/DOT	E1
2012	MN 13		1901-168	RS **BR4M**FROM I35W IN BURNSVILLE TO NORTH OF CHEROKEE HGTS BLVD IN MENDOTA HEIGHTS(EXCEPTION AREAS BETWEEN TM 104.841-106.247 & TM 107.705-109.317)-MILL&OVERLAY, TURN LANES (\$300K IN OTHER IS DPS	7,921,514	6,336,802	0	0	1,584,712	0	MN/DOT	S10
2012	MN 156		1912-57	SC WENTWORTH AVE, SOUTH ST PAUL-REPLACE TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2012	MN 21		7002-43	DR AT SAND CREEK IN JORDAN - REPLACE RETAINING WALL	295,055	0	0	0	295,055	0	MN/DOT	NC
2012	MN 21		7002-44	RS **BR4M**FROM MILL ST IN JORDAN TO JCT US169 IN SAND CREEK TWP (INCLUDE ALL RAMP AT US169)-MILL & OVERLAY AND ADA IMPROVEMENTS	1,030,000	0	0	0	1,030,000	0	MN/DOT	S10
2012	MN 25		7003-112	AM AT WALNUT ST/E MAIN ST IN BELLE PLAINE - RE-CONSTRUCT RIGHT LANE AND STRIPING	211,900	0	0	0	211,900	0	MNDOT	E1
2012	MN 280		6241-60	RC ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2012	MN 3		1908-85	AM AT JUST NORTH OF MN55 IN INVER GROVE HEIGHTS- R/L TURN LANES, INCLUDES MILL/OVERLAY, DRAINAGE & GUARDRAIL IMPROVEMENTS	122,665	0	0	0	122,665	0	MNDOT	E1

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 3	1921-87	RD	194TH ST IN EMPIRE TWP TO CP RR BRIDGE NO. 19086 IN ROSEMOUNT-REPLACE AND REPAIR DRAINAGE STRUCTURES	218,403	0	0	0	218,403	0	MN/DOT	NC
2012	MN 36	098-080-045	PL	**MN126** ST CROIX RIVER CROSSING AT STILLWATER-(MN)TH 36(WI) TH 64-UTILITY RELOCATION STUDY(SAFETEA-LU)	30,000	0	24,000	0	0	6,000	OAK PARK HEIGHTS	NC
2012	MN 36	138-010-018	RC	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT INTERCHANGE AT ENGLISH ST	10,100,000	7,280,000	0	0	0	2,820,000	MAPLEWOOD	A15
2012	MN 36	6212-173	AM	**BP08**AT RICE STREET IN LITTLE CANADA-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	2,363,296	0	0	0	0	2,363,296	MNDOT	E6
2012	4	MN 36	BR	OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND/MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,867,000	0	0	0	0	1,867,000	MN/DOT	A20
2012	4	MN 36	BR	RELOCATION OF HISTORIC SHODDY MILL & WAREHOUSE FROM OAK PARK HEIGHTS TO STILLWATER-MITIGATION ITEM FOR REPLACEMENT OF RIVER BRIDGE 4654	1,000,000	0	0	0	0	1,000,000	MN/DOT	A20
2012	4	MN 36	PL	**MN126** ST CROIX RIVER CROSSING 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)	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	4	MN 36	PL	**MN126** ST CROIX RIVER CROSSING 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)	319,950	0	255,960	0	0	63,990	OAK PARK HEIGHTS	O1
2012	4	MN 36	BR	ST CROIX RIVER CROSSING - LOAD TESTING PROGRAM FOR NEW RIVER BRIDGE 82045	3,750,000	0	0	0	0	3,750,000	MN/DOT	A20

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	4	MN 36	8217-82045PE	CA ST. CROIX RIVER CROSSING - DESIGN & PREPARE 3 BRIDGE PLANS, SPECIAL PROVISIONS, ESTIMATES & CONDUCT REVIEW OF HYDRAULIC ANALYSIS FOR THE ENTIRE CONSTRUCTION PROJECT (AC PROJECT, PAYBACK IN 2014)	14,000,000	0	0	5,600,000	0	8,400,000	MN/DOT	A20
2012	4	MN 36	8217-82045PR	CA ST. CROIX RIVER CROSSING - PEER REVIEW OF FINAL BRIDGE DESIGN FOR 3 BRIDGES (82045, 82047, 82048) (AC PROJECT, PAYBACK IN 2014)	2,500,000	0	0	1,000,000	0	1,500,000	MN/DOT	A20
2012		MN 41	1008-73	AM JUST SOUTH OF PARK TRAIL (UNDERPASS) IN CHANHASSEN- CULVERT	17,600	0	0	0	17,600	0	CARVER COUNTY	NC
2012		MN 5	1002-89	RS FROM JUST W OF CARVER CSAH 11 WEST JCT IN VICTORIA TO JUST E OF TH 41 IN CHANHASSEN - REPLACEMENT OF BR#6654 (NEW#10003), BITUMINOUS MILL & OVERLAY, ADD TURN LANES, & ADA (INCLUDES SP 1002-92 AND CO-OP AGMT	7,765,379	5,745,158	0	0	1,436,289	583,932	MN/DOT	S10
2012		MN 5	194-010-012	SH ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES	1,201,206	1,081,085	0	0	0	120,121	CHANHASSEN	S19
2012		MN 51	6215-90	RS PIERCE BUTLER TO COMO AVE IN ST. PAUL-CONCRETE REHAB ON MAINLINE & RAMPS, M/O BITUMINOUS RAMPS, DRAINAGE, ADA & GUARDRAIL UPGRADES	1,853,462	0	0	0	1,853,462	0	MN/DOT	S10
2012		MN 51	6215-91	RS FROM JCT MN5 (7TH ST) TO DAYTON AVE IN ST PAUL - BITUMINOUS MILL & OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,970,000	0	0	0	1,970,000	0	MN/DOT	S10
2012		MN 51	6215-93	CA **MN250** SNELLING AVE, UNIVERSITY AVE, ST PAUL- INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	0	0	0	0	MN/DOT	E1

