

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, June 7, 2017
Metropolitan Council
9:00 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of May 3, 2017 Minutes**
4. **TAB Report**
5. **Committee Reports**
 - **Executive Committee** (Steve Albrecht, Chair)
 - **Planning Committee** (Lisa Freese, Chair)
 - **Funding and Programming Committee** (Tim Mayasich, Chair)
 - a. **2017-15 Draft 2018-2021 TIP for Public Comment**
6. **Special Agenda Items**
 - **Legislative Update** (Lesley Kandaras, Metropolitan Council)
 - **TED Program Changes and Update** (Philip Schaffner, MnDOT)
 - **Regional Solicitation Survey Results/Top 20** (Joe Barbeau and Steve Peterson, MTS)
 - **TPP Update: Transportation System Performance Evaluation** (Russ Owen, MTS)
 - **Public Participation Plan** (Mai Thor, Metropolitan Council)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Click here to print all agenda items at once.

Streamlined Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

MVTA Bus Acquisition

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, May 3, 2017
9:00 A.M.**

Members Present: Doug Fischer, Lyndon Robjont, Brian Sorenson, Carla Stueve, Tim Mayasich, Lisa Freese, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Lynne Bly, Innocent Eyoh, Bridget Rief, Kris Riesenber, Dave Jacobson, Peter Dahlberg, Danny McCullough, Karl Keel, Jean Keely, Steve Albrecht, Paul Oehme, Michael Thompson, Kim Lindquist, Bruce Loney, Jim Kosluchar, Jen Hager, Paul Kurtz (Excused: Jan Lucke, Jean Keely, Jack Byers, Bill Dermody)

1. Call to Order

The meeting was called to order by Steve Albrecht at 9:01 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Tim Mayasich and seconded by Elaine Koutsoukos. No discussion. Motion passed.

3. Approval of July Minutes

A motion to approve the minutes was moved by Paul Oehme and seconded by Karl Keel. No discussion. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the April 19, 2017 TAB meeting.

REPORTS

TAB Chair's Report: Chair Hovland reported on the TAB Executive Committee meeting. The Committee reviewed the Action Items on the TAB agenda. Hovland presented a plaque to Pat Bursaw, MnDOT, recognizing her 27 years of service to TAB serving on TAC committees and TAC.

Agency Reports (MnDOT, MPCA, MAC and Metropolitan Council)

MnDOT: Scott McBride reported that 1½ years ago the Federal Government passed the FAST Act and MnDOT was given \$105M additional to spend on projects. The MN Legislature passed legislation authorizing the funding and it was signed by the governor. Projects will be let on April 21.

MPCA: David Thornton reported that the \$47 million settlement from Volkswagon is waiting for authorization from the MN Legislature.

MAC: Carl Crimmins reported the Long-Term Comprehensive Plan for Crystal airport will be submitted to the Council next month.

Metropolitan Council: Katie Rodriguez reported that the Council has prepared a proposal to raise transit fares. The public comment period is open through June 26. There will be four public hearings.

Bylaws Task Force Report: Mary Hamann-Roland reported that the Bylaws Task Force held an initial meeting to discuss possible changes in language regarding representation of citizen members, Roberts Rules of Order, and composition of the TAB Executive Committee.

ACTION ITEMS

1. 2017-09: Approved Public Comment Report and 2017-2020 TIP Amendment for Scott County TH 169/TH 41/CSAH 78/CSAH 41 Intersection Improvement Project.
2. 2017-03: Approved additional Regional Solicitation over-programming. Fund the following additional projects for the 2016 Regional Solicitation to be placed in the draft 2018-2021 Transportation Improvement Program:
 - Brooklyn Park roadway expansion project,
 - Minnetonka roadway reconstruction project,
 - Washington County roadway system management project,
 - Minnesota DNR multiuse trail project, and
 - St. Paul multiuse trail project

INFORMATION ITEMS

1. 2016 Regional Solicitation Sensitivity Analysis
2. 2040 TPP Update - Schedule

Committee Reports

A. Executive Committee (Steve Albrecht, Chair)

Steve Albrecht reported that the Executive Committee discussed the previous TAB meeting. It was unique in that the TAB was put in a position to listen to resident concerns about a project (the DNR trail in Bloomington). Some TAB members voted against as a result of the resident comments. These local projects already have significant local feedback processes and it would be uncharacteristic for TAB to take on this additional role.

The July 5 meeting may be cancelled, depending on available agenda items. Bruce Loney has retired but will continue to serve on the TAC. Lynne Bly will be representing MnDOT after Pat Bursaw's retirement for the foreseeable future.

B. Planning Committee (Lisa Freese, Chair)

2017-13 St. Paul Functional Classification Change. Lisa Freese presented the item. There was also an information item from MnDOT on a request from FHWA to redo the roadway functional classifications; this would likely have the biggest impact on B Minors. Lisa Freese moved and Tim Mayasich seconded the recommended motion. No discussion. Motion passes.

C. Funding and Programming Committee (Tim Mayasich, Chair)

Tim Mayasich reported that there were no action items at Funding & Programming. Most of the information items are on today's TAC agenda.

6. Special Agenda Items

Minnesota State Highway Improvement Program. (Brad Utecht, MnDOT)

Brad Utecht presented on the results of MnSHIP's funding direction.

Adam Harrington asked if the targets for pavement and bridge condition reflect the percentage of lane miles, VMT, or something else. Brad Utecht responded that they use road miles, which is slightly different from lane miles.

Bridget Rief asked if the poor road and bridge numbers for 2037 reflected a "do nothing" scenario. Brad Utecht responded that the 2037 projections reflect the current funds available through 2037.

Bridget Rief asked if the targets stay the same with each MnSHIP update or if they change. Brad Utecht responded that MnDOT prefers not to change targets because then the purpose of having a target becomes obsolete. However MnDOT consults with stakeholders to determine if the targets are no longer reasonable and makes changes accordingly.

Lyndon Robjent asked if the targets were set by the federal agencies or by MnDOT. Brad Utecht responded that they are set by MnDOT.

Doug Fischer commented that the projected road and pavement conditions are depressing especially considering the mobility issues in the Metro area. Low quality MnDOT roads increase the pressure on the county systems and local roads. Regional Solicitation projects have shifted from local roads to trunk highways in recent years.

Lyndon Robjent commented that last night Carver County passed a half-cent sales tax and 68% of those projects will be on the trunk highway system.

Lyndon Robjent asked what the category "Regional Improvement" meant. Brad Utecht responded that it is up to the discretion of the district. Lynne Bly said that Metro District uses these funds for municipal agreement/the cooperative program.

Lynne Bly said that while each county in the state is projected to grow over the horizon of this plan, 85% of the state's growth will be in the Metro area. MnDOT does not have the resource capacity to provide mobility enhancements.

Lisa Freese echoed Doug Fischer and Lyndon Robjent's comments. Scott County's sales tax is nearly all going towards trunk highway projects. These local contributions to MnDOT roadways are not acknowledged in MnSHIP.

Karl Keel asked what "Project Delivery" costs include. Brad Utecht responded that it includes things like right-of-way acquisition and consultant costs. Karl Keel said that that grey section of the pie chart could then change to green, to further illustrate the high emphasis placed on maintenance in MnSHIP.

Lyndon Robjent asked if Project Delivery costs have gone up since the last MnSHIP. Brad Utecht responded that last MnSHIP it was 11% and it is now 16%. This number went up to reflect actual project costs, as opposed to estimating a lower number.

Doug Fischer expressed concern that TH 65 has significant safety concerns but MnDOT is choosing to spend money on TH 14 between New Ulm and Rochester. Brad Utecht responded that MnSHIP does not give project-level funding allocations. Corridors of Commerce was used to fund TH14, which is a separate program. COC is split between Greater Minnesota and the Metro District. Also the TH 14 project was sufficiently advanced in planning and was “shovel ready” at the time of COC. COC uses a different evaluation process from other MnDOT processes, which was specified by the legislature.

Lyndon Robjent said that the pavement and bridge targets tell an important story; there should be a similar table for safety targets. Brad Utecht responded that MnSHIP has those targets but were not included in this presentation for brevity.

Doug Fischer said that the Anoka County plan tells the story of what is not happening, in addition to what is happening, and would recommend others do the same.

Tony Fischer said that the MnSHIP story will be folded into the next Transportation Policy Plan. This includes the lack of any funds for mobility after 2023; and most of those funds are already spoken for. We expect a shift in funds to the outstate in order to keep percentages high on pavement quality. A draft finance chapter for the TPP will be brought to this group in August.

Mapping of Funded Regional Solicitation Projects. (Katie White, MTS)

Katie White presented an online map tool illustrating every project funded through the solicitation since 2003.

Doug Fischer requested that the map go back to the early 1990s when the Regional Solicitation first started.

Carla Stueve requested that the funding year be included in the call out box for each project.

Doug Fischer requested that querying be available by roadway type (trunk highway, local, county, etc).

TAC expressed support for filtering and running reports based on the mapping data.

Regional Solicitation Evaluation. (Joe Barbeau, MTS)

Joe Barbeau presented on the next steps for the upcoming Regional Solicitation.

Kim Lindquist commented that the scoring process is so rigid that scorers don't feel like they have the flexibility to deal with outliers very well. Scoring is not effective when the scores end up clumped together; this makes it hard for policymakers to make decisions. Steve Peterson responded that this was a common theme in the survey responses. There will be specific conversations on this topic later.

Lyndon Robjent said that the risk assessment worksheet could be modified to be more effective.

Doug Fischer and Lyndon Robjent agreed with Kim Lindquist; each score should have an impact.

7. Agency Reports

Bridget Rief said that there are two major projects underway at the airport right now: a skyway project and the hostel construction. The hotel is currently working on the 9th of 12 floors. Gary Warren is retiring from MAC; let Bridget know if you are interested in going to the party.

8. Other Business and Adjournment

There being no other business, the meeting adjourned at 10:22am.

Prepared by:

Katie White

ACTION TRANSMITTAL No. 2017-16

DATE: May 24, 2017

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Adoption of the Draft 2018-2021 Transportation Improvement Program (TIP) for release for a public comment period.

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2018-2021 Transportation Improvement Program (TIP) for release for a public comment period.

RECOMMENDED MOTION: That TAC recommend to TAB adoption of the draft 2018-2021 Transportation Improvement Program (TIP) for release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: Federal regulations require that a Transportation Improvement Program (TIP) be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from June 23 to August 6.

NOTE: The bellow changes have been updated since the Funding & Programming Committee meeting:

- The MPCA letter of conformity with the Clean Air Act Amendments of 1990 has been added to appendix B.
- Two projects have been added to Table 12, "Status of Major Highway Projects" in order to be inclusive of all projects with a cost of at least \$35 million.
- Added federal FHWA funding amounts to projects 002-678-022 and 164-203-014, which were errantly missing those amounts.

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.

COMMITTEE COMMENTS AND ACTION: At its May 18, 2017, meeting, the TAC Funding & Programming Committee unanimously recommended forwarding the draft TIP to TAB for release for a public comment period.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	5-18-2017
Technical Advisory Committee	Review & Recommend	-
Transportation Advisory Board	Review & Adopt	-
Transportation Committee	Information	-
Metropolitan Council	Information	-

Draft

**2018–2021
TRANSPORTATION
IMPROVEMENT PROGRAM**
FOR THE TWIN CITIES METROPOLITAN AREA

DRAFT



**METROPOLITAN
C O U N C I L**

May 18, 2017

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APPENDIX C Streamlined TIP Amendment Process

2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities, Minnesota Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2018 through 2021 responds to procedures required by the Fixing America's Surface Transportation Act (FAST Act). The legislation requires that all federally-funded transportation projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties plus the contiguous urbanized areas¹ in parts of Sherburne and Wright Counties along with St. Croix County, Wisconsin) be included in the region's TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period. All major transportation projects located in the federally-defined carbon monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990; the air quality conformity analysis must include all federally funded, as well as regionally significant, locally funded projects.

The 2018-2021 TIP for the Twin Cities Metropolitan Area includes projects valued at approximately \$3.5 billion for highway, transit, bike, and pedestrian projects. Of this total, approximately \$1.13 billion is federal highway funding, including Federal Highway Target funds and High Priority Project funds. The region has assumed it will receive approximately \$793 million in federal transit funds over the 2018-2021 period for transit projects. The region will receive \$72.6 million in federal transit funds in 2018.

The Transportation Advisory Board (TAB) to the Metropolitan Council will host a public comment period on the TIP prior to adoption. Notice of the public comment period is emailed to groups representing a diverse set of stakeholders. The notification and process are carried out consistent with Metropolitan Council public comment policies. The TAB will consider and respond to public comments received on the draft TIP prior to adopting the final TIP.

The 2018-2021 TIP, to be adopted by the TAB and approved by the Metropolitan Council, implements, and is consistent with, the region's long-range transportation plan, the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on January 14, 2015, with US DOT conformity determination established on March 13, 2015. In many cases, the major projects are specifically identified in the region's plan. The inclusion of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment that assumes the project's development process has addressed all local, state, and federal requirements.

The 2018-2021 TIP is fiscally constrained, is consistent with the Transportation Policy Plan, is in conformity with the CAAA of 1990, and its development process provides acceptable opportunity for public involvement.

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

1. INTRODUCTION

The 2018-2021 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including Houlton, Wisconsin, and parts of Wright and Sherburne Counties) is the multimodal program of highway, transit, bicycle, and pedestrian projects and programs proposed for federal funding throughout the metropolitan planning area over the four-year period. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board (TAB) in cooperation with the Minnesota Department of Transportation (MnDOT). The projects listed in the TIP are consistent with and implement the region's transportation plan and priorities.

Federal Requirements

Federal regulations require that a Transportation Improvement Program:

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

The 2018-2021 TIP for the Twin Cities Metropolitan Area will meet all of these requirements and will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) to be approved by the Governor's designees, the Commissioner of Transportation (MN) and the Secretary of Transportation (WI).

The Twin Cities Metropolitan Area MPO certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities.

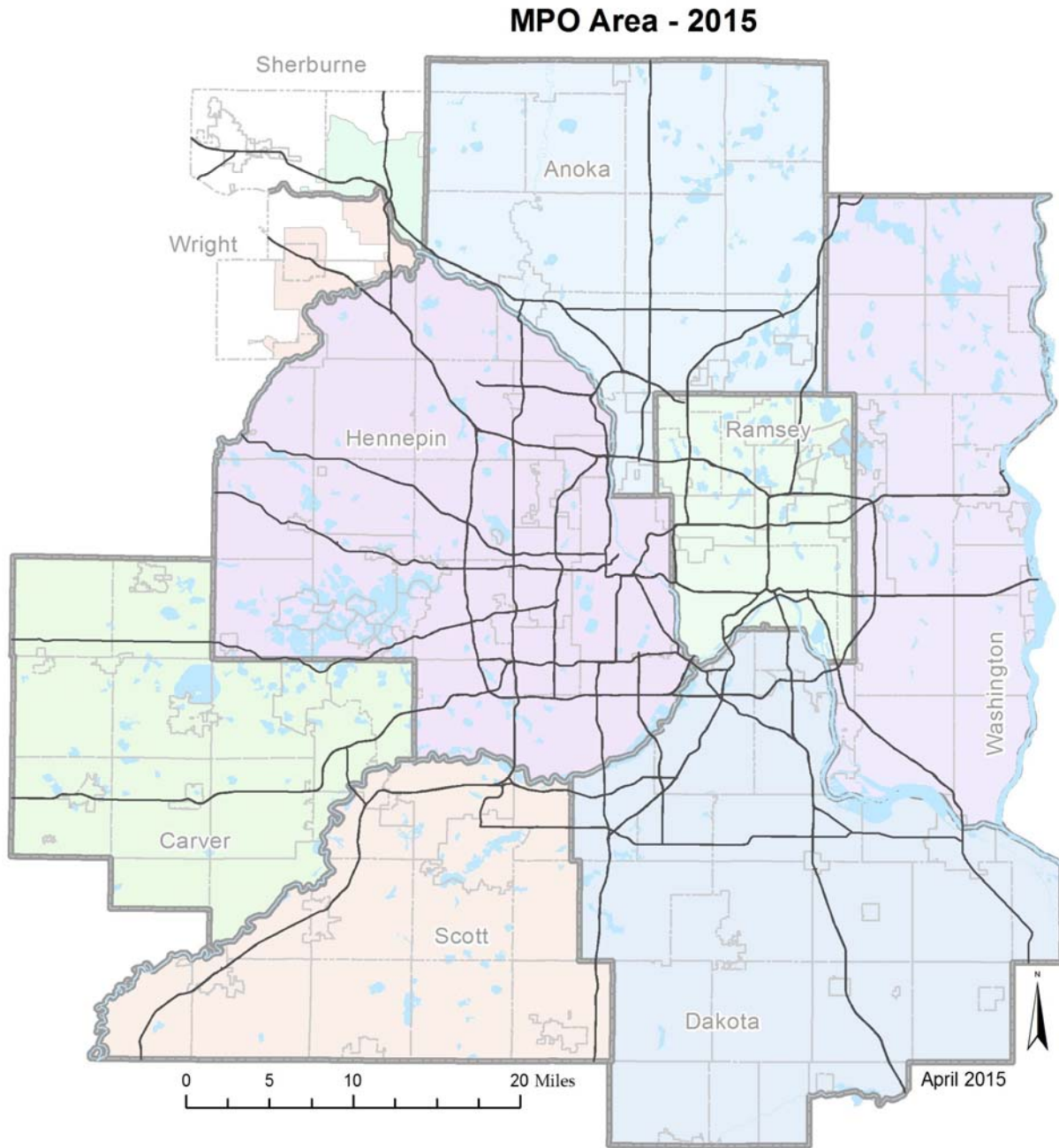


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

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

- Program year
- Parent project (only in final TIP)
- Route
- Project number

- MnDOT program category
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Amount of advanced construction (AC) fund dedicated to the project in the program year
- Amount of federal, state, and other (usually local) funds dedicated to the project
- Name of the state, regional, or local agency receiving the federal funding and responsible for carrying out the project
- Air quality analysis category

Regional Planning Process

The transportation planning process in the Twin Cities Metropolitan Area is based on Minnesota Statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983, when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive, and cooperative (3C) 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 2008 Memorandum of Understanding between the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive, and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), MnDOT, the Minnesota Pollution Control Agency (MPCA), transit operators, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Local elected government officials participate in the process through the Transportation Advisory Board (TAB) of the Metropolitan Council. The TAB is a forum for the cooperative deliberation of state, regional, and local officials, intermodal interests, and private citizens. Metro Transit and suburban transit provider representatives are members of the TAB's Technical Advisory Committee (TAC). They participate in planning through the capital and service improvement planning processes coordinated by the Metropolitan Council.

Public Participation Opportunities in Preparation of the Transportation Improvement Program

A concerted effort is made to ensure all interested and concerned parties are offered opportunities to participate in the preparation of the TIP. TAB accepts public comment on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the TIP.

- June 21, 2017 – A public meeting of the TAB where it will adopt the draft TIP for the purpose of public comment.
- June 23 through August 6, 2017 – The TAB will accept public comments submitted by email, telephone, fax, and mail.
- August 16, 2016 – A public meeting of the TAB where public comments will be reviewed, recommended changes will be considered, and the TIP will be adopted and forwarded to the Metropolitan Council for concurrence.

In preparation, Metropolitan Council staff will email notification of the public comment period to groups representing a diverse set of stakeholders. In addition, Council staff will issue press releases to the media and publish information on the Council's Web site and in its newsletters sent to local elected officials and legislators.

For TIP Amendments (discussed on page 9), public input opportunities are offered at board and committee meetings, at which they are presented as business items. Amendments for regionally-significant projects require a 21-calendar-day public comment period to begin after TAB releases the amendment for public comment. The comment period is only required for regionally-significant projects that are not currently in the TIP or are changing any project element that requires a new conformity determination.

Development and Content of the Transportation Improvement Program

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

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

- **Thrive MSP 2040** establishes the regional outcomes and physical and development policy framework for seven counties within the Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties). Thrive MSP 2040 is the overall framework for the metropolitan development guide developed by the Metropolitan Council.
- The region's long-range transportation plan, the **2040 Transportation Policy Plan** (TPP), developed by the Metropolitan Council, is one of the four system plans within Thrive MSP 2040. It sets the regional transportation policy for all of the metropolitan area – including Sherburne and Wright Counties and Houlton, Wisconsin – and identifies the major, long-range transportation plans. The 2040 TPP was adopted in 2015 and addresses all applicable MAP-21 requirements and considerations.
- The Council's **Public Participation Plan**.
- The **Transportation Air Quality Control Plan**, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- The **Minnesota State Highway Investment Plan 2018-2037** (MnSHIP), developed by the Minnesota Department of Transportation and includes the district work plans, which set the investment priorities for the state highway system in the eight-county Metro District (includes Chisago County).
- The **Highway Systems Operations Plan 2012-2015** (HSOP), developed by MnDOT, includes the operations and maintenance investment priorities for the state highway system.
- Local comprehensive plans and transportation programs, which include transportation plans that – within the seven-county region only – must be consistent with the regional transportation plan developed by the Metropolitan Council.

More information about these plans and planning processes is available in the **Transportation Planning and Programming Guide for the Twin Cities Metropolitan Area**. Figure 2 below summarizes the process used to develop the TIP for the region.

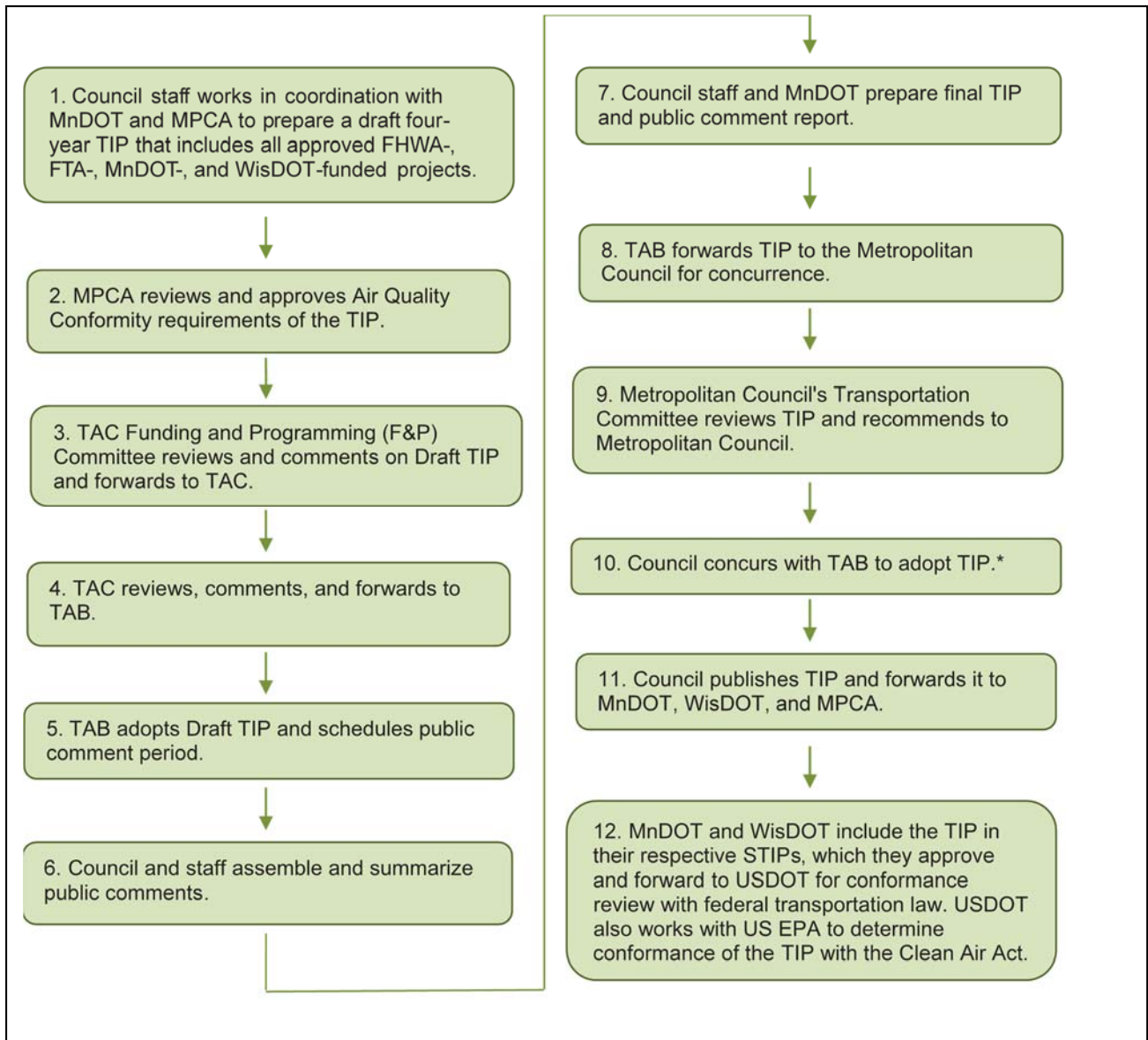
As illustrated in Figure 3, projects are selected for inclusion in the TIP in several ways: selection by Congress of federal High Priority Projects, the TAB Regional Solicitation, MnDOT Metro District selection, and the Council selection for regional transit providers, including projects in the federal New Starts program as selected by Congress. These selection processes are discussed in Chapter 3. While most projects are programmed by MnDOT, the TAB Regional Solicitation Projects are programmed, roughly every other year, by the Council. Each Regional Solicitation, through the 2014 Solicitation (which generally programmed projects through 2019) added an inflation factor to mitigate the degree to which project costs will increase from the original proposal. The 2016 Solicitation (which generally programmed projects for 2020 and 2021 along with limited 2017-2019 funds that became available) added no inflation. Inflation rates are decided by TAB during the course of each Solicitation. Any inflation rate, effectively increases the amount of funds provided to each project, thereby reducing the number of projects funded.

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

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

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

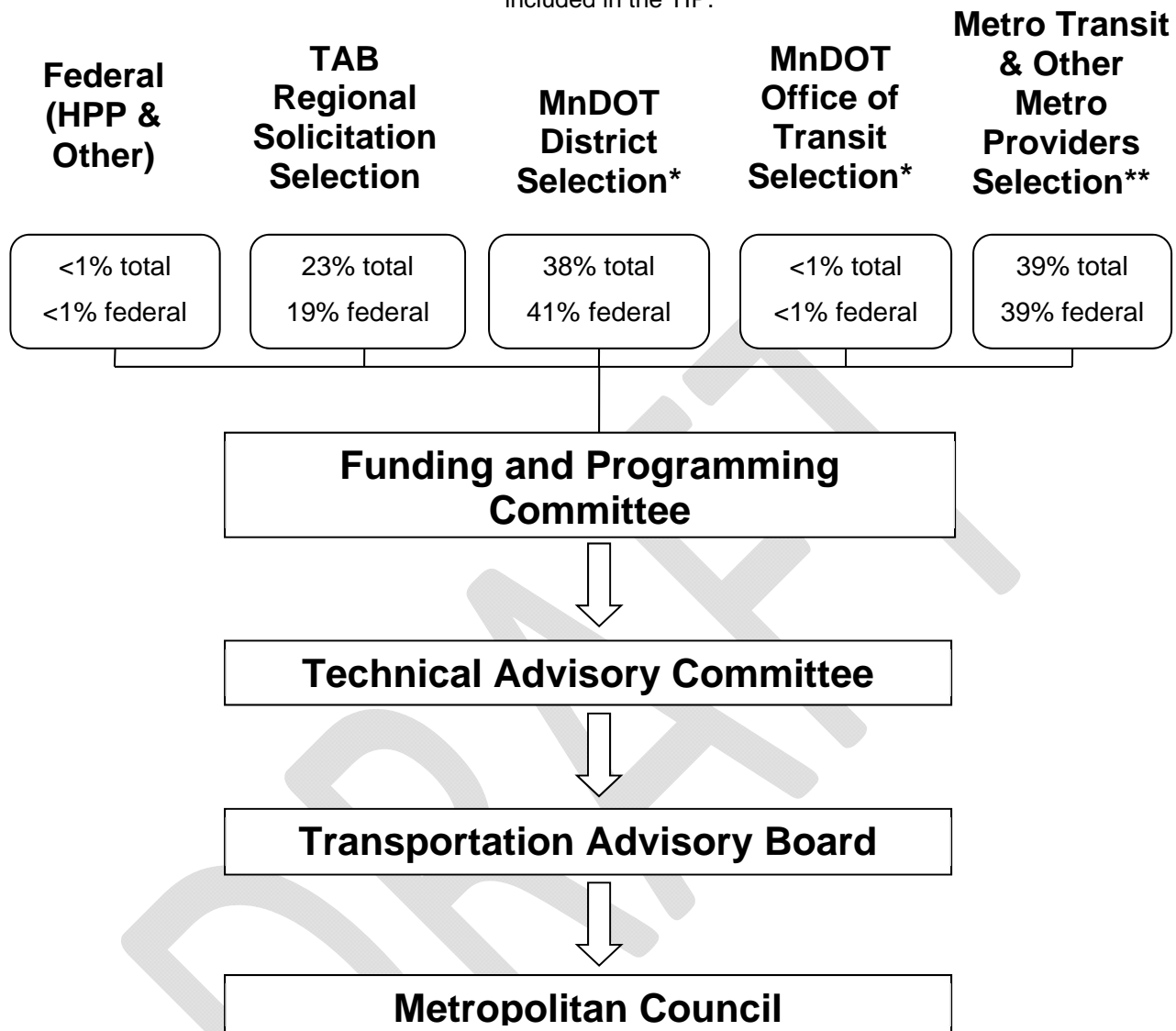
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP. Such plans must be consistent with the TPP.



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

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

Percentage of funding identified in the TIP by selection process for all projects (federal and state), 2018-2021. Top number represents share of total TIP; the bottom number represents share of federal funding included in the TIP.



* This TIP includes all projects selected by MnDOT, including those without federal funding. Projects selected by the MnDOT Office of Transit are usually incorporated into the TIP by amendment during the year. Most projects are selected by Metro District, but Sherburne County and Wright County projects are selected by District 3.

** Metro Transit numbers include projects funded with federal New Starts funding.

Figure 3: Project Selection Processes for Inclusion in the Twin Cities Transportation Improvement Program

Estimating Project Costs

Projects beyond the first program year of the TIP will most likely be subjected to inflation. Projects in the TIP are estimated in recognition of this reality in attempt to determine the cost in terms of year of expenditure. Each programming agency has its own approach to estimating inflated project costs. These approaches are:

- Metro Transit: Inflation is built into project amounts during the process of creating the six-year Capital Improvement Program for Transit divisions at the Council.
- MnDOT: Each year, a revised inflation adjustment table is used to update construction estimates and produce an inflated estimate for each project.
- Metropolitan Council-programmed Regional Solicitation Projects and MnDOT-programmed Highway Safety Improvement Program (HSIP) projects: Projects recently awarded via the 2016 Regional Solicitation were adjusted at two percent per obligation year, with 2016 as the base, from their original cost estimate submitted in their funding application. The adjustments are entirely reflected in the local contribution, as the federal contribution is set at the time of award. The two percent per year adjustment derives from the Federal Reserve present target for inflation. Following this initial placement in the TIP, MnDOT and the Council monitor project highway and transit project costs, respectively, and adjust them as discussed in the above bullet.

Amending or Modifying the TIP

Over the course of the year it sometimes becomes necessary to amend the TIP. Reasons include the addition of a new project, a significant change of scope that alters a project's description, and significant cost changes.

A change to the TIP can go through one of four processes, depending on the nature of the project and the degree to which the project is proposed to change. These include:

- Administrative Modification. An administrative modification requires no board action and is reserved for minor changes, including change of program years, minor cost changes, change of funding sources, technical corrections, and splitting a project into multiple projects.
- Formal TIP Amendment. A formal TIP amendment is a more substantive change such as the additional of a federally-funded project, changing work on a project, a significant cost change, and a change in project termini. Formal TIP amendments must be approved by TAB and concurred with by the Metropolitan Council. Formal TIP amendment follow one of three processes:
- Standard TIP Amendment. Standard TIP amendments are provided to the Funding & Programming Committee and TAC for a technical recommendation before going to TAB for approval. Once a TIP amendment is approved by TAB, the transportation Committee provides a recommendation to the Metropolitan Council on whether to concur with the approval. The Council then determines whether or not to do so.
- Regionally Significant Project. A project is considered regionally significant if it adds one or more travel lanes for over one mile, it involves the addition of an interchange, or involves the reconfiguration of an interchange such that a movement is added or eliminated. TIP amendments involving regionally significant projects follow the standard amendment process with the addition of a 21-day public comment period.
- Streamlined TIP Amendment. The streamlined amendment process was established in 2014 and enables more routine amendments, with approval from the TAC Executive

Committee, to bypass the Funding & Programming Committee and TAC. In order to be eligible for the streamlined process, a proposed amendment must not potentially change the air quality impact of a regionally significant project, impact a project related to a scope change through TAB, or be related to solicitation scoring based on cost effectiveness.

The Metropolitan Council follows FHWA and FTA’s guidance in determining whether a proposed change requires a formal amendment to the State TIP (STIP). That guidance, can be found here: [on MnDOT’s website](#). Streamlined TIP amendment guidance can be found in Appendix C.

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

STIP Total Project Estimated Cost	Modification	Amendment
<\$1,000,000	No modification required**	
\$1,000,001 to \$3,000,000	20%	50%
\$3,000,001 to \$10,000,000	20%	35%
\$10,000,001 to \$50,000,000	10%	20%
\$50,000,001 to \$100,000,000	10%	15%
>\$100,000,000	***	10%

*FHWA projects. FTA projects use a 20% threshold for an amendment. No threshold exists for a modification.

**Required when total project cost estimate is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.

***Processing an Administrative modification for high profile projects (greater than \$100 million), when the change impacts financial constraint, requires prior collaborative discussion with FHWA.

Federal Legislation Changes

The Fixing America’s Surface Transportation Act (FAST) Act was signed into law on December 4, 2016, as a five-year surface transportation authorization. Funding for specific programs is shown in Tables 7, 9, and 10.

In the spring of 2012, the U.S. Census Bureau released the updated 2010 urbanized area (UZA) boundaries for metropolitan areas across the country. This data included portions of Wright and Sherburne counties in Minnesota and Houlton in St. Croix County, Wisconsin in the Minneapolis-St. Paul urbanized area. As the metropolitan planning organization for the Twin Cities, the Metropolitan Council is required by federal law to become involved in the transportation planning efforts of those communities. Therefore, the TIP includes projects in Houlton, Wisconsin, along with the contiguous urbanized areas of Wright and Sherburne counties are now included in the TIP.

Federal Program Areas in the Transportation Improvement Program

Highway and transit funding programs are described below. MAP-21 and FAST Act consolidated federal funding programs and changed eligible activities in some programs.

Surface Transportation Block Grant (STBG) Program. FAST Act consolidated the below two programs shown into the STPBG, 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, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects paid

for with STPBG funds may be on any public road. Transit capital projects are also eligible under this program. The 2018-2021 TIP still breaks these projects out into the former programs shown below:

- **Surface Transportation Program (STP).** This program was the most flexible program, as road, bicycle, pedestrian, and transit projects were all eligible to receive STP funding. Most STP-funded projects, however, were road projects.
- **Transportation Alternatives Program (TAP).** Under MAP-21, this program replaced the funding from programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs.

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

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

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

National Highway Freight Program (NHFP). The FAST Act established the National Highway Freight Network. The NHFP funds projects that contribute to the efficient movement of freight on that network.

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

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

Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities.

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

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

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

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2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed for consistency with the Transportation Policy Plan (TPP) and the Air Quality Control Plan. The Metropolitan Council adopted the TPP on January 15, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The Plan is in balance with anticipated revenues over the 20-year planning period. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption.

Conformity to the Clean Air Act Requirements

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

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 SIP to reduce emissions and keep the area in compliance with air quality standards. Conformity determinations are required on long-range transportation plans, TIPs, and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term "maintenance area" means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. On November 8, 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan for the former non-attainment area. The conformity rules lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their SIPs.

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 that are regionally significant. The MPO prepared the 2018-2021 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S. DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

The TIP conformity analysis involves review of all federally funded or approved highway and transit projects, all state trunk highway projects, and all projects that meet the definition of regionally significant (see Appendix B) in the Twin Cities maintenance area. Certain project types will not have regional or local emissions impact. The TIP project tables annotate these projects "exempt" from regional emission analysis with a code under the column "AQ," corresponding to the appropriate category listed in Appendix B. Certain types of exempt projects may require a hotspot analysis. In addition, regionally significant projects programmed in the

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portion of Wright County within the nonattainment area are also included as appropriate in the analysis as documented in Appendix B.

Conformity of the TIP

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

Thrive MSP 2040

The TIP is consistent with the 2040 TPP, which is a system plan under the umbrella of Thrive MSP 2040, adopted by the Metropolitan Council on May 28, 2014. The following summary reflects current planning policy as established in 2014. The most current forecasts are included to reflect better understanding of population, household, and employment trends in the region. These forecasts were prepared in coordination with development of Thrive MSP 2040, the update to the metropolitan development guide. Thrive MSP 2040 is the vision for the Twin Cities metropolitan area over the next 30 years. It reflects concerns and aspirations, anticipates future needs in the region, and addresses responsibility to future generations. The region's investments provide an important economic foundation so all residents can prosper. Transportation, jobs, community development, and affordable housing are the bricks-and-mortar basics that make other things possible.

A Thriving Region

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

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

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

Such robust growth is a sign of the region's economic health and vitality. Growth will be expected to bring greater ethnic diversity, expanded economic opportunities, and increased tax

revenues. But accommodating growth is not always easy, as public concern about highway congestion and the transit system attest.

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

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

Outcomes

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

Stewardship advances the Metropolitan Council’s longstanding mission of orderly and economical development by responsibly managing the region’s natural and financial resources and making strategic investments in our region’s future. Several of the major challenges that the Council was established to address—such as an aging bus fleet and inadequately treated wastewater polluting the region’s lakes, rivers, and streams—demonstrate the need for effective regional stewardship. Stewardship means:

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

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

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

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

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

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

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

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

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

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

Principles

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

Integration is the intentional combining of related activities to achieve more effective, greater results, leveraging multiple policy tools to address complex regional challenges and opportunities. The Metropolitan Council is committed to integrating its activities to pursue its outcomes, achieve greater efficiencies and address problems that are too complex for singular approaches. The Thrive outcomes—Stewardship, Prosperity, Equity, Livability, and Sustainability—are lofty ideals that cut across the Council's functions and responsibilities.

Pursuing them demands that the Council use its full range of authorities and activities in ever-more coordinated ways. Achieving integration means:

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

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

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

- Being open to shared strategies, supportive partnerships, and reciprocal relationships;
- Convening the region’s best thinkers, experts, and stakeholders to address complex regional issues beyond the capacity or authority of any single jurisdiction or institution;
- Providing additional technical assistance and enhanced information to support local planning and decision-making.

Accountability. Results matter. For the Council, accountability represents a commitment to monitor and evaluate the effectiveness of our policies and practices toward achieving shared outcomes and a willingness to adjust course to improve performance. Thrive MSP 2040 aspires to be the foundation for regional policy that is accountable to the hopes, dreams, and vision expressed by the region’s residents, local governments, and the Council’s regional partners throughout the development of this document. Acting accountably means:

- Adopting a data-driven approach to measure progress.
- Creating and learning from Thrive indicators.
- Providing clear, easily accessible information.
- Deploying the Council’s authority.

Regional Growth Forecasts

By the year 2040, the Metropolitan Council forecasts that the seven-county region will add about 824,000 residents (29 percent increase over 2010) and 550,000 new jobs (36 percent increase over 2010), as noted below in Table 2.