**TABLE A-21
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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ	
2012	MN 55	2722-81	RS	**BR4M**FROM ASH ST IN ROCKFORD TO JUST WEST OF HENNEPIN CR-116(PINTO RD) IN MEDINA-ALTERNATE BID; BIT MILL AND OVERLAY, TURN LANES, ADA IMPROVEMENTS, DRAINAGE, GUARDRAIL(\$300K FROM DIST 3 IN OTHER; \$1.3M IN OTHER IS DPS FUNDS)	10,234,000	6,907,200	0	0	1,726,800	1,600,000	MN/DOT	S10	
2012	MN 55	2724-120	AM	FROM E 26TH ST TO E 50TH IN MINNEAPOLIS-UPGRADE SIGNAL SYSTEMS AND INSTALL NEW CONTROLLERS AND CABINETS	275,000	0	0	0	275,000	0	MN/DOT	S7	
2012	MN 610	2771-38F	MC	**MN082** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS(2004 APPROPRIATIONS ACT)	373,018	0	373,018	0	0	0	MN/DOT	A15	
2012	MN 62	2774-20	SC	FROM MN100 IN EDINA TO PENN AVE IN RICHFIELD/MINNEAPOLIS- REPLACE LIGHTING	634,770	0	0	0	634,770	0	MN/DOT	S18	
2012	MN 62	2774-21	RS	**BR4M**FROM TRACY AVE IN EDINA TO UNDER PENN AVE BRIDGE IN RICHFIELD/MINNEAPOLIS- MEDIUM MILL&OVERLAY (ASSOCIATED TO NON-PRIME SP 2763-48)	4,500,000	0	0	0	4,500,000	0	MN/DOT	S10	
2012	MN 65	0207-101	RS	**BR4M**FROM 40TH AVE IN COLUMBIA HTS TO I694 IN FRIDLEY-ATM IMPROVEMENTS	700,000	0	0	0	700,000	0	MN/DOT	S7	
2012	MN 65	0207-93	SC	50TH AVE IN COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	238,480	0	0	0	112,540	125,940	MN/DOT	E2	
2012	MN 65	0207-94	TM	FROM I-694 IN FRIDLEY TO ANOKA CSAH 24 (237TH AVE NE) IN EAST BETHEL-CABINET UPGRADES, SIGNAL TIMING, DEPLOYMENT OF CCTV CAMERAS, & VARIABLE MESSAGE SIGNS	1,257,177	1,005,742	0	0	251,435	0	0	MN/DOT	S7

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 65	0207-95		RS WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS (NOT INCLUDING 27TH TO 37TH AVE EXCEPT A PROFILE CORRECTION AT THE RR CROSSING, 14TH TO 18TH AVE AND BRIDGE 2440)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS	3,812,604	0	0	0	3,812,604	0	MN/DOT	S10
2012	MN 65	0208-127		AM E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES AND CONSTRUCT FRONTAGE RDS (\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	0	1,300,000	0	MNDOT	E1
2012	MN 65	0208-132		SH 169TH AVE NE, HAM LAKE- CONVERT INTERSECTION TO A DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS	1,035,000	931,500	0	0	103,500	0	MN/DOT	E1
2012	MN 65	0208-140		RB 0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2012	MN 65	0208-145		AM AT ANOKA CSAH 116 IN HAM LAKE - CONSTRUCT TWO NB LEFT TURN LANES, EXTEND SB LEFT TURN LANE, AND SIGNAL REVISIONS	592,211	0	0	0	592,211	0	MN/DOT	S6
2012	MN 65	0208-146		RC **BR4M**FROM N OF 217TH AVE TO ANOKA/SANTI CO LINE IN EAST BETHEL-UNBONDED CONCRETE OVERLAY, DRAINAGE REPAIR, ADA IMPROVEMENTS, TURN LANES (\$300K IN OTHER IS DPS)	10,031,000	7,080,500	0	0	550,500	2,400,000	MN/DOT	S10
2012	MN 77	1925-53		RS **BR4M**FROM 138TH S IN APPLE VALLEY TO SOUTH OF MN13 IN EAGAN - MINOR CONCRETE PAVEMENT REHAB, ADA AND GUARDRAIL UPGRADES	5,800,000	0	0	0	5,800,000	0	MN/DOT	S10
2012	MN 77	1925-54		RS **BR4M**FROM SOUTH OF MN13 TO S END OF MINN RIVER BRIDGE (DAKOTA/HENNEPIN CO LINE) IN EAGAN- MILL&OVERLAY, ADA AND GUARDRAIL UPGRADES	1,730,000	0	0	0	1,730,000	0	MN/DOT	S10
2012	MN 999	880M-CA-12		CA METRO SETASIDE - CONSULTANT DESIGN -2012	8,600,000	0	0	0	8,600,000	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 999	880M-NO-12		NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	575,000	0	0	0	575,000	0	MN/DOT	NC
2012	MN 999	880M-PM-12		PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	4,305,000	0	0	0	4,305,000	0	MN/DOT	NC
2012	MN 999	880M-RB-12		RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	0	100,000	0	MN/DOT	NC
2012	MN 999	880M-RW-12		RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	15,440,000	0	0	0	15,440,000	0	MN/DOT	NC
2012	MN 999	880M-RX-12		RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	2,600,000	0	0	0	2,600,000	0	MN/DOT	NC
2012	MN 999	880M-SA-12		SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	39,000,000	0	0	0	22,000,000	17,000,000	MN/DOT	NC
2012	MN 999	880M-TE-12		SC METRO SETASIDE FOR WRE (\$30K) FOR FY 2012	30,000	0	0	0	30,000	0	MN/DOT	NC
2012	MN 999	880M-TM-12		TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	400,000	0	0	0	400,000	0	MN/DOT	NC
2012	MN 999	880M-TR-12		TM METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2012	220,000	0	0	0	220,000	0	MN/DOT	NC
2012	MN 999	880M-TRLF-12		RW REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2012	MN 999	8825-277		SC SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S18
2012	MN 999	8825-308		SC METROWIDE ADA SIGNAL UPGRADES	212,552	0	0	0	212,552	0	MNDOT	E2
2012	MN 999	8825-316		TM METROWIDE-DMS REPLACEMENTS, TMS COMMUNICATIONS, CCTV REPLACEMENT	800,000	0	0	0	800,000	0	MN/DOT	NC
2012	MN 999	8825-427		SC METROWIDE-LIGHT POLE & SIGNAL LOOP REPLACEMENT	274,325	0	0	0	274,325	0	MN/DOT	S18

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 999	8825-434	AM	MN5(7TH ST), FROM DAVERN ST. TO MINNEHAHA AVE & MN51(SNELLING AVE), FROM MONTREAL AVE TO HEWITT AVE IN ST. PAUL-TRAFFIC SIGNAL REVISIONS & INTERCONNECT	1,133,160	431,160	0	0	702,000	0	MNDOT	E2
2012	MSAS 165	141-165-030	SH	CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	0	55,440	MINNEAPOLIS	S7
2012	PED/BIKE	010-090-002	EN	MAYER TO CARVER/MCLEOD CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE	1,478,400	1,120,000	0	0	0	358,400	CARVER COUNTY	AQ2
2012	PED/BIKE	010-090-003	EN	W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,755,100	1,090,000	0	0	0	665,100	CARVER COUNTY	AQ2
2012	PED/BIKE	019-090-012	EN	PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,500,000	943,312	0	0	0	556,688	DAKOTA COUNTY	AQ2
2012	PED/BIKE	091-090-056	EN	CHEROKEE REGIONAL PARK-CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	2,640,000	1,090,000	0	0	0	1,550,000	SAINT PAUL PARKS & REC	AQ2
2012	PED/BIKE	091-090-060	EN	ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL-CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	0	196,200	RAMSEY COUNTY PARKS	AQ2
2012	PED/BIKE	107-090-006	EN	20TH AVE TO 22ND AVE, BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	0	972,000	BLOOMINGTON	O9
2012	PED/BIKE	120-091-001	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES -PRELIMINARY ENGINEERING, EDINA BIKE BOULEVARD	45,000	0	0	0	0	15,000	EDINA	AQ2

**TABLE A-21
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
2012		PED/BIKE	127-591-001	BT **SRTS** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING FOR IMPROVEMENTS AT THREE SCHOOLS IN FRIDLEY	14,800	0	0	0	0	0	FRIDLEY	AQ2
2012		PED/BIKE	127-591-002	BT **SRTS** CE AND CONSTRUCT INFRASTRUCTURE IMPROVEMENTS AT THREE SCHOOLS IN FRIDLEY	94,040	0	0	0	0	0	FRIDLEY	AQ2
2012		PED/BIKE	128-091-004	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES -COMPLETE STREETS PROJECT RIGHT OF-WAY, GOLDEN VALLEY	675,000	0	0	0	0	0	GOLDEN	AQ2
2012		PED/BIKE	141-091-016	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	1,505,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	141-091-037	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-IMPLEMENT SEWARD BIKE WALK CENTER PROGRAMS-MINNAPOOLIS	436,000	0	0	0	0	56,000	MINNEAPOLIS	NC
2012		PED/BIKE	141-591-004	BT **SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	142-591-001	BT **SRTS** SIDEWALK IMPROVEMENTS IN FRONT OF GLEN LAKE ELEMENTARY, MINNETONKA, PRELIMINARY ENGINEERING	70,000	0	0	0	0	0	MINNETONKA	AQ2
2012		PED/BIKE	164-091-010	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES -CONSTRUCT JEFFERSON AVENUE BIKEWAY FROM MISSISSIPPI RIVER BOULEVARD TO WEST SEVENTH STREET	1,000,000	0	0	0	0	250,000	SAINT PAUL	AQ2
2012		PED/BIKE	164-091-014	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES -ST PAUL BIKE LIBRARY PROJECT FOR 2012	110,000	0	0	0	0	0	SAINT PAUL	AQ2

**TABLE A-21
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
2012	PED/BIKE	164-091-015		BT SECT 1807- NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-GRIGGS STREET BIKEWAY	400,000	0	0	0	0	0	SAINT PAUL	AQ2
2012	PED/BIKE	188-118-004		EN ON KENRICK AVE BETWEEN 185TH ST & 205TH ST, AND ALONG 195TH ST FROM KENRICK AVE TO CASPERSON PARK-CONSTRUCT MULTI-USE TRAIL	1,859,400	826,400	0	0	0	1,033,000	LAKEVILLE	AQ2
2012	PED/BIKE	194-010-010		EN AT MINNEWASHTA PKWY & TH5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS	724,294	579,435	0	0	0	144,859	CHANHASSEN	AQ2
2012	PED/BIKE	225-591-005		BT **SRTS NI** SAFE ROUTES TO SCHOOL-CROSSING GUARD PROGRAM & BICYCLE/PEDESTRIAN SAFETY EDUCATION PROGRAM, NORTH BRANCH	1,500	0	0	0	0	0	NORTH	NC
2012	RR	10-00118		SR MPL ON CSAH 33, OAK ST IN NORWOOD YOUNG AMERICA(1 MI S)-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2012	RR	27-00294		SR 39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR	27-00295		SR W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR	27-00296		SR LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	0	30,800	MN/DOT	S8
2012	RR	27-00297		SR 26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR	27-00298		SR 17TH AVE N, MSAS 310, MPLS-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR	27-00299		SR ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR	27-00300		SR 22ND AVE N, MSAS 311, MPLS-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	US 10	0202-91		SC THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	0	450,000	0	MN/DOT	O7
2012	US 10	0215-59		RC **LGA**HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT	3,149,214	3,149,214	0	0	0	0	MNDOT	NC