Table 2: Metropolitan Area Data and Forecasts, 2010-2040

	2010	2020	2030	2040
Households	1,118,000	1,257,000	1,388,000	1,509,000
Population	2,850,000	3,102,000	3,381,000	3,674,000
Employment	1,548,000	1,819,000	1,953,000	2,097,000

Source: Thrive MSP 2040

The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing, and natural resource policies to achieve regional outcomes in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement

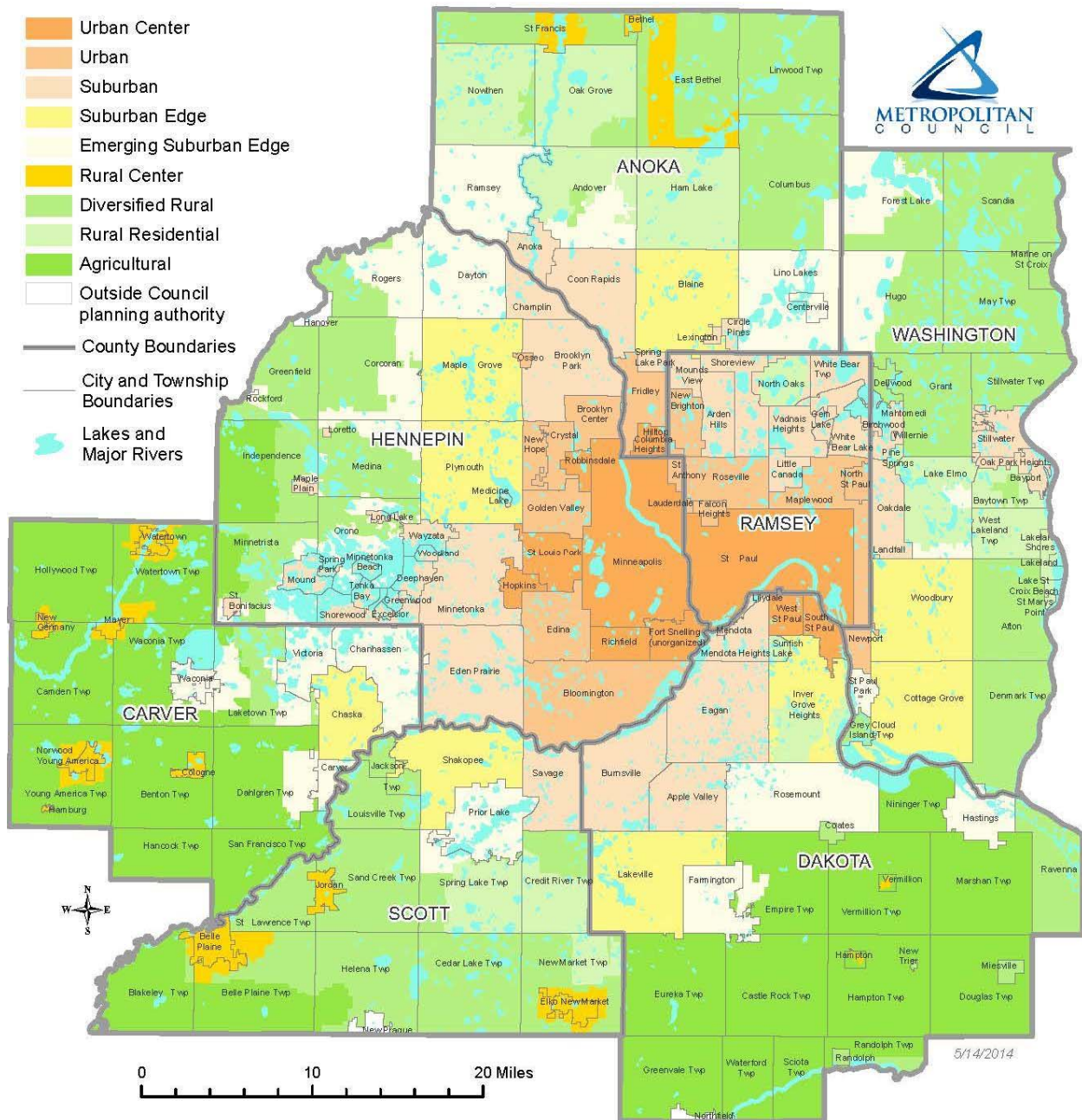
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program processes to assess regional needs, land use patterns and infrastructure investments that will be needed to serve growth in a timely, efficient, and cost-effective manner.

Special Features and Community Designations

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

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2040 Transportation Policy Plan

Figure 4: Thrive MSP 2040 Community Designations

The [overview](#) and [strategies](#) chapters of the TPP, adopted in 2015, can be found with the rest of the plan on the [Metropolitan Council's website](#).

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

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

Processes to Allocate Federal and State Transportation Funds

Several processes are used to allocate federal and state transportation funds to the Twin Cities Metropolitan Area. As illustrated in Figure 3 and summarized in Table 8, projects have been selected for inclusion in the TIP by Congress (federal High Priority Projects and New Stars program), the TAB Regional Solicitation, MnDOT Metro District, and Council selection for regional transit providers.

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

1. The MnDOT Office of Transportation System Management (OTSM) identifies the amount of funds available to each ATP for the TIP period (e.g., 2018-2021) from the STP, TAP, CMAQ and HSIP programs. This funding amount is called the "funding target." The funding targets are sent to the ATPs for comment along with guidance for draft TIP preparation.
2. The ATPs, of which the MnDOT Metro District is one, develop their draft TIPs using its funding target.
3. OTSM reviews the draft TIPs, confirms the total highway funding amount programmed matches the total expected funding, and confirms fiscal constraint for the highway funding. All of the draft TIPs assembled together are called the draft State Transportation Improvement Program (STIP).
4. OTSM circulates the draft STIP to the ATPs. Each ATP may then modify and adopt their final TIP and submit it to MnDOT for inclusion into the final STIP.

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

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

Resources Available 2018–2021

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

Transportation resources available to the region for highway, transit, and non-motorized projects are approximately \$3.9 billion over the 2018 to 2021 period (See Tables 5, 6 and 7). These funds include capital investments for highway, transit, and non-motorized modes and some operating funds for the metropolitan transit systems. Highway programs such as the Surface Transportation Block Grant (STBG) Program also provide funding for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects. The approximate amounts programmed by mode are listed in Table 3. These numbers are approximate because many projects, particularly roadway projects, include investments designed for more than one mode and are listed with the primary mode served.

Table 3: Approximate Amount Programmed by Primary Mode Served*

Mode	Approximate Amount Programmed in 2018-2021	Share of total TIP
Highway/Roads	\$1.53 billion	44.3%
Bike/Ped Only	\$101.4 million	3.0%
Transit/TDM	\$1.55 billion	44.7%
Other/Setasides	\$281.67 million	8.2%
Total	\$3.46 billion	100%

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

Highways and Roads

The traditional highway funding sources available to the region are summarized in Table 6. The four-year total is approximately \$2.1 billion. The four year total includes \$1.1 billion of Federal Formula funds and \$381 million of Minnesota state Trunk Highway funds for Minnesota and \$5 million for projects in Wisconsin.

MnDOT also uses the advanced construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the AC process. MnDOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using 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 percent 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 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, \$264 million will be used to advance construct projects in the region (Table 5). The AC funds that have been or will be used by the region by year are shown below (Table 4).

Table 4: Advanced Construction Funds

Year	Advanced Construction	AC Pay Back
2017		
2018		
2019		
2020	THIS TABLE WILL BE UPDATED IN THE FINAL TIP	
2021		
Post-2021		
Total		

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost (aside from HSIP, which requires a 10 percent match), although this can be significantly higher. Local funding represents \$427 million over four years.

Transit

Transit funds available to the region in 2018-2021 are summarized in Table 7. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show any highway funds allocated to transit. An estimated \$793 million in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes 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 \$548.7 million will be used to match federal transit funds and to locally fund various transit capital investments.

Table 5: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source

<i>Federal Highway</i>		
Target	\$1.1B	
High Priority Funds	\$1M	\$1.13 Billion
Misc. Federal Funds	\$20M	
Additional MnDOT Allocation	\$11M	
<i>Federal Transit</i>		
Formula/Discretionary	\$793M	\$793 Million
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$427M	\$976 Million
Regional Transit Capital Bonds and Other Local Transit Funds	\$549M	
<i>State Trunk Highway Formula</i>		
Target	\$381M	
Additional MnDOT Allocation	\$24M	\$530 Million
Legislative Allocation (Bonds) & Lapsed Projects	\$125M	
<i>Outside of the Seven-County Region</i>		
Wright and Sherburne Counties	\$22M	\$27 Million
Wisconsin	\$5M	
TOTAL:		\$3.46 Billion
<i>Advanced Construction (additional authorization available against future funds)</i>		\$264 Million

Table 6: Federal Highway and State Highway Funds Assumed to be Available to Region 2018-2021 (In Millions)

Source	2018	2019	2020	2021	Total
Federal Highway Funds	265	264	300	280	1,109
State Funds (MN)	101	94	104	82	381
Target for Region (Seven Counties Only)	366	358	404	362	1,490
Additional MnDOT State Allocations	14	5	4	0	24
Additional MnDOT Federal Allocations	3	3	3	1	10
Legislative Allocation(Bonds) & Anticipated Lapsed Projects	16	25	33	53	127
High Priority Projects	0	1	0	0	1
Misc Federal Funds	20	0	0	0	20
Local Funds	114	44	153	116	427
Wright Co /Sherburne Co Funds	4	3	5	10	22
Total Funds Available (Minnesota Only)	537	439	602	542	2,120
Wisconsin Project	5	0	0	0	5
Total Funds Available	542	439	602	542	2,125
Advanced Construction (Additional authorization available against future funds)	28	122	114	0	264

Table 7: Federal Transit and Matching Funds Available and Requested by Region 2018-2021 (In Millions)

Source	2018	2019	2020	2021	Total
Section 5307	41.1	35.2	48.6	37.2	162.1
Section 5309	0.0	0.0	238.0	236.1	474.1
Section 5311	0.0	0.0	0.0	0.0	0.0
Section 5337	25.9	32.9	25.5	29.3	113.6
Section 5339	5.6	9.5	12.2	16.1	43.4
Total Federal Funds	72.6	77.6	324.3	318.7	793.2
Local Match	18.2	19.4	256.8	254.3	548.7
Total Funds Available	90.8	97.0	581.1	573.0	1341.9

Project Selection Processes and Criteria

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

Table 8: Summary of Federal Project Funding Categories and Selection Processes

Funding Category	Project Selection Process Followed
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	
National Highway Performance Program (NHPP)	MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC)
National Highway Freight Program (NHFP)	MnDOT Metro District Process
Surface Transportation Program (STP), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB). NOTE: FAST ACT has created the Surface Transportation Block Grant (STBG) Program, which combines the former STP and TAP programs.
Highway Safety Improvement Program (HSIP)	Competitive regional solicitation process conducted by MnDOT and TAB
Federal Transit Funding	
Section 5307	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban transit provider assistance
Section 5309	Selected and appropriated by Congress
Section 5310	MnDOT Office of Transit/Statewide Competitive Process
Section 5311	MnDOT Office of Transit/Categorical Allocation
Section 5337 and 5339	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council

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

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

Metropolitan Council and MnDOT have cooperatively identified priorities to be used in the selection of major projects to be included in the TIP. The priorities and projects are drawn from the TPP and the Minnesota State Highway Investment Plan (MnSHIP), 2018-2037. Investments and specific projects are identified consistent with priorities outlined in those plans, which over

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the next 10 years balance preservation of existing infrastructure with investments in safety, new connections for multiple modes, and some projects that advance economic development and quality of life objectives.

Competitive Regional Project Selection Process

The Metropolitan Council and its Transportation Advisory Board (TAB) conduct a competitive process for the selection of local projects for federal highway funding and inclusion in the TIP. The Regional Solicitation was designed by the region's partners to help the region implement its plans and high priority projects and programs. The TAB's Regional Solicitation allocates approximately 19 percent of the federal funds that are available to the region. The Regional Solicitation process directs federal funds to a variety of locally-initiated projects that address transportation problems and help implement regional transportation and development policies. These locally-initiated projects from cities and counties reflect local and regional priorities and are products of local comprehensive and transportation planning programs. These local projects must be consistent with the region's long-range TPP. Projects using STBG, CMAQ, and HSIP funds are selected through the Regional Solicitation process. The priorities for project selection are based on the goals and policies in Thrive MSP 2040 and Transportation Policy Plan.

The 2016 Regional Solicitation selected projects for federal highway funding in program years 2017-2021 (mostly 2020-2021) in the following categories:

- Roadways Including Multimodal Elements
- Roadway Expansion
- Roadway Reconstruction and Modernization
- Roadway System Management
- Bridges
- Bicycle and Pedestrian Facilities
- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
- Safe Routes to School (Infrastructure Projects)
- Transit and Travel Demand Management
- Transit Expansion
- Transit System Modernization
- Travel Demand Management (TDM-projects selected for 2018-2019)
- Highway Safety Improvement Program

HSIP projects are evaluated and ranked through a process administered by MnDOT due to the specialized technical nature of the projects. TAB reviews and approve the criteria MnDOT develops for HSIP project evaluation along with the prioritized list of projects for funding.

Scoring committees, comprised of local partners, state agency staff, and Metropolitan Council staff evaluate and rank all categories of projects for the Regional Solicitation. Recommended projects are reviewed and approved by the Funding and Programming Committee, which, using the scoring committee rankings, recommends funding allocation options to be considered by TAC and recommended to TAB. TAB approves a list of projects and funding allocation developed through the Regional Solicitation process.

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

Examples of Qualifying Criteria

- The project must be consistent with the policies of Thrive MSP 2040 and the region's Transportation Policy Plan adopted by the Metropolitan Council.
- The project must implement a solution to a transportation problem discussed in a local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional, or state agency.
- The proposer must include with the project's application a letter from the agency with jurisdiction over the facility affected, indicating the agency is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.
- The proposer must show that the project has been coordinated with all affected communities, the appropriate transit operator, and other levels of government.

Examples of Prioritizing Criteria

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

Regional Solicitation Selected Projects

A summary of the federal funding allocated by category through the Regional Solicitation process is shown in Table 9. This table reports only the federal funds allocated to the projects and does not include the local match.

Table 9: Summary of Federal Funding Allocated through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2018-2021 (Federal funds/in millions; Federal Amount only)

Program Category	2018	2019	2020	2021	Total
Transportation Alternatives (TAP)	\$6.3	11.1	17.7	10.9	46.1
Congestion Mitigation Air Quality (CMAQ)	\$26.4	24.2	17.5	18.6	86.7
Surface Transportation Program (STP)	\$68.9	34.2	60.4	64.5	228.0
Highway Safety Improvement Program (HSIP)	\$7.4	8.8	9.6	7.6	33.4
TOTALS	\$109.0	78.3	105.2	101.6	394.2

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

Federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for bus, light rail vehicle, and locomotive purchases; bus and rail vehicle rebuilding; shelters; garages; guideway improvements such as shoulder bus lanes, light rail track and systems; and maintenance and operations. These projects are identified in The Council's six-year Capital Improvement Program, which is a tool used to implement the regional transportation plan. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds.

Transit Project Selection for Sections 5310 and 5311 Funding

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

Balance of Selected Projects with Available Financial Resources

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

For federal and state highway funding, the state and region have agreed on a process that ensures a balance exists between federal highway funding resources and expenditures as discussed at the beginning of Chapter 3. The highway project program costs identified in Table 10 for 2018 to 2021 closely match the funds available as shown in Table 6, and the highway project program costs identified in Table 11 for State Fiscal Year 2018 closely match the funds available as shown Table 6. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance only requires transit funds match the approved project costs in the TIP's first year. The projects funded with federal transit and local matching funds for 2018 have a total value of approximately \$90.4 million (Table 7).

Table 10: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2018-2021

Source	Total	Federal	State	Other(+ Bonds)	AC**
CMAQ	112.3	86.8	0.9	24.6	0
TAP	83.5	48.2	0.5	34.8	0
STP	808.6	425	32.6	351	28.4
NHPP	693.5	600.4	69.1	23.9	237.1
NHFP	21.0	18.9	2.1	0	0
HPP	0.0	0	0	0	0
100% State Funded (MN)	324.9	0	315.2	9.7	0
HSIP	62.9	54.2	2.6	6.1	0.3
Bond Proj with no Fed \$\$	2.0	0	0	2.0	0
Misc Fed	14.0	6.3	0	7.7	0
Wisconsin Projects	13.1	0	13.1	0	0
TOTAL	2135.8	1239.8	436.1	459.8	265.8

Table 11: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2018 Annual Element

Source	Total	Federal	State	Other(+ Bonds)	AC**
CMAQ	33.5	26.4	0.4	6.7	0
TAP	17.6	6.7	0.5	10.4	0
STP	232.6	132.5	9	91.1	28.4
NHPP	119.1	103.4	15.6	0.1	0.9
NHFP	1.6	1.4	0.2	0	0
HPP	0	0	0	0	0
100% State Funded (MN)	104.7	0	97.8	6.9	0
HSIP	15	13.7	0.6	0.7	0.3
Bond Proj with no Fed \$\$	2.0	0	0	2.0	0
Misc Fed	9.4	3.8	0	5.9	0.2
Wisconsin Projects	5.0	0	5.0	0	0
TOTAL	540.5	287.9	129.1	123.8	29.8

**Advanced construction is shown in Tables 10 and 11 but the AC amounts are not included in the totals.

State Highways and Local Transportation Operations and Maintenance

MnDOT and metro area cities and counties are able to fund the maintenance and operations of the region's highway system over the course of the 2018-2021 TIP. The 2040 TPP forecasts \$2 billion in revenue for operating and maintaining state highway assets and \$17 billion for local roadways from 2015 to 2040. The TPP's increased revenue scenario shows an additional state highway need of \$1 billion for that time frame.

Consistency with the Regional Transportation Plan and Priorities

All projects in the TIP must be consistent with the region's [2040 Transportation Policy Plan \(TPP\)](#). The region's transportation goals are:

- Transportation System Stewardship: Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investments to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

The TPP contains lists of short- and long- range transportation projects programmed from 2015 through 2024. The projects identified in this TIP are either programmatically or specifically identified in the TPP adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. See the TPP on the [Metropolitan Council's website](#).

Plan Implementation Progress

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Tables 12 and 13 identify the major highway and transit projects in the 2018-2021 TIP, cost, and status of each. The discussion here summarizes the progress made on major projects and projects authorized in the previous fiscal year, 2017. During the past year, major projects completed included:

- Minnesota Highway 610 from County Road 81 to I-94-construction of four-lane freeway.
- I-494 General purpose lane from Minnesota Highway 55 to I-94/694. The project also included auxiliary lanes and reconstruction.
- I-35E MnPass Express Lanes.
- Minnesota Highway 100 from I-494 to Barry Street-reconstruction, widening to three lanes in each direction.
- I-94 7th Street Ramp (Downtown Minneapolis) reconfiguration.

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

PROJECTS AUTHORIZED IN FISCAL YEAR 2017

Another measure of plan implementation is the projects and project values authorized in the previous fiscal year. These projects were in the 2017-2020 TIP. They have now been removed since they have advanced to a point of authorization of funds. These project authorizations, in addition to the status of major projects (Tables 12 and 13), illustrate the progress made toward implementing the region's 2040 Transportation Plan.