**TABLE A-21
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
2012	US 12	US 12	2713-104	AM **BP08**AT HENNEPIN CSAH29 (BAKER PARK RD) IN MAPLE PLAIN-PARK AND POOL (CHP 152 TRANSIT ADVANTAGE BONDS)	691,600	0	0	0	0	691,600	MNDOT	E6
2012	US 12	US 12	2713-110	SC EAST OF HENNEPIN CSAH6 TO WEST OF WAYZATA BLVD IN ORONO-CENTERLINE RUMBLE STRIPS, SIGNING, AND STRIPING	90,338	0	0	0	90,338	0	MNDOT	S6
2012	US 12	US 12	2713-88	RS **BR4M**FROM W OF HENNEPIN CR 83 TO W OF BOUNDARY AVE IN MAPLE PLAIN-GRADING, SURFACING, CHANNELIZATION, SIGNING,	1,375,000	0	0	0	1,375,000	0	MN/DOT	S16
2012	US 169	US 169	2750-71	RB HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	O6
2012	US 169	US 169	2750-78	AM AT 101ST AVE, BETWEEN US169 & WINNETKA AVE IN BROOKLYN PARK - PAVE ROAD	279,872	0	0	0	279,872	0	MN/DOT	S10
2012	US 169	US 169	2772-83	SC 22ND ST TO 23RD ST, ST LOUIS PARK-CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	555,000	0	0	0	555,000	0	MN/DOT	O3
2012	US 169	US 169	2776-03AC2	MC HIGHWAY 169/494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 2 OF 3)	8,000,000	8,000,000	0	0	0	0	MN/DOT	A15
2012	US 169	US 169	2776-03RW11	RW I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	500,000	400,000	0	0	100,000	0	MNDOT	O4
2012	US 169	US 169	7008-105	SC JUST SOUTH OF DELAWARE AVE IN ST. LAWRENCE TOWNSHIP - CONSTRUCT SB RIGHT TURN LANE & NB LEFT TURN LANE	140,000	0	0	0	70,000	70,000	MNDOT	E1
2012	US 169	US 169	7009-67	RD NEAR OLD SCOTT CO RD 63 (LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	85,000	0	0	0	85,000	0	MN/DOT	NC

**TABLE A-21
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
2012	8	US 212	1013-79A	PL **MN163**NORWOOD YOUNG AMERICA TO CARVER COR D 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, & CONSTRUCTION OF EXPANDED RDWY (SAFETEA-LU)	899,901	0	719,921	0	89,990	89,990	MNDOT	O2
2012		US 212	1013-88	RC AT TH281 (CSAH 53) IN COLOGNE - 3/4 INTERSECTION (\$1.35M IN OTHER IS DPS FUNDS)	1,500,000	0	0	0	150,000	1,350,000	MNDOT	E1
2012		US 212	1017-100	RB AT CARVER CSAH 11 INTERCHANGE IN CHASKA-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2012		US 52	1906-55	SC MN 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, LIGHTING, SIGNING AND CONSTRUCT US52 RAMPS & LOOPS TO CSAH 47	3,295,000	0	0	0	600,000	2,695,000	MN/DOT	NC
2012		US 52	1906-63	AM WEST SIDE OF US 52 ON LINCOLN AND MAIN STREET IN HAMPTON - LOCAL STREET IMPROVEMENT TO MITIGATE FOR LINCOLN AND PARK STREET ACCESS CLOSURES	500,000	0	0	0	500,000	0	MN/DOT	NC
2012		US 52	1907-73	SC INVER GROVE TR TO CONCORD BLVD IN INVER GROVE HTS- CONSTRUCT W FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, POND	1,045,000	0	0	0	1,045,000	0	MN/DOT	NC
2012		US 52	1928-63	AM ALONG SOUTHVIEW BLVD (DAKOTA CSAH 14) IN SOUTH ST. PAUL - NEW SIDEWALKS, ADA PEDESTRIAN RAMPS AND CONNECT TO EXISTING SIDEWALKS, RETAINING WALL	43,200	0	0	0	43,200	0	MNDOT	AQ2
2012		US 52	1928-64	RS **BR4M**FROM MN55 TO I494 IN INVER GROVE HTS-BIT MILL & OVERLAY, DRAINAGE, ADA IMPROVEMENTS, AND TMS	4,378,653	3,502,922	0	0	875,731	0	MN/DOT	S10

**TABLE A-21
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
2012	US 61	6222-165	RS	NORTH OF MN96 IN WHITE BEAR LAKE TO SOUTH OF TH 97 IN FOREST LAKE-MILL & OVERLAY, REPLACE TRAFFIC SIGNAL AT BUFFALO ST, DRAINAGE & GUARDRAIL IMPROVEMENTS	4,514,309	3,453,894	0	0	961,944	98,471	MN/DOT	S10
Totals					433,959,916	191,206,477	5,166,359	6,600,000	115,897,085	107,930,655		

**TABLE A-22
Federal Scenic Byway Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2013	LOCAL 999091-060-079	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL (SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	90,000	0	22,500	MPLS PARK/REC BOARD	O9
2013	LOCAL 999091-060-083	RB	GRAND ROUNDS MISSISSIPPI GORGE-RESTROOMS FACILITY (SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	200,000	0	100,000	MPLS PARK/REC BOARD	O9
2013	LOCAL 999091-060-097	RB	GRAND ROUNDS MISSISSIPPI GORGE-PARKING/OVERLOOK (SCENIC BYWAYS 2009 APPROPRIATIONS ACT)	187,500	0	150,000	0	37,500	MPLS PARK/REC BOARD	AQ2
Totals				600,000	0	440,000	0	160,000		

Appendix B.
Conformity Documentation
Of the 2013-2016 Transportation Improvement Program to the 1990 Clean Air
Act Amendments
April 11, 2012

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 2013-2016 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 County and the City of New Prague, 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, satisfying the aforementioned analysis requirement, 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 3, 2009. This appendix describes the procedures used to analyze the 2013-2016 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 2013-2016 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2013-2016 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 2013-2016 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-4. This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation* (§93.105, §93.112). 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* (§93.126, §93.127). The TIP analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MNDOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. 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 December 31, 2011.

Other conformity requirements have been addressed as follows:

- 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 SAFETEA-LU requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of 23 CFR Section 450.324 and Section 93.108 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 is in Appendix D of the 2030 Transportation Policy Plan (revision adopted February 14, 2007) and complies with the public involvement process as defined in 23 CFR 450.316 and the SAFETEA-LU requirements of Title 23 USC 134(i)(5), as well as the most current revisions to the Conformity Rule.

In addition to the Public Participation Plan, the Council continues to develop, refine and test public involvement tools and techniques as part of extensive ongoing public involvement activities that provide information, timely notices and full public access to key decisions and supports early and continuing involvement to the development of plans and programs. For example, open houses, comment mail-in cards, emails, letters, internet bulletin board, voice messages and notices on its web site are used to attract participation at the open houses, disburse informational materials and solicit public comments on transportation plans.

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's Data Center. The Data Center serves approximately 12,000 clients annually. 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. The work group has representatives from the Council, MPCA, MnDOT, EPA and the FHWA. The following is a list of interagency meetings held and scheduled in 2010 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

2013-2016 TIP Adoption Schedule

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
April 2012	<ul style="list-style-type: none"> <input type="checkbox"/> Review TIP schedule for conformity analysis <input type="checkbox"/> Review draft project list prepared by MNDOT to begin conformity analysis <input type="checkbox"/> Review draft project list from Regional Solicitation 	MN Interagency Air Quality and Transportation Planning Committee	<input type="checkbox"/> Begin TIP review and adoption process
April 19, 2012	Draft 2013-2016 TIP	TAC – F&PC	<input type="checkbox"/> Recommend to TAC
May 2, 2012	Draft 2013-2016 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public meeting and comment
May 16, 2012	Draft 2013-2016 TIP	TAB	<ul style="list-style-type: none"> <input type="checkbox"/> Adopts Draft TIP and sets public hearing date <input type="checkbox"/> MPCA letter of comment included <input type="checkbox"/> Public comment period starts <input type="checkbox"/> Input process – notice in State Register
June 13, 2012	Public Hearing	TAB	<input type="checkbox"/> TAB conducts public hearing
July 6, 2012	45 – day public comment period ends		
July 19, 2012	Public Hearing Report and Final TIP	TAC F&PC	<input type="checkbox"/> Review and recommend
August 1, 2012	Public Hearing Report and Final TIP	TAC	<input type="checkbox"/> Review and recommend
August 15, 2012	Public Hearing Report and Final TIP	TAB	<input type="checkbox"/> Adopts Public Hearing Report and Final TIP and forwards to MC.
August 27, 2012	Adopt the 2013-2016 TIP	Metropolitan Council Transportation Committee	<input type="checkbox"/> Recommends Adoption of the 2013-2016 TIP
September 12, 2012	Adopt the 2013-2016 TIP	Metropolitan Council	<input type="checkbox"/> Adopt the 2013-2016 TIP

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2013-2016 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 involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of 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.

2013-2016 Transportation Improvement Program

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 2013-2016 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 (2015 or 2020) 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.

2030 Transportation Policy Plan; Adopted November 10, 2010

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2013-2016 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 (2015, 2020, or 2030) 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, 2020 and 2030 is shown in Tables B-1 through B-3.

Wright County and City of New Prague Projects

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO maintenance area established in October 1999. However, since neither the county nor the cities are part of the Seven County Metropolitan Area, Wright County and New Prague projects were not coded into the Seven-County regional transportation model. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant projects identified are added to the Seven-County region's emissions total. No regionally significant projects are currently planned or programmed for the City of New Prague during the time period of this plan. Three Wright County projects were considered in the regional air quality analysis:

- TH 25: Construct 4 lane from Buffalo to start of 4 lane south of I-94 in Monticello
- I-94: Add WB C-D road between CSAH 37 and CSAH 19 interchanges in Albertville.
- I-94: Add WB auxiliary lane between CSAH 18 interchange and TH 25 interchange in Monticello

Table B-1			
Regionally Significant TIP Projects			
2015 Action Scenario			
Route	Description	Agency	MNDOT Project Number/Comments
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MNDOT	8605-44
TH 23	FROM E OF ST. CLOUD TO TH 25 IN FOLEY - 2 TO 4 LANE EXPANSION	MNDOT	
I-94	ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF RAMP FOR CSAH 19	MNDOT	8680-145
I-94	ADD WB AUXILLARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO	MNDOT	8605-44
CSAH 116	SUNFISH LAKE BOULEVARD TO GERMANIUM ST - RECONSTRUCT TO FOUR LANES	ANOKA COUNTY	
CSAH 23	147 TH ST TO 181 TH ST - CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	

Table B-1
Regionally Significant TIP Projects
2015 Action Scenario

CSAH 109	MAIN ST TO JEFFERSON HWY – CONSTRUCT 4-LANE DIVIDED ROAD	HENNEPIN COUNTY	
CSAH 17	CSAH 14 (MAIN ST) TO CSAH 116 (BUNKER LAKE BLVD) – RECONSTRUCTION TO SIX-LANE ROADWAY IN BLAINE AND FOUR-LANE ROADWAY IN HAM LAKE	ANOKA COUNTY	002-617-018
CSAH 2	19 TH ST SW TO 12 TH ST SW AND THE I-35 INTERCHANGE – RECONSTRUCTION	WASHINGTON COUNTY	
CSAH 81	TH 100 TO CSAH 10 – RECONSTRUCT TO 6-LANE URBAN DIVIDED ROADWAY	HENNEPIN COUNTY	
CSAH 96	AT TH 10 IN ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC.	RAMSEY COUNTY	062-596-003
TH 7	AT LOUISIANA AVE IN ST. LOUIS PARK- CONSTRUCT INTERCHANGE ETC.	ST. LOUIS PARK	2706-226
CSAH 10	FROM VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, TRAILS, ETC.	MAPLE GROVE	
CSAH 116	FROM CSAH 7 TO 38 TH AVE IN ANOKA & ANDOVER- RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC.	ANOKA COUNTY	
TH 13	FROM ZINRAN AVE S TO LOUISIANA AVE S IN SAVAGE- RECONSTRUCT TH 13/101 INCLUDING AN OVERPASS FOR EB 101 TRAFFIC, ETC	SCOTT COUNTY	
TH 36	AT HILTON TRAIL IN PINE SPRINTS-RECONSTRUCT INTERSECTION	MNDOT	8204-55
TH 169/I-494	NEW INTERCHANGE CONSTRUCTION	MNDOT	2776-03B
CITY	ON GRANARY RD FROM 25 TH AVE TO 17 TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS AND BICYCLE TRAIL	MINNEAPOLIS	141-433-02
CSAH 17	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT, ETC	SCOTT COUNTY	70-617-22
CSAH 5	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-605-28
TH 101	FROM CARVER CSAH 18(LYMAN BLVD) CSAH 14(PIONEER TR) IN CHANHASSEN- RECONSTRUCT TO 4-LN RDWY, ETC	CHANHASSEN	194-010-11
TH 149	FROM TH 55 TO I-494 IN EAGAN RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL, ETC	EAGAN	195-010-10
CSAH 11	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL, ETC	ANOKA COUNTY	02-611-32
CSAH 18	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, ETC	CARVER COUNTY	10-618-13
CSAH 61	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS AND MINNETONKA- COUNTY UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	HENNEPIN COUNTY	27-661-46
TH 36	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD- CONSTRUCT SPLIT- DIAMOND INTERCHANGE BETWEEN ENGLISH ST/TH 61, ACCESS CLOSURES, SIGNAL INSTALLATION, ETC	MAPLEWOOD	138-010-18
CSAH 51	FROM ANOKA CSAH 12 TO 121 ST AVE IN COON RAPIDS & BLAINE – RECONSTRUCT TO 4-LN ROADWAY	ANOKA COUNTY	02-651-07
I-94	EB I-94 FROM 7 TH ST EXIT TO MOUNDS BLVD- ADD AUXILLARY LANE	MNDOT	6283-175