Table 12: Status of Major Highway Projects

Project	Cost Estimates	Program Year-Last TIP	Assumed FY Traffic Open in All Lanes	Project Status/Comments
TH 36, St. Croix Bridge	\$646,800,000	2014	2017	New 4-lane bridge and approaches, TH95 interchange. Cost share with WI. Following opening of the new bridge to auto traffic (Fall, 2017), the lift bridge will be converted to a bicycle/pedestrian facility and connections to both states' loop trails will be provided. Construction Start: 2013 Construction Complete: 2019
I-35 W & Lake Street	\$264,044,000	2018	2021	From 43 rd St. to 11 th Ave., westbound I-94 from 1 st Ave. to Park Ave., and MN 65 from 24 th St. to 15 th St. in Minneapolis. MnPASS lane construction, pavement reconstruction, transit station, bridge, noise walls, retaining walls, TMS, and drainage. To be obligated in 2017. Construction Start: August 2017 Tentative Construction Completion: November 2021
I-94, Minneapolis to Brooklyn Center	\$46,300,000	2017	2018	Bituminous overlay, pavement rehabilitation, ADA ramps, sidewalks, curb & gutter, drainage, concrete barrier, guardrail, de-icing system, TMS, rehabilitation on 50 bridges and bridge railing, corridor lighting. Construction Start: March 2017 Tentative Construction Completion: Summer 2018 (weather permitting)
I35W In Forrest Lake	\$50,000,000-68,000,000	2018	2020	Concrete overlay, bridge replacement, and bridge rehabilitation. Construction Start: July 2017 Tentative Construction Completion: 2019
I-694 from Rice to Lexington	\$35,000,000	2016	2017	Construct a third general purpose lane in each direction, total pavement reconstruction, noise wall, median barrier. Third westbound lane is complete but closed for 2017 construction. Third eastbound lane under construction. Construction Start: April, 2016 Construction Complete: November, 2017

Project	Cost Estimates	Program Year-Last TIP	Assumed FY Traffic Open in All Lanes	Project Status/Comments
I-35W North MnPASS	\$208,000,000	2019	2023	Construct MnPASS lanes from County Road C in Roseville to Lexington Ave. (CSAH 17) in Blaine. Pavement preservation will continue north of Lexington Ave. to Sunset Ave. (CR 53). Construction Start: 2019 Construction Complete: 2023
I-35 W Bridge over the Minnesota River	\$140,000,000	2020	2021	Replacement of bridge and pavement between Black Dog Road Interchange and 106 th St. Construction Start: July 2019 Construction Complete: November 2021
Kellogg Blvd Bridge	\$80,000,000	2018		Reconstruct bridge, walls and approach roadways
US 169 Bridge in Hopkins	\$64,000,000	2017	2017	Replace bridge with a causeway and construct new box culvert for bike/ped trail design-build project. Pavement rehabilitation from MN 62 to MN 55 Construction Start: January 2017 Construction Complete: November 2017
MN 149 (St. Paul High Bridge) over Mississippi River	\$39,060,000	2018	2018	Resurface bridge and reconstruct bridge deck. Improve drainage and sidewalks. Replace signals. Construct additional turn lane from westbound I-494 to southbound Dodd Road. Construction Start: Fall 2017 Construction Complete: Fall 2018
US 169, MN 41, County 78 and County 14.	\$41,584,000	2018	2018	Interchange at US 169 MN 41/County Highway 78. Overpass over US 169 at County Highway 14. Frontage roads. Construction Start: Fall 2018 Construction Complete: 2020

Table 13: Status of Major Transit Capital Projects

Project Title	Cost Estimate	Federal Participation	Project Status
Southwest Corridor Light Rail Transit (METRO Green Line Extension)	\$1,790,000,000	\$895,000,000	Engineering; Target Opening in 2020
Bottineau Corridor Light Rail Transit (METRO Blue Line Extension)	\$1,496,000,000	\$733,000,000	Engineering; Target Opening in 2021
METRO Orange Line Bus Rapid Transit	\$150,700,000	\$82,880,000	Design and Engineering; Target Opening in 2020/2021
C Line (Penn Avenue) Arterial BRT	\$36,000,000	TBD	Design and Engineering; Target Opening in 2019
D Line (Chicago-Fremont) Arterial BRT	\$77,000,000	TBD	Planning; Target Opening in 2020/2021
METRO Gold Line BRT	\$420,000,000	\$189,000,000	Entering Project Development est. 2017, Construction 2021-2024, Target Opening 2024

Appendix A

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

<u>Federal Highway-Funded Projects</u>	<u>Page</u>
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A-2 STPBG-Transportation Alternatives (TAP) Projects	A-8
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A-4 Demonstration/High Priority	A-25
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Key to Tables

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

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

PRG MnDOT Program categories

AM: Municipal Agreement	B3: FTA Capital Program - Sec 5309
B9: FTA Urbanized Area Formula – Section 5307	BI: Bridge Improvement
BR: Bridge Improvement	BT: Bike Trail (not an Enhancement)
CA: Consultant Agreement	CF: Clean Fuels – Section 5308
DA: Detour Agreement	DR: Drainage
EN: Enhancement	FB: Ferry Boat Program
GR: State of Good Repair	IR: Indian Reservation Roads
MA: Miscellaneous Agreements	MC: Major Construction
NA: Not Applicable (Uncommitted)	
NB: FTA Elderly & Persons w/ Disabilities – Sec 5310	NO: Noise Walls
OB: FTA Non-urbanized Areas - Sec 5311 & 5311(f)	PL: Planning
PM: Preventive Maintenance	RB: Rest Area/Beautification
RC: Reconstruction	RD: Recondition
RS: Resurfacing	RT: Recreational Trail (DNR only)
RW: Right of Way Acquisition	
RX: Road Repair (Bridge-Road Construction (BARC))	SC: Safety Capacity
SA: Supplemental Agreement/Cost Overruns	SR: Safety Railroads
SH: Highway Safety Improvement Program (HSIP)	ST: Striping and Signing
TM: Transportation Management	TR: Transit (FHWA)

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 some larger projects.

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DEMO \$ Total federal demonstration funding for the project.
State \$ MnDOT state funding for the project.
Local \$ Total contribution from the local agency involved in the project.

Project Description Smart Codes (shown early in some project descriptions):

AB	Alternate Bid
AC	Advance Construction/AC Payback
APP	Additional Preservation Project
CHAP 152	Chapter 152 Bridge Bonds
CMGC	Construction Manager General Constructor Project
COCII	Corridors of Commerce
DEB	Delayed Budget Projects
ELLA	Early Let Late Award
HB	Historic Bridges
IDIQ	Indefinite Delivery Indefinite Quantity
ITS	Intelligent Transportation System Project
MNXXX	Demo
PoDI	Project of Division Interest
SEC164	MnDOT Section 164
Sec164 DPS	Department of Public Safety Section 164
SPP	Statewide Performance Program (bridge, mobility, and pavement)
SRTS	Safe Routes to School
TED	Trunk Highway Economic Development Account
TRLF	Transportation Revolving Loan Fund / TLRP Payback

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MnDOT Metro District Construction Projects

2018-2021 Parent Projects

This table will be included in the Final TIP.

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	BB		TRS-TCMT-18	TR	CMAQ: PURCHASE TICKET/FARE MACHINES, ELECTRICAL/COMMUNICATIONS EQUIPMENT FOR CHICAGO AVE CORRIDOR	5,261,579	4,104,320	0	0	1,157,259	MET COUNCIL-MT	T5
2018	BB		TRS-TCMT-18A	TR	CMAQ: PURCHASE UP TO FOURTEEN (14) 60' ARTICULATED BUSES, PURCHASE TICKET/FARE MACHINES, ELECTRICAL/COMMUNICATIONS EQUIPMENT FOR EMERSON-FREEMONT AVE CORRIDOR	8,840,038	7,072,030	0	0	1,768,008	MET COUNCIL-MT	T10
2018	BB		TRS-TCMT-18E	TR	CONSTRUCTION OF EXPANDED SIDEWALK SPACE AND BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG PENN AVE CORRIDOR	9,100,000	7,000,000	0	0	2,100,000	MET COUNCIL-MT	T7
2018	CSAH 46		019-030-009	TM	CSAH 46 FROM KENRICK AVE TO CSAH 31 IN APPLE VALLEY AND LAKEVILLE AND CSAH 31 FROM 170TH ST TO CSAH 38 IN APPLE VALLEY-FIBER OPTIC SIGNAL INTERCONNECTION, TRAFFIC SIGNAL REVISIONS, SIGNAL RETIMING/COORDINATION, TRAFFIC MONITORING CAMERAS	1,346,200	1,075,900	0	0	270,300	DAKOTA COUNTY	E2
2018	CSAH 96		062-696-032	TM	SNELLING AVE TO 1ST AVE-TRAFFIC SIGNAL TIMING AND INTERSECTION UPGRADES	2,508,913	2,007,130	0	0	501,783	RAMSEY COUNTY	E2
2018	LOCAL 99		TRS-TCMT-18C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	T1
2018	MN 41		1008-91	TM	MN41, FROM 2ND ST TO MN5 IN CHASKA-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	747,300	597,840	0	149,460	0	MNDOT	E2
2018	MN 47		0205-101	TM	MN47, FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 N RAMP IN COON RAPIDS-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,346,200	1,076,960	0	269,240	0	MNDOT	E2
2019	BB		090-080-017	TR	APPLE VALLEY TRANSIT STATION EXPANSION. EXPAND CAPACITY BY 330 SPACES AT CEDAR AVE AND GARRET AVE	7,138,800	5,711,040	0	0	1,427,760	MVTA	T8

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019	BB		TRS-TCMT-19C	TR	CMAQ: PURCHASE UP TO 10 60' ARTICULATED BUSES FOR CHICAGO AVE CORRIDOR	4,226,239	3,380,991	0	0	845,248	MET COUNCIL-MT	T10
2019	CSAH 25		TRS-TCMT-19A	TR	CMAQ: CSAH 25, AT BELT LINE BLVD- CONSTRUCTION OF 268-SPACE PARK- AND-RIDE STRUCTURE AT BELTLINE GREEN LINE EXTENSION STATION	8,066,318	6,453,054	0	0	1,613,264	SAINT LOUIS PARK	A20
2019	CSAH 31	019-030-008		TM	CSAH 31 FROM CSAH 32 TO CSAH 26, CSAH 26 FROM CSAH 31 TO CSAH 43, CSAH 28 FROM BLUE CROSS RD TO CSAH 43, AND CSAH 43 FROM WESCOTT RD TO CSAH 26 IN EAGAN-FIBER OPTIC SIGNAL INTERCONNECTION, TRAFFIC SIGNAL REVISIONS, SIGNAL RETIMING/ COORDINATION, TRAFFIC MONITORING CAMERAS	1,663,200	1,330,560	0	0	332,640	DAKOTA COUNTY	E2
2019	LOCAL 99	164-030-012		TM	VARIOUS DOWNTOWN ST PAUL STREETS-UPGRADE TO MODERN TRAFFIC SIGNAL CONTROLLERS, INSTALL CHANGEABLE MESSAGE SIGNS, COMPLETE THE FIBER OPTIC NETWORK, UPGRADE TRAFFIC MANAGEMENT CENTER, AND OPTIMIZE SIGNAL TIMINGS IN THE DOWNTOWN AREA	3,000,780	2,400,624	0	0	600,156	SAINT PAUL	E2
2019	LOCAL 99	TRS-TCMT-19B		TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	T1
2019	MN 120	6227-83		TM	MN120, FROM I94 S RAMP TO WOODLAND DR IN MAPLEWOOD-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,085,400	868,320	0	217,080	0	MNDOT	E2
2019	MN 55	1910-50		TM	MN55, FROM MN61 TO GENERAL SIEBEN DR AND US61 FROM CSAH 47 TO 4TH ST IN HASTINGS-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	649,800	519,840	0	129,960	0	MNDOT	E2
2020	BB		TRS-TCMT-20A	TR	PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR	9,450,000	7,000,000	0	0	2,450,000	MET COUNCIL-MT	T10
2020	BB		TRS-TCMT-20B	TR	PURCHASE EIGHT 35-40 FOOT CUTAWAY VEHICLES AND OPERATE SERVICE FOR CONNECTOR SERVICE BETWEEN EDEN PRAIRIE AND MALL OF AMERICA	7,564,732	5,603,505	0	0	1,961,227	SOUTHWEST TRANSIT	T10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	LOCAL 99		TRS-TCMT-20	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2020	MN 999		8825-629	TM	CSAH 61 (FLYING CLOUD DR) FROM PIONEER TRAIL TO PRAIRIE CENTER DR, CROSSING I494 AND US212, AND CSAH 39 (VALLEY VIEW RD) AND CROSSING I494 AND US212 IN EDEN PRAIRIE- ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,944,000	1,440,000	0	134,000	370,000	MNDOT	E2
2021	BB		TRS-TCMT-21A	TR	PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR	9,625,000	7,000,000	0	0	2,625,000	MET COUNCIL-MT	T10
2021	BB		TRS-TCMT-21B	TR	PURCHASE FIVE BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON UNIVERSITY AVE, CRETIN AVE, GRAND AVE, 5TH/6TH ST, 3RD ST EAST, AND MCKNIGHT RD IN ST PAUL	8,418,360	6,122,444	0	0	2,295,916	MET COUNCIL-MT	T10
2021	LOCAL 99		TRS-TCMT-21	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2021	MN 51		164-010-069	TM	MN 51, FROM MSAS 168 TO HEWITT AVE & CSAH 51 FROM CSAH 38 TO MSAS 142 IN ST PAUL-INTERCONNECT, SIGNAL UPGRADES, ADAPTIVE SIGNAL TIMING, DYNAMIC MESSAGE SIGNS, AND DEPLOYMENT OF CCTV CAMERAS	2,751,815	2,001,320	0	0	750,495	SAINT PAUL	E2
Totals						112,234,674		0		24,569,056		
							86,765,878		899,740			

Twin Cities Metropolitan Area
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TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	CSAH 14		019-614-013	EN	CSAH 14 (SOUTHVIEW BLVD) FROM 20TH AVE TO 3RD AVE IN S ST PAUL- CONSTRUCT SIDEWALK, STREETSCAPING, ROADWAY AND PEDESTRIAN LIGHTING, BUMP OUTS, RECONFIGURE TRAVEL AND PARKING LANES TO ADD PEDESTRIAN SPACE, SAFETY IMPROVEMENTS, BUS AND PARKING BAYS	4,888,000	1,000,000	0	0	3,888,000	DAKOTA COUNTY	AQ2
2018	I 35W		2783-148	BR	I35W, AT 5TH ST SE OVER I35W IN MPLS - REPLACE PED BRIDGE 27987 AND APPROACHES, ADA	2,690,000	2,152,000	0	538,000	0	MNDOT	S19
2018	LOCAL		019-060-005	EN	**SB**MISSISSIPPI RIVER TRAIL- ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, GRADE- SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-090-020)	5,000,000	400,000	0	0	4,600,000	DAKOTA COUNTY	AQ2
2018	LOCAL		164-591-002	EN	EXPO AREA SCHOOLS PEDESTRIAN IMPROVEMENTS IN ST PAUL-INSTALL SIDEWALKS ON LOCAL STREETS FOR PARENT PICK UP AND STUDENT WALKERS AT EXPO, HOLY SPIRIT AND CRETIN-DERHAM HALL SCHOOLS; COMPLETE SIDEWALK CONNECTIVITY FROM NEARBY COLLECTORS AND ARTERIALS	647,920	498,400	0	0	149,520	SAINT PAUL	AQ2
2018	LOCAL		164-591-003	EN	WASHINGTON TECHNICAL SCHOOL PEDESTRIAN IMPROVEMENTS IN ST PAUL-NEW SIDEWALKS ON ARTERIALS, PEDESTRIAN CROSSING IMPROVEMENTS, BUMP-OUTS, AND PEDESTRIAN-LEADING INTERVAL AND COUNTDOWN TIMERS AT TWO TRAFFIC SIGNALS	1,060,800	816,000	0	0	244,800	SAINT PAUL	AQ2
2018	PED/BIKE		141-030-043	EN	EMERSON AVE FROM PLYMOUTH AVE TO 33RD AVE N AND FREEMONT AVE FROM PLYMOUTH AVE TO 44TH AVE N IN MPLS -INSTALL CURB EXTENSIONS AND ADA PEDESTRIAN RAMPS AT 16 INTERSECTIONS, AUDIBLE CROSSING TIMERS, PEDESTRIAN REFUGES, BIKE LANE DELINEATORS, BIKE LANE STRIPING, SIGNALS	2,370,060	1,060,000	0	0	1,310,060	MINNEAPOLIS	AQ2

TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		PED/BIKE	214-591-003	EN	IN FOREST LAKE-INSTALL SIDEWALKS ALONG 3RD AVE SW AT N LAKES ACADEMY AND FROM 12TH ST SW TO 6TH ST SW, 6TH St SW FROM 3RD AVE SW TO 2ND AVE SW, 2ND AVE SW FROM 6TH ST SW TO 5TH ST SW, 2ND AVE SW FROM 4TH ST SW TO 1ST ST SW, 4TH ST SW FROM 3RD AVE SW TO 7TH AVE SW FROM 8TH ST SW TO SW JR HIGH SCHOOL	986,982	789,586	0	0	197,396	FOREST LAKE	AQ2
2019		CSAH 17	107-020-069	EN	FRANCE AVE FROM OLD SHAKOPEE RD TO W 84TH ST IN BLOOMINGTON- CONSTRUCT BITUMINOUS TRAIL, ADA CURB RAMPS, RETAINING WALLS, AND BOARDWALK	3,714,389	2,803,313	0	0	911,076	BLOOMINGTON	AQ2
2019		CSAH 3	027-603-068	EN	INTERSECTION OF CSAH 3 (EXCELSIOR BLVD) AND CSAH 5 (W LAKE ST) IN MPLS- CONSTRUCT PEDESTRIAN ISLAND MEDIAN, RECONSTRUCT ALL CURB RAMPS TO ADA STANDARDS, REALIGN CROSSWALKS, HIGH-VISIBILITY CROSSWALK MARKINGS, AND ACCESSIBLE PEDESTRIAN SIGNALS	935,662	706,160	0	0	229,502	HENNEPIN COUNTY	AQ2
2019		CSAH 46	027-646-010	EN	CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS-PEDESTRIAN ADA- ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTDOWN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE	671,086	506,480	0	0	164,606	HENNEPIN COUNTY	AQ2
2019		CSAH 73	173-020-016	EN	CSAH 73 (OAKDALE AVE) FROM MENDOTA RD TO CSAH 8 (WENTWORTH AVE) AND MARIE AVE FROM MN 3 (ROBERT ST) TO CSAH 73 IN W ST PAUL- CONSTRUCT BITUMINOUS TRAIL, PEDESTRIAN RAMPS, MARIE AVE SIDEWALK, STREETScape, CROSSWALKS, LIGHTING, CROSSINGS, AND WAYFINDING	1,583,852	1,195,360	0	0	388,492	WEST ST PAUL	AQ2
2019		PED/BIKE	010-090-008	EN	ALONG MN 5 FROM MINNEWASHTA PKWY IN VICTORIA TO CENTURY BLVD IN CHANHASSEN-RECONSTRUCT MN 5 REGIONAL TRAIL	1,490,184	1,192,147	0	0	298,037	CARVER COUNTY	AQ2
2019		PED/BIKE	092-090-059	EN	0.04 MILES W OF CSAH 35 TO 0.06 MILES E OF CSAH 35 IN OAKDALE-CONSTRUCT TUNNEL CROSSING ALONG GATEWAY STATE TRAIL AT HADLEY AVE (TIED TO 082-596-005 AND 8204-72)	1,350,000	1,080,000	0	0	270,000	MN DNR	AQ2
2019		PED/BIKE	107-090-010	EN	E BLOOMINGTON FREEWAY FROM W 106TH ST TO W 99TH ST IN BLOOMINGTON-CONSTRUCT SIDEWALK	709,863	567,892	0	0	141,971	BLOOMINGTON	AQ2

TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		PED/BIKE	141-030-042	EN	1ST ST N, 2ND ST N, 3RD ST N, AND 4TH ST N IN MPLS-INSTALL CURB EXTENSIONS, MEDIANS, CURB RAMPS, CROSSWALK MARKINGS FOR PEDESTRIAN ACCESS AND UPGRADE SIGNALS	2,017,440	1,080,000	0	0	937,440	MINNEAPOLIS	AQ2
2019		PED/BIKE	164-090-015	EN	COMMERCIAL ST TO US 61 IN ST PAUL-CONSTRUCT INDIAN MOUNDS REGIONAL PARK TRAIL	1,790,640	1,432,512	0	0	358,128	SAINT PAUL	AQ2
2019		PED/BIKE	179-090-005	EN	LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL	1,998,000	1,598,400	0	0	399,600	BURNSVILLE	AQ2
2019		PED/BIKE	204-090-004	EN	CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG US 10 FROM ORONO PARK TO PROCTOR ROAD IN ELK RIVER	799,870	639,896	0	0	159,974	ELK RIVER	AQ-2
2020		CSAH 35	027-635-034	EN	CSAH 35 (PORTLAND AVE) FROM CSAH 53 IN RICHFIELD TO 60TH ST IN MPLS-CONSTRUCT PROTECTED BIKEWAY FROM CSAH 53 TO S OF 60TH ST, CONVERT 4-LANE TO 3-LANE ROAD FROM CSAH 53 TO S OF 61ST ST, INSTALL SIDEWALK ON EAST SIDE FROM N OF TH 62 TO PARK AVE	1,012,738	750,176	0	0	262,562	HENNEPIN COUNTY	AQ2
2020		CSAH 75	164-020-142	EN	CSAH 75 AND CSAH 31 (COMO AVE) FROM RAYMOND AVE TO HAMLINE AVE IN ST PAUL-CONSTRUCT OFF STREET PEDESTRIAN AND BICYCLE TRAIL	6,828,300	5,058,000	0	0	1,770,300	SAINT PAUL	AQ2
2020		CSAH 8	168-020-013	EN	CSAH 8 (WENTWORTH AVE) FROM MN 52 TO 15TH AVE IN SOUTH ST PAUL-CONSTRUCT SIDEWALK, BOULEVARD, AND ADA PEDESTRIAN RAMPS	387,720	287,200	0	0	100,520	SOUTH SAINT PAUL	AQ2
2020		LOCAL	163-090-003	EN	EDGEWOOD AVE FROM WEST 26TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-CONSTRUCT MULTI-USE FACILITIES AND BICYCLE/PEDESTRIAN BRIDGE OVER BNSF RAILWAY	3,939,840	2,918,400	0	0	1,021,440	ST LOUIS PARK	AQ2
2020		LOCAL	164-080-015	EN	CYPRUS ST FROM CASE ST TO MARYLAND ST, FRANK ST FROM YORK AVE TO COOK ST, AND DULUTH ST FROM CASE AVE TO MAGNOLIA AVE-CONSTRUCT SIDEWALKS, ADA UPGRADE, AND RETAINING WALLS	1,166,400	780,000	0	0	386,400	SAINT PAUL	AQ2
2020		MSAS 129	164-129-013	EN	MSAS 129 (JOHNSON PARKWAY) FROM BURNS AVE TO PHALEN BLVD IN ST PAUL-CONSTRUCT OFF-STREET BICYCLE AND PEDESTRIAN TRAIL	7,613,044	5,500,000	0	0	2,113,044	SAINT PAUL	AQ2

TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	MSAS	291	163-291-008	EN	MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO MINNETONKA BLVD & CSAH 25 FROM BELTLINE BLVD TO LYNN AVE IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS	756,000	560,000	0	0	196,000	ST LOUIS PARK	AQ2
2020	PED/BIKE		010-591-001	EN	US212 PEDESTRIAN UNDERPASS IN NORWOOD YOUNG AMERICA-CONSTRUCT BOX CULVERT UNDER MN 212, BITUMINOUS TRAIL, ADA CURB RAMPS, DRAINAGE, AND RETAINING WALLS	1,654,236	1,225,360	0	0	428,876	CARVER COUNTY	AQ2
2020	PED/BIKE		019-090-021	EN	RIVER TO RIVER GREENWAY FROM LIVINGSTON AVE AND WENTWORTH AVE E INTERSECTION TO WENTWORTH AVE E 0.07 MI E OF MARTHALER LN IN W ST PAUL-CONSTRUCT MULTI-USE TRAIL	885,600	656,000	0	0	229,600	DAKOTA COUNTY	AQ2
2021	CSAH	32	179-020-043	EN	CSAH 32 (CLIFF RD) FROM MN 13 TO CINNAMON RIDGE TRAIL IN BURNSVILLE-CONSTRUCT TRAIL, CROSSWALK PAVEMENT MARKINGS, RETAINING WALLS, AND ADA-COMPLIANT CURB RAMPS	929,500	676,000	0	0	253,500	BURNSVILLE	AQ2
2021	LOCAL		092-090-060	EN	MN VALLEY STATE TRAIL FROM CREST AVE AND BLOOMINGTON FERRY RD TO 3815 AMERICAN BLVD E IN BLOOMINGTON-CONSTRUCT BICYCLE TRAIL	2,585,000	1,880,000	0	0	705,000	MN DNR	AQ2
2021	LOCAL		109-090-002	EN	70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER-CONSTRUCT 14-FOOT WIDE PEDESTRIAN / BICYCLE OVERPASS	2,616,130	1,902,640	0	0	713,490	BROOKLYN CENTER	AQ2
2021	LOCAL		141-080-051	EN	QUEEN AVE FROM 44TH AVE N TO GLENWOOD AVE IN MPLS-CONSTRUCT BICYCLE BOULEVARD, INCLUDING SIGNING, STRIPING, SPEED HUMPS, TRAFFIC CIRCLES, AND ADA-COMPLIANT PEDESTRIAN RAMPS	1,375,000	1,000,000	0	0	375,000	MINNEAPOLIS	AQ2
2021	LOCAL		164-090-016	EN	FOURTH ST TO SAMUEL H. MORGAN REGIONAL TRAIL IN ST PAUL-CONSTRUCT BRUCE VENTO BICYCLE AND PEDESTRIAN BRIDGE CONNECTION	17,050,000	5,500,000	0	0	11,550,000	SAINT PAUL	AQ2
Totals						83,504,256	48,211,922	0	538,000	34,754,334		

Twin Cities Metropolitan Area
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TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	BB		TRS-TCMT-18F	TR	CONSTRUCT EDEN PRAIRIE TOWN CENTER TRANSIT STATION ON THE SWLRT EXTENSION-INCLUDES CANOPY, PLATFORM, SYSTEMS & COMMUNICATION ELEMENTS, EARTHWORK, UTILITIES, ROADWAY, LIGHTING, RETAINING WALLS, TRAFFIC SIGNALS, SIDEWALKS, STREETScape AND WAYFINDING	7,984,028	6,141,560	0	0	1,842,468	EDEN PRAIRIE	A20
2018	BB		TRS-TCMT-18G	TR	TECHNOLOGY UPGRADE AND DEVELOPMENT OF SERVICES TO ENHANCE COMMUNICATION ABOUT TRANSIT DETOURS AND SERVICE DISRUPTIONS	260,000	200,000	0	0	60,000	MET COUNCIL-MT	T6
2018	CSAH 152		109-020-013	RD	CSAH 152, 49TH AVE N TO 0.1 MILE N OF BASS LAKE RD IN BROOKLYN CENTER-RECONSTRUCT ROADWAY, CONSTRUCT CURB AND GUTTER, CONSTRUCT SIDEWALKS/TRAILS, TRAFFIC SIGNAL, TRAFFIC CONTROL, STREETSCAPING AND LANDSCAPING, RECONFIGURE TURN LANES, RELOCATE OVERHEAD UTILITIES	9,868,600	7,420,000	0	0	2,448,600	BROOKLYN CENTER	S10
2018	CSAH 26		019-626-024	RC	CSAH 26 AT MN 3 IN INVER GROVE HEIGHTS-RECONSTRUCT INTERSECTION AS URBAN ROUNDABOUT	2,650,000	2,120,000	0	0	530,000	DAKOTA COUNTY	E1
2018	CSAH 38		086-638-006	RC	**AC** WRIGHT CSAH 38, FROM MN 101 TO ODEAN AVE IN OTSEGO, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2019)	3,245,530	0	2,164,965	0	1,080,565	WRIGHT COUNTY	S10
2018	CSAH 43		019-643-007	RD	CSAH 43, AT LONE OAK RD (CSAH 26) IN EAGAN-CONSTRUCT EXCLUSIVE DUAL LEFT TURN LANES ON NB AND SB APPROACHES, CONSTRUCT EXCLUSIVE RIGHT TURN LANE ON SB APPROACH, CONSTRUCT SIGNAL	2,650,000	2,120,000	0	0	530,000	DAKOTA COUNTY	E2
2018	CSAH 53		062-653-011	RC	**AC**CSAH 53, 0.01 MILE S OF IGLEHART AVE TO UNIVERSITY AVE IN ST PAUL-RECONSTRUCT INTERCHANGE BRIDGE OVER I94 AND APPROACH SECTIONS, REPAVE, CONSTRUCT SIDEWALKS, SHOULDERS, AND TRAVEL LANES. REPLACE MNDOT BRIDGE 9387 (AC PROJECT, PAYBACK IN FY2019)	7,513,595	2,678,411	3,332,465	0	1,502,719	RAMSEY COUNTY	S10

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	LOCAL 99		164-090-014	EN	**AC**GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL (AC PROJECT, PAYBACK IN FY22)	7,693,280	0	6,154,624	0	1,538,656	SAINT PAUL	AQ2
2018	MN 149		1917-45	RD	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL AND ON MN13 FROM MN149 TO CHEROKEE HEIGHTS BLVD - BITUMINOUS MILL AND OVERLAY, TURN LANE, SIGNAL, ADA, SIDEWALK, BIKE LANES, BITUMINOUS TRAIL, AND DRAINAGE	8,990,000	6,472,000	0	1,618,000	900,000	MNDOT	S10
2018	MN 149		6223-20	BI	**CHAP 152**CMGC**WK PAK #1 MN149, OVER MISSISSIPPI RIVER FROM MN 5 (W 7TH ST) TO GEORGE ST IN ST PAUL - REHAB BRIDGE #62090, ADA RAMPS, MILL AND OVERLAY	36,560,000	28,400,000	0	0	8,160,000	MNDOT	S19
2018	MN 3		1920-42	SC	**ELLA**MN3, FROM 0.25 MI S OF DAKOTA-CSAH86 TO 0.25 MI N OF DAKOTA-CSAH86 IN CASTLE ROCK TOWNSHIP-MODIFY INTERSECTION, ADD TURN LANES, REPLACE BOX CULVERT #8479, GUARDRAIL	1,124,232	899,386	0	224,846	0	MNDOT	E1
2018	MN 3		1921-94	RD	MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL-BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3-BITUMINOUS MILL & OVERLAY AND MODIFY INTERSECTION AT CR 71	5,610,000	4,080,000	0	1,020,000	510,000	MNDOT	S10
2018	MN 36		8214-172	BT	MN36, FROM SUNNYSIDE DR TO 0.02 MI N OF OASIS CAFÉ AND FROM 0.02 MI N OF NELSON ST TO CHESTNUT ST IN STILLWATER-UPPER TRAIL, PIPE RAILING, PARKING LOT, ACCESS ROAD, DRAINAGE AS PART OF THE ST CROIX MITIGATION PACKAGE	2,550,000	1,020,000	0	255,000	1,275,000	MNDOT	AQ2
2018	MN 41		010-596-011	MC	MN41, US 212 TO 0.3 MI N OF CSAH 14 IN CHASKA-RECONSTRUCT TWO-LANE UNDIVIDED HIGHWAY TO FOUR-LANE DIVIDED HIGHWAY (TIED TO 1008-85 AND 1008-85E)	9,425,000	7,420,000	0	0	2,005,000	CARVER COUNTY	A20
2018	MN 47		2726-74	RD	MN47, FROM 27TH AVE NE IN MPLS TO 0.1 MI N OF 40TH AVE NE IN COLUMBIA HEIGHTS - RESURFACING, ADA, FENCING	3,050,000	2,440,000	0	610,000	0	MNDOT	S10

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	MN	50	1904-27	RS	MN50, FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-BITUMINOUS MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 & 81, DRAINAGE, ADA IMPROVEMENTS	4,625,000	3,700,000	0	925,000	0	MNDOT	S10
2018	MN	610	2771-43	TM	MN610, FROM US169 IN BROOKLYN PARK TO MISSISSIPPI RIVER IN COON RAPIDS AND ON US169 FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK - INSTALL TRAFFIC MANAGEMENT SYSTEM	925,000	740,000	0	185,000	0	MNDOT	S7
2018	MN	97	0283-28	BR	**ELLA**SPP**MN97, FROM 0.1 MI W OF THE WESTERN RAMP TERMINALS TO 850 FT W OF THE COUNTY LINE- REPLACE BRIDGE 02806 (02818) AND APPROACHES (ASSOCIATED TO 8280-47 AND 0283-31)	7,500,000	2,800,000	0	700,000	4,000,000	MNDOT	S19
2018	MN	999	8825-562	SC	METROWIDE - INSTALL LEFT TURN SIGNS ON OVERHEAD PANELS TO MEET MNMUTCD STANDARDS	800,000	640,000	0	160,000	0	MNDOT	O8
2018	MN	999	8825-614	TM	I35 FROM CRYSTAL LK RD IN BURNSVILLE TO I35/35W/35E SPLIT AND ON I35W FROM THE SPLIT TO E 42ND IN MPLS - TRAFFIC MANAGEMENT SYSTEM	350,000	280,000	0	70,000	0	MNDOT	S7
2018	MSAS	153	142-153-007	RC	**AC**MSAS 153, RIDGEDALE DR FROM 0.2 MI E OF ESSEX RD TO 0.1 MI S OF RIDGEHAVEN LN AND RIDGEHAVEN LN FROM RIDGEDALE DR TO CSAH 61 IN MINNETONKA - RECONSTRUCT RAMPS AT RIDGEHAVEN LN TO FULL ACCESS, TURN LANES, RECONSTRUCT RIDGEDALE DR UNDERPASS, LIGHTING, UTILITIES, TRAFFIC SIGNAL, SIDEWALKS (AC PROJECT, PAYBACK IN FY2021)	7,500,000	0	4,504,000	0	2,996,000	MINNETONKA	E1
2018	MSAS	158	164-158-024	BR	MSAS 158, ON KELLOGG BLVD/3RD ST FROM 0.05 MILE W OF LAFAYETTE ST TO MARIA AVE OVER RAMSEY COUNTY REGIONAL RAIL AUTHORITY, BNSF, BRUCE VENTO NATURE SANCTUARY, COMMERCIAL ST, AND I94 IN ST PAUL- RECONSTRUCT BRIDGES 62080 AND 62080A	60,642,000	7,420,000	0	0	53,222,000	SAINT PAUL	S19
2018	MSAS	315	127-315-006	BT	MSAS 315, MEDTRONIC PKWY TO MN65 IN FRIDLEY-CONSTRUCT 10-FT WIDE MULTIUSE TRAIL	607,952	486,362	0	0	121,590	FRIDLEY	AQ2
2018	MSAS	333	141-333-008	RC	MSAS 333, STINSON BLVD TO INDUSTRIAL BLVD IN MPLS- RECONSTRUCT FROM FOUR-LANE ROADWAY TO TWO-LANE ROADWAY WITH CENTER TURN LANES, CONSTRUCT SIDEWALK, AND CONSTRUCT MULTI-USE TRAIL	5,501,063	3,461,536	0	0	2,039,527	MINNEAPOLIS	S10

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		PED/BIKE	164-080-014	BT	MARGARET ST FROM FOREST ST TO MCKNIGHT RD, MCKNIGHT RD FROM MINNEHAHA AVE TO HUDSON RD IN ST PAUL-CONSTRUCT BICYCLE BLVD ON MARGARET ST AND OFF-STREET PATH ALONG MCKNIGHT RD	1,689,592	1,351,673	0	0	337,919	SAINT PAUL	AQ2
2018		PED/BIKE	TRS-TCMT-18D	BT	THREE GRADE-SEPARATED ROAD CROSSINGS, WITH STAIRWAYS CONNECTED TO THE ROADWAY AT EACH, ALONG CEDAR LAKE LRT REGIONAL TRAIL: TUNNELS BENEATH CSAH 20 IN HOPKINS AND WOODDALE AVE IN ST LOUIS PARK AND A BRIDGE OVER BELTLINE BLVD IN ST LOUIS PARK	5,615,600	3,711,000	0	0	1,904,600	MET COUNCIL-MT	AQ2
2018		US 169	070-596-013	MC	**AC**US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 -CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (OTHER FHWA OF \$17.7M IS TIGER FUNDS) (AC PROJECT, PAYBACK IN FY19 AND FY20) (ASSOCIATED TO 7005-121A)	40,448,041	23,636,000	12,262,433	0	4,549,608	SCOTT COUNTY	A20
2018		US 169	2750-85	RD	US169 FROM 0.1 MI SOUTH OF 101ST AVE IN BROOKLYN PARK TO HAYDEN LAKE ROAD IN CHAMPLIN – CONCRETE PAVEMENT REHAB, ADA, DRAINAGE, CONSTRUCT SB ACCELERATION LANE AT 120TH AVE AND EXTEND NB TURN LANES	7,240,000	5,792,000	0	1,448,000	0	MNDOT	A20
2018		US 169	2750-88	BR	US169, FROM HAYDEN LAKE RD TO DEAN AVE IN CHAMPLIN - REPLACE AND WIDEN BRIDGE #6890 (NEW BRIDGE 27W37) AND REPLACE BRIDGE 6891 (NEW BRIDGE 27W36), EXTEND SB LEFT TURN LANE AT HAYDEN LAKE RD ONTO BRIDGE 27W37, RECONSTRUCT BITUMINOUS AND CONCRETE PAVEMENT (ASSOCIATED TO 2750-93 AND 193-010-008)	3,130,000	2,372,000	0	593,000	165,000	MNDOT	S19
2018		US 169	7005-121A	AM	US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 - CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (ASSOCIATED TO 070-596-013)	5,000,000	4,000,000	0	1,000,000	0	MNDOT	A20

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		US 8	1308-25	DR	US8, FROM 0.3 MI WEST OF US61 IN FOREST LAKE TO 0.1 MI NORTH OF 273RD ST IN CHISAGO CITY - REPAIR/ REPLACE HYDRAULIC INFRASTRUCTURE, GUARDRAIL	860,000	688,000	0	172,000	0	MNDOT	NC
2019		BB	TRS-TCMT-19D	TR	CONSTRUCTION OF EXPANDED SIDEWALK SPACE AND BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG CHICAGO AVE CORRIDOR	9,275,000	7,000,000	0	0	2,275,000	MET COUNCIL-MT	T7
2019		CSAH 13	082-613-035	RD	CSAH 13, 0.04 MILE S OF 3RD ST TO 0.12 MILE N OF HUDSON RD IN WOODBURY AND OAKDALE-CONVERT BIKE/PED TRAIL TO THIRD TRAVEL LANE ON BRIDGE 82843 AND CONSTRUCT BIKE/PED BRIDGE, CROSSING, AND REFUGE	3,559,680	2,847,744	0	0	711,936	WASHINGTON COUNTY	AQ2
2019		CSAH 38	086-638-006AC	RC	**AC** WRIGHT CSAH 38, FROM MN 101 TO ODEAN AVE IN OTSEGO, RECONSTRUCTION (AC PAYBACK 1 OF 1)	2,164,965	2,164,965	0	0	0	WRIGHT COUNTY	S10
2019		CSAH 53	062-653-011AC	RC	**AC**CSAH 53, 0.01 MILE S OF IGLEHART AVE TO UNIVERSITY AVE IN ST PAUL-RECONSTRUCT INTERCHANGE BRIDGE OVER I94 AND APPROACH SECTIONS, REPAVE, CONSTRUCT SIDEWALKS, SHOULDERS, AND TRAVEL LANES. REPLACE MNDOT BRIDGE 9387 (AC PAYBACK 1 OF 1)	3,332,465	3,332,465	0	0	0	RAMSEY COUNTY	S10
2019		CSAH 78	002-678-022	MC	**MN159**CSAH 78, FROM 139TH LN NW TO 0.1 MILE N OF CSAH 18 IN ANDOVER--EXPAND FROM 2 TO 4 LANES, WIDEN ONE BRIDGE(REPURPOSING)	12,532,320	7,602,951	0	0	4,929,369	ANOKA COUNTY	A20
2019		CSAH 81	027-681-035	MC	CSAH 81, 0.04 MILE N OF 71ST AVE (CSAH 8) TO 0.04 MILE S OF 83RD AVE IN BROOKLYN PARK-RECONSTRUCT FROM FOUR-LANE DIVIDED RURAL ROADWAY TO SIX-LANE DIVIDED URBAN ROADWAY, MULTI-USE TRAIL	20,421,000	7,560,000	0	0	12,861,000	HENNEPIN COUNTY	A20
2019		LOCAL 99	090-070-023AC1	PL	**AC**METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (AC PAYBACK 1 OF 2)	850,000	850,000	0	0	0	MET COUNCIL	O1