Table B-1 Regionally Significant TIP Projects 2015 Action Scenario			
I-494	FROM I-35W TO TH 100 IN BLOOMINGTON AND RICHFIELD- ADD AUXILLARY LANE		
CR 5	CONSTRUCT INTERCHANGE AT TH 13	CITY OF BURNSVILLE	019-605-028Scott Cty
TH 61	REPLACE MISSISSIPPI RIVER BRIDGE AND APPROACHES	MnDOT	1913-64
TH 52	REPLACE LAFAYETTE BRIDGE	MnDOT	6244-30

Table B- 2 Regionally Significant TIP Projects 2020 Action Scenario			
Route	Description	Agency	MnDOT Project Numbers – comments
TH 36	NEW ST CROIX RIVER CROSSING	MNDOT	8217-82045
TH 610	CONSTRUCT FROM I-94 to CSAH 81		
I- 35E	FROM MARYLAND TO I-94, RECONSTRUCT WITH MNPASS LANE, RECONSTRUCT MARLYLAND AVE INTERCHANGE	MnDOT	6280-308
TH 100	FROM 36 th ST to CEDAR LAKE RD- RECONSTRUCT INTERCHANGES AND ADD AUXILLARY LANES	MnDOT	2734-33

Table B- 3 Regionally Significant TIP Projects 2030 Action Scenario			
Route	Description	Agency	MnDOT Project Numbers - Comments
	NO REGIONALLY SIGNIFICANT PROJECTS IDENTIFIED		

IV. CONFORMITY DEMONSTRATION

The EPA, in response to a MPCA request, redesignated the Twin Cities 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 a regional long-term 2030 Regional Development Framework 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

Pursuant to the Conformity Rule, the Council reviewed the TIP and certifies that the TIP conforms with the SIP 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 TIP. 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.

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.

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 SIP 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. This program had been used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010.
- *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council, 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. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the remaining sector were studied and changes were implemented. 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.
- *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 2009 the region served 108 park-and-ride facilities with a capacity of 25,700. Average usage in 2009 was 67 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 SIP. The MPCA added them to the SIP 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 SIP 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.

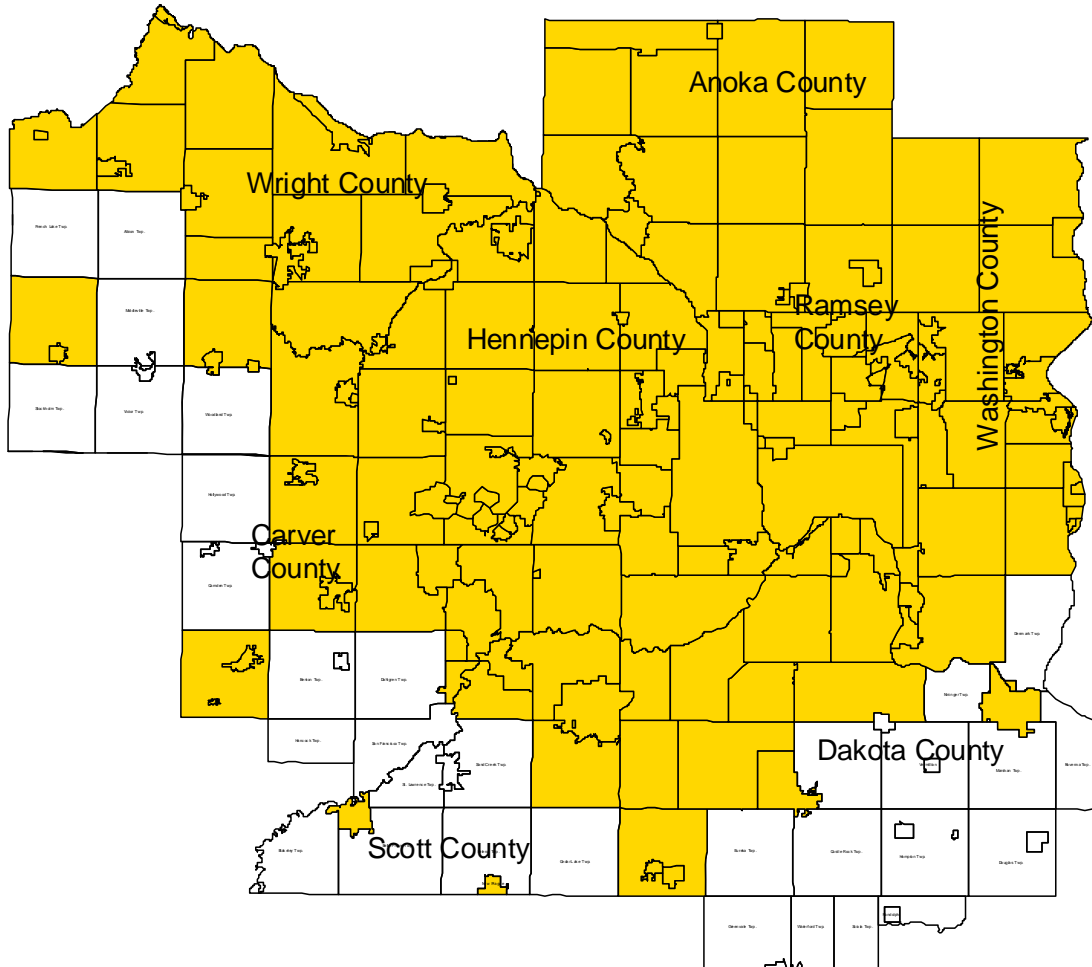
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has 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 2013-2016 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.

SAFETY

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

MASS TRANSIT

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 CFR 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).....	O-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 2010A-10
Action - Year 2015A-15
Action - Year 2020A-20
Action - Year 2030A-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.

Appendix C

Private Transit Providers Involvement in the Preparation Of the Transportation Improvement Program

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2009-2012 Transportation Improvement Program (TIP).

The Metropolitan Council is legislatively authorized to enter into and administer financial assistance agreements with transit providers in the metropolitan area. These transit service programs are classified as small urban, rural, replacement (opt-out) and regular route. The Council distributes state appropriations and/or regional property tax funds to these programs.

The Metropolitan Council identifies the anticipated capital needs of the regional public transit provider (Metro Transit). Private and public sector providers, numbering twenty-five, who operate regular route, dial-a-ride, paratransit and ADA services also require capital assistance. Transit projects which are proposed for inclusion in the TIP are reviewed and recommended for approval by the Metropolitan Council's Transit Providers' Advisory Committee.

In 1994, the *Guidelines for Procurement of Service* was revised. The guidelines provide uniform standards and procedures permitting public transit services to be procured consistently and equitably in the Twin Cities Metropolitan Area, and they are applied whenever services are contracted.



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.

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



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

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%

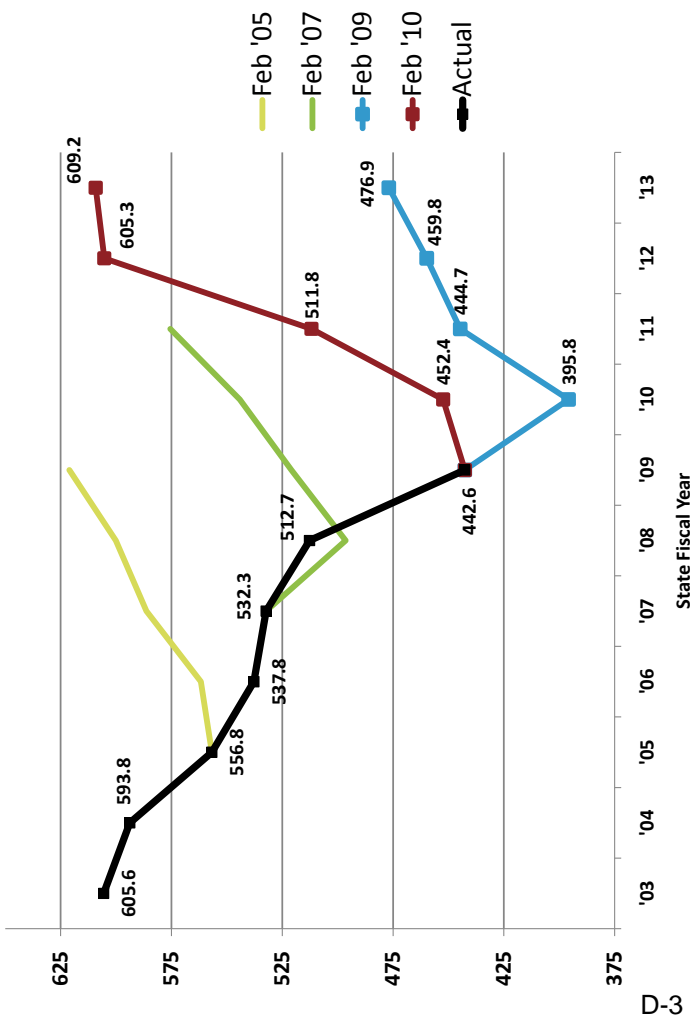


operating costs. Once the MVST revenues are fully phased in, collections will need to increase by at least three percent to five percent annually just to enable the transit system to maintain its existing levels of service. In the transit chapter, this plan makes the assumption that MVST revenues will 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.

Figure 3-3: Forecasted Statewide MVST Revenues



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.

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.

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



D-7

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.

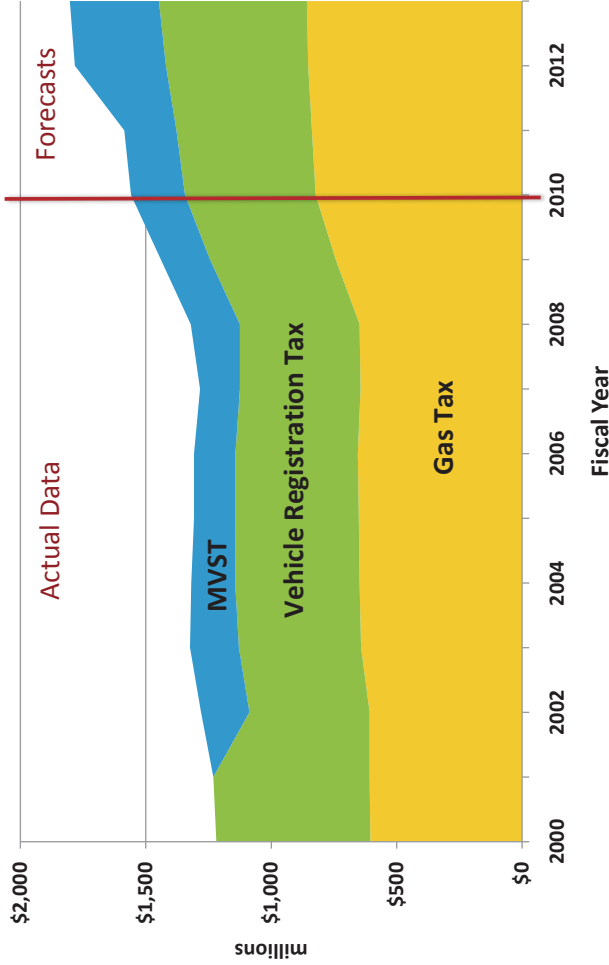
Prior to the adoption of the 2006 constitutional amendment to dedicate the MVST revenues to transportation, highways received 32 percent of the total MVST revenues or about \$160 million in FY 2007. Under the new constitutional dedication, this amount will grow to 60 percent of total MVST revenues by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



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.