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		MN 13	7001-115	RD	**AB**MN13, FROM MN19 IN CEDAR LAKE TWP TO 0.1 MI SOUTH OF SCOTT-CSAH 21 (EAGLE CREEK AVE) IN PRIOR LAKE - RESURFACING, CONCRETE MEDIAN, DRAINAGE REPAIRS, TURN LANES	9,710,000	7,768,000	0	1,942,000	0	MNDOT	S16
2019		MN 21	7002-47	RS	**ELLA**MN21, FROM 0.1 MI S OF SCOTT-CSAH37(7TH ST NW) IN NEW PRAGUE TO MILL ST IN JORDAN - BITUMINOUS MILL AND OVERLAY, TURN LANES, ADA IMPROVEMENTS, DRAINAGE	6,100,000	4,880,000	0	1,220,000	0	MNDOT	E1
2019		MN 36	082-596-005	MC	MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE-CONSTRUCT INTERCHANGE AND CONSTRUCT GATEWAY STATE TRAIL ACCESS (TIED TO 092-090-059 AND 8204-72)	9,450,000	7,560,000	0	0	1,890,000	WASHINGTON COUNTY	AQ2
2019		MN 62	2774-23	BI	MN62, AT FRANCE AVE OVER MN62 IN EDINA - REHAB BRIDGE 7263 (ASSOCIATED TO 027-617-030)	2,305,000	1,844,000	0	461,000	0	MNDOT	S19
2019		MN 77	1925-56	BI	MN77, AT DAKOTA-CSAH 32 (CLIFF RD) OVER MN77 IN EAGAN - REHAB BRIDGE 19067, ADA IMPROVEMENTS, GUARDRAIL	1,880,000	1,304,000	0	326,000	250,000	MNDOT	S19
2019		MN 95	8208-40	SC	MN95, FROM 70TH ST TO MN61 IN COTTAGE GROVE - CONSTRUCT RIGHT TURN LANES, WIDEN SHOULDERS, BITUMINOUS MILL AND OVERLAY	4,920,000	3,936,000	0	984,000	0	MNDOT	S19
2019		MN 95	8209-109	DR	MN95, FROM 5TH ST IN BAYPORT TO I94 IN LAKELAND- REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, GUARDRAIL	1,375,000	1,100,000	0	275,000	0	MNDOT	NC
2019		MN 999	880M-ADA-19	SC	DISTRICTWIDE SETASIDE FOR CO ADA PROJECT - FY 2019	1,532,000	1,225,600	0	306,400	0	MNDOT	NC
2019		MN 999	880M-BP-19	SC	DISTRICTWIDE SETASIDE FOR BIKE/PED PROJECT - FY 2019	1,958,000	1,566,400	0	391,600	0	MNDOT	NC
2019		MN 999	880M-RS-19	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2019	290,000	232,000	0	58,000	0	MNDOT	NC
2019		MN 999	8816-2607	TM	**ITS**STATEWIDE- REPLACE SHELTERS AND DYNAMIC MESSAGE SIGNS (\$720K OF FHWA IS ITS)	1,825,000	1,460,000	0	365,000	0	MNDOT	S7
2019		MSAS 112	217-112-003	RC	MSAS 112, FROM MACIVER AVENUE TO WRIGHT COUNTY CSAH 19 AT OTSEGO/ALBERTVILLE, RECONSTRUCTION WITH BIKE/PED TRAIL AND INTERSECTION IMPROVEMENTS AT CSAH 19/70TH STREET INTERSECTION	1,821,280	1,074,304	0	0	746,976	OTSEGO	AQ2

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STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019	MSAS 203		164-203-014	BR	**MN150**MN214**MSAS 203, SUMMIT AVE FROM SYNDICATE ST TO GRIGGS ST IN ST PAUL-RECONSTRUCT BR 62504 (NEW 62652) OVER AYD MILL RD AND APPROACHES (REPURPOSING)	6,362,000	3,125,940	0	0	3,236,060	SAINT PAUL	S19
2019	MSAS 434		141-434-001	RC	MSAS 434, HENNEPIN AVE TO CHICAGO AVE IN MPLS-RECONSTRUCT: REPLACE PAVEMENT, CURB, AND GUTTER, INSTALL PEDESTRIAN ENHANCEMENTS	9,682,200	6,960,600	0	0	2,721,600	MINNEAPOLIS	S10
2019	PED/BIKE		141-030-041	BT	20TH AVE S FROM MINNEHAHA AVE TO 4TH ST S, 4TH ST S FROM 20TH AVE S TO 19TH AVE S, 19TH AVE S/10TH AVE SE FROM 4TH ST S TO 5TH ST SE, 15TH AVE SE FROM UNIVERSITY AVE TO ROLLINS AVE SE, ROLLINS AVE SE FROM 15TH AVE SE TO 18TH AVE SE, 18TH AVE SE FROM ROLLINS AVE SE TO E HENNEPIN AVE- CONSTRUCTION OF PROTECTED BIKEWAY	1,287,868	1,030,294	0	0	257,574	MINNEAPOLIS	AQ2
2019	US 12		2714-145	BI	US12, AT CENTRAL AVE (CSAH 101) IN WAYZATA - REHABILITATION ON BRIDGE #27133 AND APPROACH PANELS, SIGNALS, LIGHTING AND ADA	2,060,000	1,648,000	0	412,000	0	MNDOT	S18
2019	US 169		070-596-013AC1	MC	**AC**US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 -CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (AC PAYBACK 1 OF 2)	7,560,000	7,560,000	0	0	0	SCOTT COUNTY	A20
2019	US 52		1907-114	TM	**ITS**US52, VARIOUS LOCATIONS ON US 52 BETWEEN SOUTHVIEW BLVD IN S ST PAUL AND CONCORD BLVD E (CSAH 56) IN INVER GROVE HEIGHTS -INSTALL FIBER OPTIC CABLE AND CAMERAS	130,000	104,000	0	26,000	0	MNDOT	S7
2020	BB		TRS-TCMT-20C	TR	HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	90,720,000	7,000,000	0	0	83,720,000	MET COUNCIL-MT	T8
2020	CSAH 1		027-030-047	TM	CSAH 1 FROM US 169 TO I494, CSAH 3 FROM CSAH 101 TO CSAH 17, CSAH 5 FROM US 169 TO CSAH 17, AND CSAH 9 FROM OLD ROCKFORD RD TO CSAH 81- INSTALL ATMS AND ATMS COMMUNICATIONS INFRASTRUCTURE	2,376,000	1,760,000	0	0	616,000	HENNEPIN COUNTY	S7
2020	CSAH 11		002-611-036	RC	CSAH 11 (FOLEY BLVD) FROM CSAH 1 (EAST RIVER RD) TO 0.14 MILES NORTH OF CSAH 3 (COON RAPIDS BLVD) IN COON RAPIDS-RECONSTRUCT AND CONSTRUCT OVERPASS OVER BNSF TRACKS	19,914,120	7,000,000	0	0	12,914,120	ANOKA COUNTY	A20

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020		CSAH 152	027-752-030	RC	CSAH 152 (WEBBER PKWY) FROM CSAH 2 (PENN AVE) TO 0.04 MI S OF 41ST AVE N IN MPLS - RECONSTRUCT ROADWAY, CURB AND GUTTER, SIDEWALK, TRAFFIC SIGNALS, STREETSCAPING, AND INSTALL BIKEWAY FACILITY	12,992,400	7,000,000	0	0	5,992,400	HENNEPIN COUNTY	AQ2
2020		CSAH 19	086-619-034	MC	WRIGHT COUNTY CSAH 19, FROM LAMPLIGHT DR TO N OF 70TH ST IN ALBERTVILLE, EXTEND MULTILANE ROADWAY	5,000,000	2,930,560	0	0	2,069,440	WRIGHT COUNTY	A20
2020		CSAH 21	070-621-032	RC	RECONSTRUCT CSAH 21 / TH 13 INTERSECTION IN PRIOR LAKE INCLUDING ON CSAH 21 FROM ARCADIA AVE INTERSECTION TO FRANKLIN TRAIL E OF MN 13 -RECONSTRUCT INTERSECTION WITH MAIN AVE TO RIGHT-IN/RIGHT-OUT, REPLACE/ADD TRAFFIC SIGNALS AT TH13 & ARCADIA AVE INTERSECTION, ¾ INTERSECTION AT TH13 & PLEASANT ST, TURN LANES, TRAIL/ SIDEWALKS, PED AND TRANSIT AMENITIES	6,654,204	4,929,040	0	0	1,725,164	SCOTT COUNTY	E2
2020		CSAH 50	019-650-016	RC	CSAH 50 (202ND ST) FROM HOLYOKE AVE TO CSAH 23 (CEDAR AVE) IN LAKEVILLE-RECONSTRUCT FROM TWO-LANE UNDIVIDED TO DIVIDED WITH CONCRETE MEDIAN, CONSTRUCT MULTIUSE TRAILS, PEDESTRIAN TUNNEL & SIGNAL AT CSAH 23	4,320,000	3,200,000	0	0	1,120,000	DAKOTA COUNTY	AQ2
2020		CSAH 78	002-678-025	RC	CSAH 78 (HANSON BLVD) FROM CSAH 11 (NORTHDALE BLVD) TO CSAH 14 (MAIN ST) IN COON RAPIDS-RECONSTRUCT FROM A 4-LANE UNDIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH TURN LANES, MULTIUSE TRAIL	3,134,160	2,321,700	0	0	812,460	ANOKA COUNTY	E1
2020		CSAH 86	019-686-018	RC	CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS-RECONSTRUCT AND WIDEN SHOULDERS	5,670,000	4,200,000	0	0	1,470,000	DAKOTA COUNTY	S4
2020		I 94	229-010-001	RC	I94 AT DAYTON INDUSTRIAL BLVD IN DAYTON-CONSTRUCT INTERCHANGE AT I94, ROADWAY FROM BROCKTON LN TO THE SW RAMP, ROADWAY FROM CSAH 81 TO THE NW RAMP, AUXILIARY LANES, AND TURN LANES	15,108,715	7,000,000	0	0	8,108,715	DAYTON	A20
2020		MN 156	1912-59	RS	MN156, FROM I494 IN S ST PAUL TO US52 IN ST PAUL - CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, ADA, SIDEWALKS, RETAINING WALL	7,975,000	6,380,000	0	1,595,000	0	MNDOT	S10

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	MN	21	7002-48	BR	TH 21, FROM HELENA ST TO THE NORTHERN INTERSECTION WITH HELENA BLVD IN JORDAN- REPLACE BRIDGE 9123 OVER UP RAILROAD, RECONSTRUCT PAVEMENT, BUILD RETAINING WALLS, REPAIR EROSION, CONSTRUCT DRAINAGE STRUCTURES AND STORM SEWER PIPE	6,295,000	5,036,000	0	1,259,000	0	MNDOT	S19
2020	MN	25	1007-21	RD	MN25, FROM 0.1 MI SOUTH OF CARVER- CSAH30 IN MAYER TO STATE ST IN WATERTOWN- BITUMINOUS MILL AND OVERLAY, ADD RIGHT TURN LANE, ADA, DRAINAGE IMPROVEMENTS	3,860,000	3,088,000	0	772,000	0	MNDOT	S10
2020	MN	95	8209-111	RS	MN95, FROM 0.2 MI NORTH OF 8TH AVE N IN BAYPORT TO 0.1 MI SOUTH OF I94 IN LAKELAND - BITUMINOUS MILL AND OVERLAY, ADA PED RAMP UPGRADES, DRAINAGE	6,060,000	4,848,000	0	1,212,000	0	MNDOT	S10
2020	MN	999	880M-ADA-20	SC	DISTRICTWIDE SETASIDE FOR CO ADA PROJECT - FY 2020	1,683,000	1,346,400	0	336,600	0	MNDOT	NC
2020	MN	999	880M-BP-20	SC	DISTRICTWIDE SETASIDE FOR BIKE/PED PROJECT - FY 2020	1,217,000	973,600	0	243,400	0	MNDOT	NC
2020	MN	999	880M-IM-20	TM	DISTRICTWIDE SETASIDE-INCIDENT MANAGEMENT PROJECTS - FY 2020	500,000	400,000	0	100,000	0	MNDOT	NC
2020	MN	999	880M-PM-20	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2020	5,000,000	4,000,000	0	1,000,000	0	MNDOT	NC
2020	MN	999	880M-RS-20N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2020	1,255,000	1,004,000	0	251,000	0	MNDOT	NC
2020	MN	999	880M-TR-20	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2020	935,000	748,000	0	187,000	0	MNDOT	NC
2020	MN	999	8816-2627	TM	**ITS**STATEWIDE- REPLACE DYNAMIC MESSAGE SIGNS	1,250,000	1,000,000	0	250,000	0	MNDOT	S7
2020	MSAS	108	157-108-035	RC	MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS	16,324,200	7,000,000	0	0	9,324,200	RICHFIELD	A20
2020	MSAS	113	164-113-023	RC	TEDESCO ST AND LAFAYETTE ROAD FROM CSAH 58 (PAYNE AVE) TO OTSEGO ST IN ST PAUL- RECONSTRUCTION, SIDEWALKS, CURB & GUTTER, TRAFFIC SIGNALS, SIGNS, STRIPING, BICYCLE LANES, TREES, AND SOD BOULEVARDS	2,739,960	2,029,600	0	0	710,360	SAINT PAUL	AQ2

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	MSAS 313		141-313-016	RC	MSAS 313 (HENNEPIN AVE) FROM WASHINGTON AVE S TO 12TH ST S IN MPLS-RECONSTRUCT FROM 5 TO 4 LANES, WIDEN SIDEWALK, LIGHTING, STREETScape, CURB EXTENSIONS, ADA PEDESTRIAN RAMPS, BIKEWAYS, STORMWATER MGMT, SIGNING, STRIPING, AND SIGNAL SYSTEM UPGRADES	12,471,220	7,000,000	0	0	5,471,220	MINNEAPOLIS	NC
2020	US 169		070-596-013AC2	MC	**AC**US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 -CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (AC PAYBACK 2 OF 2)	4,702,433	4,702,433	0	0	0	SCOTT COUNTY	A20
2020	US 952A		6217-43	RS	US952A (ROBERT ST), FROM ANNAPOLIS ST IN W ST PAUL TO 12TH ST IN ST PAUL - BITUMINOUS MILL AND OVERLAY, REHAB ON BRIDGES #62050, 62894, 9036, 90381, DRAINAGE, ADA, SIGNALS, AND SIDEWALK	12,385,000	8,720,000	0	2,180,000	1,485,000	MNDOT	S10
2021	CSAH 1		071-601-024	MC	SHERBURNE CSAH 1, US 10 TO THE BNSF RAIL CROSSING IN ELK RIVER, RECONSTRUCTION AND SAFETY IMPROVEMENTS	1,363,100	1,068,000	0	0	295,100	SHERBURNE COUNTY	S1
2021	CSAH 15		082-615-034	MC	CSAH 15 (MANNING AVE) AT TH 36 IN GRANT, LAKE ELMO, OAK PARK HEIGHTS, AND STILLWATER TOWNSHIP-CONSTRUCT INTERCHANGE	13,035,000	7,000,000	0	0	6,035,000	WASHINGTON COUNTY	E3
2021	CSAH 152		109-020-014	RC	CSAH 152 (BROOKLYN BLVD) FROM 0.04 MI N OF BASS LAKE RD TO I94/694 IN BROOKLYN CENTER-RECONSTRUCT, ADD TRAIL, SIDEWALKS, STREETScape, LANDSCAPING	9,097,000	6,616,000	0	0	2,481,000	BROOKLYN CENTER	AQ2
2021	CSAH 49		062-649-040	MC	CSAH 49 (RICE ST) FROM 0.11 MI S OF OWASSO BLVD/COUNTRY DR TO 0.11 MI N OF COUNTY RD E/VADNAIS BLVD IN SHOREVIEW, VADNAIS HEIGHTS, AND LITTLE CANADA-RECONSTRUCT I-694/RICE STREET INTERCHANGE	12,825,242	7,000,000	0	0	5,825,242	RAMSEY COUNTY	E3
2021	CSAH 81		027-681-038	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - REPLACE BRIDGES 27007 AND 27008	14,850,000	7,000,000	0	0	7,850,000	HENNEPIN COUNTY	S19

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	CSAH 83		070-683-014	RC	CSAH 83 (CANTERBURY RD) FROM US 169 NORTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNAL UPGRADE, BITUMINOUS TRAIL, AND SIDEWALK	7,625,750	5,546,000	0	0	2,079,750	SCOTT COUNTY	A20
2021	LOCAL		082-030-007	TM	VARIOUS INTERSECTIONS IN WASHINGTON COUNTY-TRAFFIC SIGNAL COMMUNICATION UPGRADES, SHORT FIBER OPTIC LINKAGES, CELLULAR DATA MODEMS, AND NECESSARY INTERNAL SWITCHING EQUIPMENT, CCTV CAMERAS	900,460	654,880	0	0	245,580	WASHINGTON COUNTY	S7
2021	LOCAL 99		090-070-023AC2	PL	**AC**METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (AC PAYBACK 2 OF 2)	850,000	850,000	0	0	0	MET COUNCIL	O1
2021	MN 244		8219-25	RS	MN244, FROM JCT MN120 IN WHITE BEAR LAKE TO JCT 96 IN DELLWOOD - BITUMINOUS MILL AND OVERLAY, ADD SHOULDER, SIGNAL REVISION, CULVERT REPLACEMENT, ADA UPGRADES	3,130,000	2,504,000	0	626,000	0	MNDOT	S4
2021	MN 252		109-010-007	MC	MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS	20,644,682	7,000,000	0	0	13,644,682	BROOKLYN CENTER	E3
2021	MN 282		7011-29	RS	MN282 FROM MILL ST IN JORDAN TO MN13 IN SPRING LK TWP-FULL DEPTH RECLAMATION ALTERNATE BID PAVEMENT REHABILITATION, DRAINAGE, RETAINING WALL	6,870,000	5,496,000	0	1,374,000	0	MNDOT	S10
2021	MN 5		1001-17M	RS	MN5, FROM 0.01 MI N OF 5TH ST IN GREEN ISLE TO US212 IN NORWOOD YOUNG AMERICA - MILL AND OVERLAY (DESIGNED BY DISTRICT 7, D7 PORTION OF \$2.7M UNDER ASSOCIATED SP 7201-119)	1,540,000	1,232,000	0	308,000	0	MNDOT	S10
2021	MN 5		6228-63	BI	MN5 (E 7TH) OVER BNSF AND CP RAIL, 0.2 MI SW OF JCT TH 61 IN ST PAUL - REHAB BRIDGE 62028, REPLACE SIDEWALK	810,000	648,000	0	162,000	0	MNDOT	S10

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		MN 5	6229-37	RS	MN 5, FROM WEST JCT ARCADE ST/E 7TH ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD- MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, ADA IMPROVEMENTS	8,360,000	6,688,000	0	1,672,000	0	MNDOT	S10
2021		MN 51	160-010-004	MC	MN 51 (SNELLING AVE) FROM COUNTY RD B2 TO NORTH OF LYDIA AVE IN ROSEVILLE-ADD ONE NB THROUGH LANE AND UPGRADE INTERSECTIONS AT COUNTY RD C, COUNTY RD C2, AND LYDIA AVE TO MEET ADA STANDARDS	3,737,652	2,718,292	0	0	1,019,360	ROSEVILLE	A20
2021		MN 610	2771-104	BI	MN610, ON WB MN610 OVER THE MISSISSIPPI RIVER (BR #27239) IN COON RAPIDS/BROOKLYN PARK AND ON WEST RIVER ROAD OVER MN610 (BR #27244) IN BROOKLYN PARK - REHAB BRIDGES #27239 AND #27244	2,560,000	2,048,000	0	512,000	0	MNDOT	S10
2021		MN 999	880M-ADA-21	SC	DISTRICTWIDE SETASIDE FOR CO ADA PROJECT - FY 2021	3,369,000	2,695,200	0	673,800	0	MNDOT	NC
2021		MN 999	880M-BP-21	SC	DISTRICTWIDE SETASIDE FOR BIKE/PED PROJECT - FY 2021	1,106,000	884,800	0	221,200	0	MNDOT	NC
2021		MN 999	880M-IM-21	TM	DISTRICTWIDE SETASIDE-INCIDENT MANAGEMENT PROJECTS - FY 2021	500,000	400,000	0	100,000	0	MNDOT	NC
2021		MN 999	880M-PM-21	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2021	5,000,000	4,000,000	0	1,000,000	0	MNDOT	NC
2021		MN 999	880M-TE-21	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$2.925M), ROADSIDE SAFETY(\$250K), TMS(\$500K) & WRE (\$0) - FY 2021	3,675,000	2,940,000	0	735,000	0	MNDOT	NC
2021		MN 999	880M-TR-21	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2021	500,000	400,000	0	100,000	0	MNDOT	NC
2021		MSAS 153	142-153-007AC	RC	**AC**MSAS 153, RIDGEDALE DR FROM 0.2 MI E OF ESSEX RD TO 0.1 MI S OF RIDGEHAVEN LN AND RIDGEHAVEN LN FROM RIDGEDALE DR TO CSAH 61 IN MINNETONKA - RECONSTRUCT RAMPS AT RIDGEHAVEN LN TO FULL ACCESS, TURN LANES, RECONSTRUCT RIDGEDALE DR UNDERPASS, LIGHTING, UTILITIES, TRAFFIC SIGNAL, SIDEWALKS (AC PAYBACK 1 OF 1)	4,504,000	4,504,000	0	0	0	MINNETONKA	E1
2021		MSAS 158	164-158-025	BR	MSAS 158, FROM E 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE, WALLS, AND APPROACH	19,393,000	7,000,000	0	0	12,393,000	SAINT PAUL	S19
2021		US 10	103-010-018	MC	US 10 FROM CUTTERS LN TO WEST MAIN ST IN ANOKA-REMOVE SIGNALS, EXTEND WEST MAIN STREET TO CUTTERS GROVE, LENGTHEN RAMPS, AND CONSTRUCT FAIROAK UNDERPASS UNDER US 10	28,600,000	7,000,000	0	0	21,600,000	ANOKA	A20