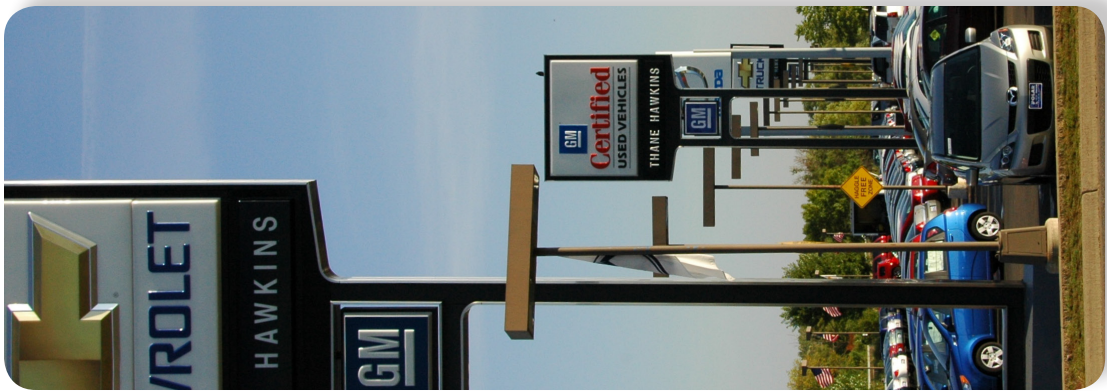


Figure 3-8: Highways are funded by state gas taxes, MVST, vehicle registrations and federal gas taxes



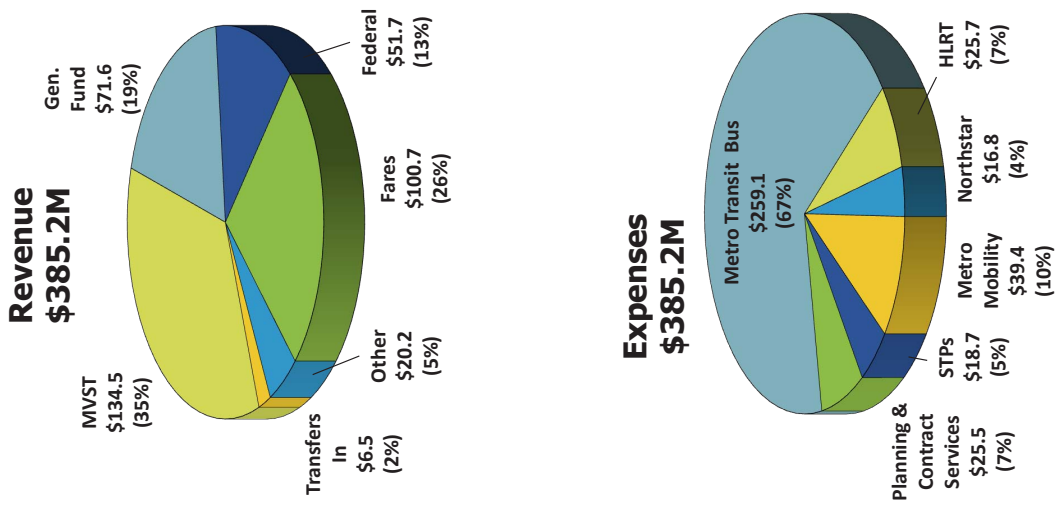
Transit Revenues Operating Revenues

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.

**Figure 3-9:
Metropolitan Council 2010
Transit Operating Budget**



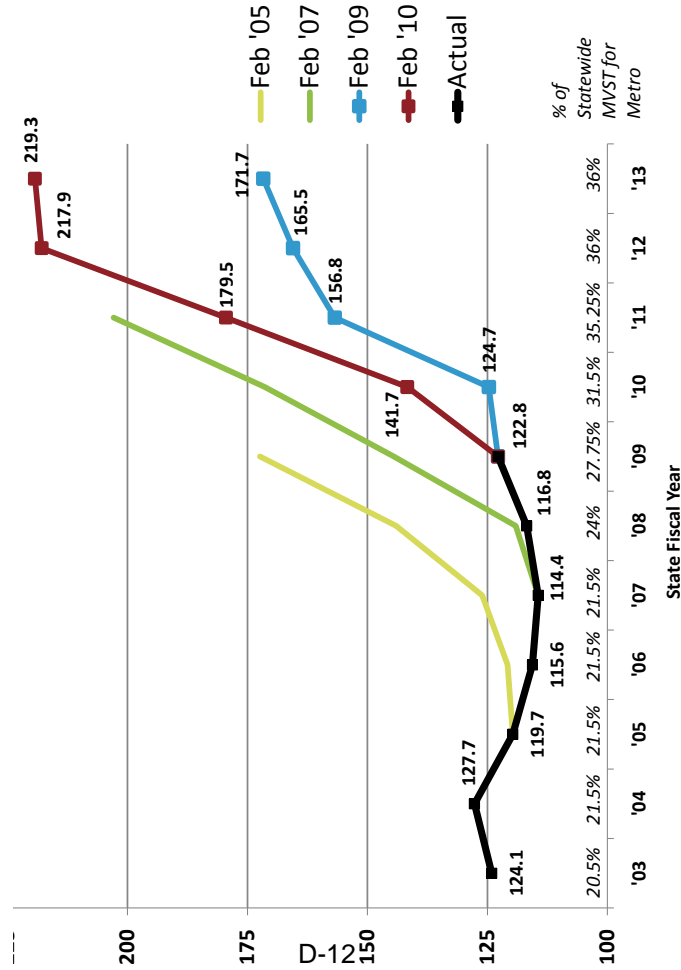
This policy plan assumes that after 2012, the existing transit operating revenues will grow at a rate to maintain existing levels of service. It is assumed the growth to cover inflationary cost increases will occur primarily through growth in the MVST revenues and will require a growth rate of three 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.

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.

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



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