**TABLE A-3
STPBG-Surface Transportation Program (STP) Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		US 10	7102-135	RC	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL)	350,000	280,000	0	70,000	0	MNDOT	AQ2
2021		US 169	110-129-006	MC	101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE	26,896,914	7,000,000	0	0	19,896,914	BROOKLYN PARK	A20
Totals						836,627,503		28,418,487		350,503,474		
							414,288,805		32,687,846			

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-4
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
Totals					0	0	0	0	0	0		

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	I 35		0283-31	RC	**ELLA**AC**SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMPS (ASSOCIATED TO 8280-47 AND 0283-28) (AC PROJECT, PAYBACK IN FY19)	1,400,000	360,000	900,000	140,000	0	MNDOT	E5
2018	I 35		8280-47	RC	**ELLA**SPP**I35, I35E FROM 0.6 MI N OF 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM 2.3 MI N OF MAIN ST TO JCT I35/I35W/I35E IN LINO LAKES AND ON I35 FROM JCT I35/I35W/I35E TO 0.8 MI N OF US 8 IN CITIES OF COLUMBUS AND FOREST LAKE- CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815 (82871), 02804 (02826), REHAB BRIDGE 02801 (INSTALLATION OF PIER STRUTS) (ASSOCIATED TO 0283-28 AND 0283-31)	53,100,000	47,790,000	0	5,310,000	0	MNDOT	S10
2018	I 35E		1982-188	SC	I35E, FROM DAKOTA-CSAH42 IN BURNSVILLE TO CSAH32 IN EAGAN - REPLACE LIGHTING SYSTEMS	850,000	765,000	0	85,000	0	MNDOT	S18
2018	I 35W		2782-327AC	MC	**AC**SPP**I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, CONSTRUCT NEW BRIDGES 27W01, 27845, REPLACE BRIDGES (NEW): 27868 (27W04), 27871 (27W05), 27842 (27W07), 27843 (27000), 9618 (27700), 9731 (27777, 27822), 9733 (27844, 27841), 27867 (27V47, 27V48), 27869 (27W02), 27870 (27W03), 27872 (27W06), 27843 (27001), AND REPAIR/REHAB 27851, 27838 AND 9619 (ASSOCIATED TO 141-090-039, TRS-TCMT-17A, 027-603-051) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E) (AC PAYBACK 1 OF 1)	12,925,000	12,925,000	0	0	0	MNDOT	A20
2018	I 35W		2783-175	SC	I35W, BR 27409, 27410 OVER MISSISSIPPI RIVER- REPLACE PROGRAMMABLE, AESTHETIC LIGHTING	3,000,000	2,700,000	0	300,000	0	MNDOT	S18
2018	MN 13		7001-116	RS	**SPP**MN13 FROM 0.3 MI N OF EAGLE CREEK IN PRIOR LAKE TO 0.1 MI S OF JCT MN901B (OLD MN101) IN SAVAGE - BITUMINOUS MILL AND OVERLAY, ADA, SIGNS, GUARDRAIL AND DRAINAGE	4,645,000	3,716,000	0	929,000	0	MNDOT	S10
2018	MN 36		6212-174	SC	MN36, FROM FAIRVIEW AVE TO HAMLIN AVE IN ROSEVILLE - REPLACE LIGHTING SYSTEMS	450,000	360,000	0	90,000	0	MNDOT	S18
2018	MN 55		1909-98	SC	MN55, FROM MN62 IN MINNEAPOLIS TO US52 IN INVER GROVE HEIGHTS-SIGN REPLACEMENT	450,000	360,000	0	90,000	0	MNDOT	O8
2018	MN 55		2722-91	DR	MN55, FROM WRIGHT/HENNEPIN COUNTY LINE IN ROCKFORD TO THEODORE WIRTH PARKWAY IN MPLS - DRAINAGE, CURB AND GUTTER, TMS (ASSOCIATED TO 2722-91S)	275,000	220,000	0	55,000	0	MNDOT	S4

**TABLE A-5
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		MN 65	0207-108	DR	MN65, IN WEST DITCH FROM 0.1 MI SOUTH OF WEST MOORE LAKE DRIVE TO 68TH AVE NE IN FRIDLEY - REPLACE STORM SEWER	1,005,000	708,000	0	177,000	120,000	MNDOT	NC
2018		MN 7	2706-237	RS	**SPP**MN7, FROM 0.1 MI E OF I494 IN MINNETONKA TO 0.25 MI W OF LOUISIANA AVE IN ST LOUIS PARK- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS AND SIGNALS	5,735,000	4,588,000	0	1,147,000	0	MNDOT	S10
2018		MN 77	2758-74	SC	MN77, FROM OLD SHAKOPEE ROAD IN BLOOMINGTON TO NORTH OF MN13 IN EAGAN - REPLACE LIGHTING SYSTEMS	755,000	604,000	0	151,000	0	MNDOT	S18
2018		US 169	7007-34	RC	**SPP**US169, FROM 0.3 MI NORTH OF MN19 TO 0.1 MI NORTH OF ASH ST IN BELLE PLAINE - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION, BITUMINOUS MILL AND OVERLAY AND DRAINAGE REPAIRS (TIE TO 7008-111)	18,665,000	14,932,000	0	3,733,000	0	MNDOT	S10
2018		US 169	7007-44	RC	**SPP**US169, AT MN19 AND FROM 0.5 MI SOUTH OF MN25 TO 0.6 MI NORTH OF MN25, CONSTRUCT CROSS OVER; AND AT 0.4 MI NORTH OF CSAH 66 CONSTRUCT TURN LANE	560,000	448,000	0	112,000	0	MNDOT	A20
2018		US 169	7008-111	RC	**SPP**US169, FROM MN25 TO MN282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, REDUCED CONFLICT INTERSECTION, DRAINAGE AND TENSION CABLE GUARDRAIL (TIE TO 7007-34)	15,860,000	12,688,000	0	3,172,000	0	MNDOT	S10
2018		US 61	8205-141	BI	**ELLA**US61, WASHINGTON-CSAH19 OVER US61 IN COTTAGE GROVE - REHAB BRIDGE #9071	305,000	244,000	0	61,000	0	MNDOT	S19
2019		I 35	0283-31AC	RC	**AC**SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMP (AC PAYBACK 1 OF 1)	900,000	900,000	0	0	0	MNDOT	E5
2019		I 35W	2782-330	RS	**SPP**I35W, FROM PORTLAND AVE TO WASHINGTON AVE AND MN65 FROM 15TH ST TO 10TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHABILITATION, REPAIR DRAINAGE STRUCTURES AND PIPE, ADA UPGRADES, TMS	2,680,000	2,412,000	0	268,000	0	MNDOT	S10

**TABLE A-5
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019	I 35W		2783-166	RD	**ELLA**SPP**I35W, FROM 4TH ST SE IN MPLS TO ROSEGATE IN ROSEVILLE-BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA	16,895,000	14,688,000	0	1,632,000	575,000	MNDOT	S10
2019	I 35W		6284-180	MC	**ELLA**AC**PoDI**SPP**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGES, ADD AUXILIARY LANES AT MULTIPLE LOCATIONS, NOISE WALLS AND ON US10, FROM N JCT I35W TO 0.7 MI E CSAH J, CONSTRUCT WB AUXILIARY LANE, EB CONC OVLY, NOISE WALL (AC PROJECT, PAYBACKS IN FY20, FY21, FY22)	208,000,000	69,204,000	117,996,000	1,800,000	19,000,000	MNDOT	A20
2019	I 494		1985-149	RC	**FLEX18**SPP**AC**I494, FROM HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS-CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, BRIDGE REHAB, ADA, RETAINING AND NOISEWALL, SIGNING, TMS, LIGHTING, DRAINAGE (AC PROJECT, PAYBACK IN FY20)	14,575,000	9,407,500	3,710,000	1,457,500	0	MNDOT	A20
2019	I 494		2785-408	BI	**SPP**I494, AT HENNEPIN-CSAH 9 (ROCKFORD ROAD) IN PLYMOUTH - REHABILITATION ON BRIDGE #27972 INCLUDING APPROACHES, BITUMINOUS MILL AND OVERLAY/CONCRETE PAVEMENT REHABILITATION, SIGNALS, ADA, ADD TURN LANES ON RAMPS	2,795,000	2,232,000	0	248,000	315,000	MNDOT	S10
2019	I 694		8286-81	RC	**SPP**I694 IN OAKDALE - 10TH ST (CSAH10) TO JCT I694/I494/I94 AND I494, 0.1 MI S TAMARACK RD TO JCT I694/I494/I94 - CONCRETE OVERLAY; AUXILIARY LANE SB FROM 10TH ST TO I94; REPLACE AND WIDEN BRIDGES 82831 AND 82832; RECONSTRUCT SW LOOP; I94 FROM JCT I694/I494/I94 TO 0.8 MI W RADIO DR REMOVE CONCRETE MEDIAN TO MODIFY COLLECTOR DISTRIBUTOR RAMP (ASSOCIATED TO 8286-81F)	10,735,000	9,661,500	0	1,073,500	0	MNDOT	S19
2019	I 94		2781-447	BI	**SPP**I94 MAINLINE, WB EXIT RAMP, & EB ENTRANCE RAMP OVER LRT, S 17TH AVE, AND HIAWATHA BIKE TRAIL LOCATED JUST EAST OF JCT OF TH55 IN MINNEAPOLIS - REHAB BRIDGES 27859, 27861, AND 27V28	1,165,000	1,048,500	0	116,500	0	MNDOT	S19
2019	I 94		6282-212	RS	**SPP**I94, FROM MN280 TO 0.1 MI W OF WESTERN AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, EROSION CONTROL AND DRAINAGE REPAIR	7,195,000	6,475,500	0	719,500	0	MNDOT	S10

**TABLE A-5
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		MN 62	2773-10	RS	**ELLA**SPP**MN62, FROM BEACH RD TO UNDER TRACY AVE BRIDGE IN EDINA AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62 IN MINNETONKA-MILL AND OVERLAY, FENCE REPAIR, CURB AND GUTTER, ADA IMPROVEMENTS	7,780,000	6,224,000	0	1,556,000	0	MNDOT	S10
2019		MN 62	2775-26	RS	**ELLA**MN62, FROM PORTLAND AVE TO 28TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, REHAB BRIDGE 27521, ADA IMPROVEMENTS	1,195,000	1,075,500	0	119,500	0	MNDOT	S10
2019		MN 65	0208-149	SC	**ELLA**MN65, FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, ADD LEFT TURN LANE WB US10 TO SB MN65, REPAIR CULVERTS, ADD CURB AND GUTTER	900,000	720,000	0	180,000	0	MNDOT	E1
2019		MN 999	880M-BI-19	BI	**SPP**DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2019	165,000	148,500	0	16,500	0	MNDOT	NC
2019		US 10	6205-39	MC	EB US10, FROM SB I35W TO RAMSEY CSAH 96 IN ARDEN HILLS - CONSTRUCT 2 LANE EXIT FROM I35W, EB US 10 AUXILIARY LANE, AND NOISE WALLS	2,445,000	1,956,000	0	489,000	0	MNDOT	A20
2019		US 169	2772-115	BI	**SPP**US169, AT ROCKFORD RD IN PLYMOUTH - REHAB BRIDGE #27551	165,000	132,000	0	33,000	0	MNDOT	S19
2019		US 61	6220-83	SC	US61, 0.2 MI N OF MAXWELL AVE IN MAPLEWOOD TO 0.2 MI S OF WARNER RD IN ST PAUL - REPLACE LIGHTING	1,300,000	1,040,000	0	260,000	0	MNDOT	S19
2020		I 35W	1981-124	BR	**ELLA**AC**SPP**PoDI**FLEX18**I35W, FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39), PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, RETAINING WALL, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PROJECT, PAYBACK IN FY21 AND FY22)	155,300,000	45,826,000	93,944,000	15,530,000	0	MNDOT	A20
2020		I 35W	2782-343	RD	**SPP**I35W, FROM 0.1 MI NORTH OF 76TH ST TO 66TH ST IN RICHFIELD - CONCRETE PAVEMENT REHABILITATION	315,000	283,500	0	31,500	0	MNDOT	S10
2020		I 35W	2782-347	DR	**AC**I35W, AT 42ND ST TO 39TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PROJECT, PAYBACK IN FY21)	26,300,000	0	20,520,000	2,280,000	3,500,000	MNDOT	NC

**TABLE A-5
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	I 35W		6284-180AC1	MC	**AC**PoDI**SPP**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB REHAB 17 BRIDGES AND REPLACE 5 BRIDGES, ADD AUXILIARY LANES AT MULTIPLE LOCATIONS, NOISE WALLS AND ON US10, FROM N JCT I35W TO 0.7 MI E CSAH J, CONSTRUCT WB AUXILIARY LANE, EB CONC OVLY, NOISE WALL (AC PAYBACK 1 OF 3)	66,760,000	66,760,000	0	0	0	MNDOT	A20
2020	I 494		1985-148	RS	**FLEX19**SPP**I494, FROM 3RD AVE S IN S ST PAUL TO E END OF MN RIVER BRIDGE IN EAGAN - MILL AND OVERLAY, DRAINAGE, REHAB 8 BRIDGES, GUARDRAIL, TMS, TURN LANES, SIGNALS, ADA, AND SIDEWALK	26,150,000	23,310,000	0	2,590,000	250,000	MNDOT	S10
2020	I 494		1985-149AC	RC	**AC**I494, FROM HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS-CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, BRIDGE REHAB, ADA, RETAINING AND NOISEWALL, SIGNING, TMS, LIGHTING, DRAINAGE (AC PAYBACK 1 OF 1)	3,710,000	3,710,000	0	0	0	MNDOT	A20
2020	I 94		2781-470	BI	**SPP**I94, AT MN100, I694/I94 IN BROOKLYN CENTER - REHAB BRIDGE 27962, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMPS FROM I 694 AND MN 252, AND GUARDRAIL	3,415,000	3,073,500	0	341,500	0	MNDOT	S19
2020	MN 5		2732-105	RC	**SPP**MN5, JCT I494 IN HENNEPIN CO TO S END OF THE MINNESOTA RIVER BRIDGE - CONCRETE OVERLAY, GRADING, PAVING, CABLE MEDIAN BARRIER, REHAB OF 11 BRIDGES	18,865,000	15,092,000	0	3,773,000	0	MNDOT	S10
2020	MN 55		2723-132	BI	**SPP**MN55, OVER THE UP RR AND LUCE LINE TRAIL IN PLYMOUTH - REHAB BRIDGE #6721	470,000	376,000	0	94,000	0	MNDOT	S19
2020	MN 77		2758-77	RS	**SPP**MN77, FROM 0.5 MI S OF OLD SHAKOPEE ROAD IN BLOOMINGTON TO MN62 IN MINNEAPOLIS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO OLD SHAKOPEE ROAD	8,610,000	6,888,000	0	1,722,000	0	MNDOT	S10
2020	MN 999		880M-CM-20	SC	**SPP**DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2020	880,000	792,000	0	88,000	0	MNDOT	NC
2020	MN 999		880M-RS-20	RS	**SPP**DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2020	1,730,000	1,557,000	0	173,000	0	MNDOT	NC

**TABLE A-5
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020		US 212	1012-24	RS	**SPP**US212, FROM .02 MILE WEST OF MN25/MN5 TO CARVER-CSAH34 IN NORWOOD YOUNG AMERICA - BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS	5,435,550	4,198,440	0	1,049,610	187,500	MNDOT	S10
2020		US 52	1905-41	RC	**SPP**US52, FROM THE S END OF CANNON RIVER BR IN GOODHUE COUNTY TO 0.2 MI N OF CR-86/280TH ST IN RANDOLPH TOWNSHIP- UNBONDED CONCRETE OVERLAY, GUARDRAIL, RR SIGNAL, CABLE BARRIER & JOINT REPAIR ON BRIDGES 9425 AND 9426	7,625,000	6,100,000	0	1,525,000	0	MNDOT	S10
2021		I 35W	1981-124AC1	BR	**AC**SPP**PoDI**I35W, FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON- REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39), PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, RETAINING WALL, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PAYBACK 1 OF 2)	62,000,000	62,000,000	0	0	0	MNDOT	A20
2021		I 35W	2782-347AC	DR	**AC**SPP**I35W, AT 42ND ST TO 39TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PAYBACK 1 OF 1)	20,520,000	20,520,000	0	0	0	MNDOT	NC
2021		I 35W	6284-180AC2	MC	**AC**PoDI**SPP**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGES, ADD AUXILIARY LANES AT MULTIPLE LOCATIONS, NOISE WALLS AND ON US10, FROM N JCT I35W TO 0.7 MI E CSAH J, CONSTRUCT WB AUXILIARY LANE, EB CONC OVLY, NOISE WALL (AC PAYBACK 2 OF 3)	30,000,000	30,000,000	0	0	0	MNDOT	A20
2021		I 94	2781-468	RS	**SPP**I94, FROM NICOLLET AVE IN MPLS TO MN280 IN ST PAUL - BITUMINOUS MILL & OVERLAY, TMS & STRIPING	4,580,000	4,122,000	0	458,000	0	MNDOT	S10
2021		MN 316	1926-22	RS	**SPP**MN316, FROM 0.1 MI N OF MICHAEL ST TO JCT US61 AND FROM JCT US61 IN GOODHUE COUNTY TO 0.1 MI S OF PUTTNAM PATH IN DAKOTA COUNTY - BITUMINOUS MILL AND OVERLAY	8,290,000	6,632,000	0	1,658,000	0	MNDOT	S10
2021		MN 999	880M-BI-21	BI	**SPP**DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NHS - FY 2021	17,900,000	14,320,000	0	3,580,000	0	MNDOT	NC
2021		MN 999	880M-CM-21	SC	**SPP**DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2021	7,000,000	6,300,000	0	700,000	0	MNDOT	NC
2021		MN 999	880M-MO-21	MC	**SPP**DISTRICTWIDE SETASIDE FOR MOBILITY - FY 2021	29,480,000	26,532,000	0	2,948,000	0	MNDOT	NC

**TABLE A-5
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		MN 999	880M-RS-21	RS	**SPP**DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2021	2,300,000	2,070,000	0	230,000	0	MNDOT	NC
2021		US 10	7102-135		US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION	8,400,000	6,720,000	0	1,680,000	0	MNDOT	AQ2
2021		US 12	2713-122	SC	US12, AT HENNEPIN-CSAH 90 IN INDEPENDENCE - CONSTRUCT ROUNDABOUT	4,315,000	3,452,000	0	863,000	0	MNDOT	E1
2021		US 52	1928-71	RS	**SPP**US52, FROM 0.1 MI N OF THE US52/I494 INTERCHANGE IN INVER GROVE HTS TO PLATO AVE IN ST PAUL - MILL AND OVERLAY, CPR, WEIGHT ENFORCEMENT PULL OFF PAD, WIM SENSORS, ADA AND SIGNING	11,335,000	9,068,000	0	2,267,000	0	MNDOT	S10
Totals						930,555,550		237,070,000		23,947,500		
							600,435,440		69,102,610			

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

**TABLE A-6
National Freight Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	I	35W	2783-174	BI	**ELLA**SPPF** I35W - ST ANTHONY BR #27410 AND #27409, REPLACEMENT OF LEAK COLLECTION SYTEM	500,000	450,000	0	50,000	0	MNDOT	NC
2018	I	94	8282-129	RB	**SPPF** I94, AT ST CROIX REST STOP IN W LAKELAND TWP - TRUCK PARKING EXPANSION PROJECT	1,000,000	900,000	0	100,000	0	MNDOT	S15
2019	I	694	8286-81F	RC	**SPPF**I694 IN OAKDALE - 10TH ST (CSAH10) TO JCT I694/I494/I94 AND I494, 0.1 MI S TAMARACK RD TO JCT I694/I494/I94 – CONCRETE OVERLAY; AUXILIARY LANE SB FROM 10TH ST TO I94; REPLACE AND WIDEN BRIDGES 82831 AND 82832; RECONSTRUCT SW LOOP; I94 FROM JCT I694/I494/I94 TO 0.8 MI W RADIO DR REMOVE CONCRETE MEDIAN TO MODIFY COLLECTOR DISTRIBUTOR RAMP (ASSOCIATED TO 8286-81)	19,500,000	17,550,000	0	1,950,000	0	MNDOT	A20
Totals						21,000,000	18,900,000	0	2,100,000	0		

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		CSAH 27	070-627-029AC	SH	**AC**CSAH 27 AT CSAH 68 IN CREDIT RIVER TWP- CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	954,000	954,000	0	0	0	SCOTT COUNTY	E1
2018		CSAH 38	019-638-017	SH	CSAH 38 FROM CSAH 31 IN APPLE VALLEY TO MN 3 IN ROSEMOUNT - CONVERT 2-LANE TO 3-LANE ROAD	1,272,000	1,144,800	0	0	127,200	DAKOTA COUNTY	E1
2018		CSAH 46	070-646-008	SH	CSAH 46 AT CSAH 86 IN NEW MARKET TWP- CONSTRUCT ROUNDABOUT (ASSOCIATED TO 066-646-009 IN RICE COUNTY/DISTRICT 6)	622,303	560,073	0	0	62,230	SCOTT COUNTY	E1
2018		CSAH 78	002-678-021	SH	CSAH 78 FROM CSAH 1 TO CSAH 14 IN COON RAPIDS - SIGNAL INTERCONNECT (16 SIGNALS)	424,000	381,600	0	0	42,400	ANOKA COUNTY	S7
2018		I 494	2785-423	SH	I494 FROM E BUSH LAKE RD TO W BUSH LAKE RD IN BLOOMINGTON - REPLACE CABLE MEDIAN BARRIER	235,000	211,500	0	23,500	0	MNDOT	S9
2018		LOCAL	141-030-036	SH	6TH ST S, FROM 1ST AVE TO PORTLAND AVE- INSTALL MAST ARMS AT 5 EXISTING SIGNALS (1ST AVE, HENNEPIN AVE, 3RD AVE, 5TH AVE, PORTLAND	1,166,000	1,049,400	0	0	116,600	MINNEAPOLIS	S7
2018		LOCAL	141-030-038	SH	8TH ST AND 11TH AVES, 8TH ST AT 9TH AVE; 8TH ST AT 11TH AVE; 11TH AVE AT 14TH ST IN MPLS - INSTALL MAST ARMS AT 3 EXISTING SIGNALS	1,166,000	1,049,400	0	0	116,600	MINNEAPOLIS	S7
2018		LOCAL	141-030-040	SH	ON COMO AVE FROM 12TH AVETO 15TH AVE AND ON 7TH ST FROM CAREW DRIVE TO 13TH AVE IN MPLS - INSTALL PEDESTRIAN CURB EXTENSIONS (8 INTERSECTIONS)	879,800	791,820	0	0	87,980	MINNEAPOLIS	AQ2
2018		LOCAL	164-141-011	SH	GRAND AVE FROM HAMLINE TO VICTORIA IN ST. PAUL - PEDESTRIAN/BIKE SAFETY IMPROVEMENTS	742,000	667,800	0	0	74,200	SAINT PAUL	AQ2
2018		LOCAL 99	071-070-033	SH	COUNTYWIDE, 6" WHITE EDGELINE STRIPE ALONG MULTIPLE SHERBURNE COUNTY ROADS	175,000	157,500	0	0	17,500	SHERBURNE COUNTY	S11
2018		LOCAL 99	141-030-039	SH	CITY STREETS IN MPLS - INSTALL GREEN THERMOPLASTIC BIKE LANES AND WHITE DASHED POLY-PREFORM AT INTERSECTION APPROACHES	190,800	171,720	0	0	19,080	MINNEAPOLIS	AQ2
2018		MN 36	6212-179	SH	MN36, FROM NB 135E TO EB MN36 RAMP IN LITTLE CANADA - REALIGN RAMP, MINIMIZE RETAINING WALL TO SOUTHEAST	735,000	661,500	0	73,500	0	MNDOT	E3

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	MN	55	2722-91S	SH	MN55, FROM WRIGHT/HENNEPIN COUNTY LINE IN ROCKFORD TO THEODORE WIRTH PARKWAY IN MPLS - RUMBLE STRIPS, GUARDRAILS, GRADING, CONCRETE WALK (ASSOCIATED TO 2722-91)	2,069,580	1,862,622	0	206,958	0	MNDOT	S9
2018	MN	999	8825-544	SH	METROWIDE - INSTALL SIGNS ON HORIZONTAL CURVES TO COMPLY WITH NEW MMUTCD STANDARDS	530,000	477,000	0	53,000	0	MNDOT	O8
2018	RR		19-00146	SR	UP RR, M370, 65TH ST E IN INVER GROVE HEIGHTS-INSTALL GATES	375,000	375,000	0	0	0	MNDOT	S1
2018	RR		19-00147	SR	UP RR, MSAS152, HARDMAN AVE IN S ST PAUL-INSTALL GATES	325,000	325,000	0	0	0	MNDOT	S1
2018	RR		62-00214	SR	MNNR RR, MSAS 157, ENERGY PARK DR IN ST PAUL-INSTALL GATES	225,000	225,000	0	0	0	MNDOT	S8
2018	US	10	0202-106	SH	US10, FROM THURSTON AVE IN ANOKA TO MN101 IN ELK RIVER - CABLE MEDIAN BARRIER (DESIGNED BY METRO DISTRICT, ATP3 PORTION OF \$650K UNDER ASSOCIATED SP 7101-64M)	995,100	895,590	0	99,510	0	MNDOT	S9
2018	US	10	0214-47	SH	US 10 FROM CSAH 51 (UNIVERSITY AVE) IN BLAINE TO I35W IN MOUNDS VIEW - INSTALL CONTINUOUS FREEWAY LIGHTING	1,248,000	1,123,200	0	124,800	0	MNDOT	S18
2018	US	10	7101-64M	SH	US10, FROM THURSTON AVE IN ANOKA TO MN101 IN ELK RIVER - CABLE MEDIAN BARRIER (DESIGNED BY METRO DISTRICT, METRO DISTRICT PORTION OF \$995,000 UNDER ASSOCIATED SP 0202-106)	672,222	605,000	0	67,222	0	MNDOT	S9
2018	US	212	010-596-010	SH	**AC**US 212 AT CSAH 34 IN NORWOOD YOUNG AMERICA AND CSAH 43 IN DAHLGREN TWP- INSTALL RURAL INTERSECTION CONFLICT WARNING SYSTEM (RICWS) AND LIGHTING AT BOTH INTERSECTIONS (AC PROJECT-PAYBACK IN FY19)	304,020	0	273,618	0	30,402	CARVER COUNTY	S18
2019	CSAH	15	027-615-022	SH	CSAH 15 AT CSAH 19 IN ORONO - REPLACE SIGNAL, REMOVE FREE RIGHT TURN, CONSTRUCT SIDEWALK, DEVELOP LEFT TURN LANE(LTL) ON CSAH 19	729,000	656,100	0	0	72,900	HENNEPIN COUNTY	AQ2
2019	CSAH	17	002-617-021	SH	CSAH 17 AT CSAH 18 IN HAM LAKE/COLUMBUS - CONSTRUCT NEW SIGNAL, CONVERT BYPASS LANE TO LEFT TURN LANE ON CSAH 17	972,000	874,800	0	0	97,200	ANOKA COUNTY	E3

**TABLE A-7
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		CSAH 17	027-617-030	SH	CSAH 17 AT MN62 IN EDINA - REPLACE 2 RAMP SIGNALS, REMOVE FREE RIGHT TURN, CONSTRUCT ADDITIONAL LEFT TURN STORAGE, FLASHING YELLOW ARROW(FYA), BLUE LIGHTS (ASSOCIATED TO 2774-23)	1,475,000	1,020,600	0	0	454,400	HENNEPIN COUNTY	E1
2019		CSAH 18	002-618-032	SH	CSAH 18 FROM CR 19 TO CSAH 62 - ADD RIGHT TURN LANES, BYPASS LANES AND OVERLAY	1,166,000	990,000	0	0	176,000	ANOKA COUNTY	A20
2019		CSAH 31	062-631-025	SH	CSAH 31 AT CSAH 58 IN ST PAUL- CONSTRUCT LEFT TURN LANES, REPLACE SIGNAL, AUDIBLE PEDESTRIAN SIGNAL (APS), COUNTDOWN TIMERS	1,131,786	1,018,607	0	0	113,179	RAMSEY COUNTY	AQ2
2019		CSAH 33	010-633-043	SH	CSAH 33 AT CSAH 34 IN NORWOOD YOUNG AMERICA- CONSTRUCT ROUNDABOUT	1,685,232	1,516,709	0	0	168,523	CARVER COUNTY	E1
2019		LOCAL 99	070-030-009	SH	VARIOUS LOCATIONS IN SCOTT COUNTY - CONSTRUCT TURN LANES	1,782,000	1,603,800	0	0	178,200	SCOTT COUNTY	E1
2019		MN 62	2774-22	SH	MN62, FROM FRANCE AVE 0.4 MI E IN EDINA - CONSTRUCT PARALLEL ACCELERATION LANE AT EB ENTRANCE RAMP FROM FRANCE AVE	540,000	486,000	0	54,000	0	MNDOT	A20
2019		MN 65	0208-157	SH	**ELLA**MN65, FROM 0.2 MI S 143RD AVE NE IN HAM LAKE TO 0.2 MI N VIKING BLVD (CSAH 22) IN EAST BETHEL- CONSTRUCT REDUCED CONFLICT INTERSECTIONS AT 143RD AVE NE, 153RD AVE NE, 157TH AVE NE, 181ST AVE NE, 187TH AVE NE, AND VIKING BLVD	5,005,000	3,577,500	0	397,500	1,030,000	MNDOT	E1
2019		RR	62-00215	SR	MNNR RR, MSAS 216, COUNTY RD C2 W IN ROSEVILLE-INSTALL GATES	275,000	275,000	0	0	0	MNDOT	S1
2019		RR	70-00125	SR	UP RR, MSAS 126, STAGECOACH RD IN SHAKOPEE-INSTALL GATES	300,000	300,000	0	0	0	MNDOT	E1
2019		US 212	010-596-010AC	SH	**AC**US 212 AT CSAH 34 IN NORWOOD YOUNG AMERICA AND CSAH 43 IN DAHLGREN TWP- INSTALL RURAL INTERSECTION CONFLICT WARNING SYSTEM (RICWS) AND LIGHTING AT BOTH INTERSECTIONS (AC PAYBACK 1 OF 1)	273,618	273,618	0	0	0	CARVER COUNTY	S7
2019		US 212	1013-90S	SH	US 212, AT CARVER-CSAH 41 IN BENTON TWP AND CSAH 36 IN DAHLGREN TWP- CONSTRUCT REDUCED CONFLICT INTERSECTIONS	1,275,000	1,147,500	0	127,500	0	MNDOT	E1
2020		CSAH 2	070-602-022	SH	CSAH 2 AT CSAH 91 IN ELKO-NEW MARKET - CONSTRUCT MULTI-LANE ROUNDABOUT	2,151,360	1,792,800	0	0	358,560	SCOTT COUNTY	E1

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020		CSAH 44	062-644-035	SH	CSAH 44 (SILVER LAKE RD) AT RICE CREEK REGIONAL TRAIL AND MN COMMERICAL RR CROSSING IN NEW BRIGHTON - CONSTRUCT GATES, PEDESTRIAN RAMPS, AND REFUGE MEDIAN	390,135	325,112	0	0	65,023	RAMSEY COUNTY	S1
2020		CSAH 58	138-138-003	SH	CSAH 58 (EDGERTON ST) AT MSAS 38 (ROSELAWN) IN MAPLEWOOD - CONSTRUCT MINI ROUNDABOUT	815,400	679,500	0	0	135,900	MAPLEWOOD	E1
2020		I 35E	0282-42	SH	I35E FROM CR J IN LINO LAKES TO I35E/I35W SPLIT IN COLUMBUS - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	1,026,000	923,400	0	102,600	0	MNDOT	S9
2020		LOCAL 99	027-030-046	SH	CSAH 4 AT MUN 90 (WESTGATE DR) IN EDEN PRAIRIE, CSAH 5 AT MUN 52 (24TH AVE) IN MPLS, CSAH 22 AT MUN 99 (49TH ST) IN MPLS, AND CSAH 28 AT MUN 76 (102ND ST) IN BLOOMINGTON - CONSTRUCT DURABLE HIGH-VISIBILITY CROSSWALKS, CURB EXTENSIONS, RAISED MEDIANS, ADA, FLASHING BEACONS	572,400	477,000	0	0	95,400	HENNEPIN COUNTY	AQ2
2020		LOCAL 99	070-030-011	SH	VARIOUS LOCATIONS IN SCOTT COUNTY -SHOULDER PAVING ON VARIOUS ROADWAYS	1,512,000	1,260,000	0	0	252,000	SCOTT COUNTY	S4
2020		MN 3	1921-102	SH	MN 3 AT TWS 58 (170TH ST) IN EMPIRE TWP- CONSTRUCT ROUNDABOUT	2,129,485	1,774,571	0	0	354,914	MNDOT	E1
2020		MN 77	2758-77S	SH	MN77, FROM NORTH END OF BRIDGE #9600N TO E OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	92,222	83,000	0	9,222	0	MNDOT	S9
2020		MN 999	1308-26	SH	US 8 FROM I35 IN FOREST LAKE TO MN/WI STATE LINE - INSTALL 6" WET REFLECTIVE STRIPING	540,000	486,000	0	54,000	0	MNDOT	S11
2020		MN 999	880M-SHS-20	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2020	2,494,444	2,245,000	0	249,444	0	MNDOT	NC
2020		MN 999	8825-579	SH	METROWIDE ON I694, MN100, MN77 AND I494 RAMPS - APPLY HIGH FRICTION TREATMENT	1,463,400	1,317,060	0	146,340	0	MNDOT	S10
2020		PED/BIKE	027-090-025	SH	MIDTOWN GREENWAY FROM MUN 20 (JAMES AVE) TO MINNEHAHA AVE IN MPLS- CONSTRUCT TRAIL CROSSING, DURABLE HIGH-VISIBILITY CROSSWALKS, RAISED MEDIANS, CURB EXTENSIONS, ADA, CONSTRUCT SIDEWALK, SIGNAL IMPROVEMENTS	637,200	531,000	0	0	106,200	HENNEPIN COUNTY	AQ2
2020		US 212	1012-24S	SH	US212, FROM MN5/CR131 TO MORSE ST IN NORWOOD YOUNG AMERICA - TURN LANE EXTENSIONS, RESTRICT ACCESS WITH SOUTH LEG CLOSURE AT MORSE ST	849,450	764,505	0	84,945	0	MNDOT	E1

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020		US 52	1905-41S	SH	US52, FROM NORTH END OF THE CANNON RIVER BRIDGE TO S OF DAKOTA-CSAH-86 IN RALDOLPH TOWNSHIP- CABLE MEDIAN BARRIER.	500,000	450,000	0	50,000	0	MNDOT	S9
2020		US 61	8206-48S	SH	US61, FROM 0.24 MI S 159TH ST N TO 0.2 MI N 159TH ST N IN HUGO - CONVERT NB LEFT TURN BYPASS LANE TO DEDICATED LEFT TURN LANE	730,000	657,000	0	73,000	0	MNDOT	E1
2021		CSAH 2	070-602-023	SH	CSAH 2 AT CSAH 15 IN HELENA TWP- CONSTRUCT ROUNDABOUT	1,925,000	1,575,000	0	0	350,000	SCOTT COUNTY	E1
2021		CSAH 40	010-640-015	SH	CSAH 40, FROM MN 25 IN SAN FRANCISCO TWP TO CSAH 50 IN DAHLGREN TWP- CONSTRUCT PAVED SHOULDERS, RUMBLE STRIPS AND ADVANCED WARNING SIGNS FOR CURVES	2,286,240	1,800,000	0	0	486,240	CARVER COUNTY	S4
2021		CSAH 5	027-605-030	SH	CSAH 5 (FRANKLIN AVE) AT MSAS 65 (CHICAGO AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASING, PEDESTRIAN IMPROVEMENTS	594,000	486,000	0	0	108,000	HENNEPIN COUNTY	E2
2021		CSAH 8	002-608-012	SH	CSAH 8, FROM MN 47 TO MN 65 IN FRIDLEY - ROAD DIET (GOING FROM 4 TO 3 LANE ROADWAY), TURN LANES, MEDIANS, PEDESTRIAN ISLANDS	1,092,300	893,700	0	0	198,600	ANOKA COUNTY	A20
2021		CSAH 81	027-681-037	SH	CSAH 81 (WEST BROADWAY) AT MSAS 42 (LYNDALE AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASE, PEDESTRIAN IMPROVEMENTS	671,000	549,000	0	0	122,000	HENNEPIN COUNTY	E2
2021		LOCAL 99	880M-SHL-21	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2021	925,555	833,000	0	0	92,555	MNDOT	NC
2021		MN 3	1921-104	SH	MN 3 AT TWP 15 (200TH ST) IN EMPIRE TWP - CONSTRUCT SB LEFT TURN LANE	522,588	427,572	0	0	95,016	MNDOT	E1
2021		MN 65	0208-160	SH	MN 65 AT MSAS 103 (KLONDIKE DR) IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTION	550,000	495,000	0	55,000	0	MNDOT	E1
2021		MSAS 25	141-030-047	SH	MSAS 25 (HENNEPIN AVE) FROM MSAS 86 (SPRUCE PLACE) TO MSAS 75 (13TH ST) AND ON MSAS 79 (HARMON PLACE) FROM MSAS 23 (10TH ST) TO MSAS 25 (12TH ST) IN MPLS- INSTALL MAST ARMS ON FIVE TRAFFIC SIGNALS	1,650,000	1,350,000	0	0	300,000	MINNEAPOLIS	S7
2021		US 12	2713-123	SH	US12, FROM HENNEPIN-CSAH 6 IN ORONO TO INTERSECTION WITH HENNEPIN-CSAH 29 IN MAPLE PLAIN - WIDEN TO CONSTRUCT 10 FOOT BUFFER WITH MEDIAN BARRIER	5,120,000	4,608,000	0	512,000	0	MNDOT	S16

**TABLE A-7
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
Totals						63,155,640		273,618		6,105,002		
							54,212,979		2,564,041			

Twin Cities Metropolitan Area
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TABLE A-8
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2018	CR	202	027-596-009	BR	CR 202 (ELM CREEK BLVD), OVER ELM CREEK RD IN DAYTON-REPLACE BR L8081	2,534,000	1,400,000	0	0	1,134,000	HENNEPIN COUNTY	S19
2018	LOCAL		163-080-002AC	BR	**AC**W 37TH SE, OVER MINNEHAHA CREEK IN ST LOUIS PARK-REPLACE BR 27067 (AC PAYBACK 1 OF 1)	0	238,400	0	0	0	ST LOUIS PARK	S19
2018	PED/BIKE		019-090-020	BT	MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-060-005)	5,500,000	1,000,000	1,000,000	0	4,500,000	DAKOTA COUNTY	AQ2
2018	PED/BIKE		091-090-082	BT	WEST COON RAPIDS DAM REGIONAL PARK PAVEMENT RECONSTRUCTION, BIKE/PED TRAIL AND LIGHTING IN BROOKLYN PARK	1,400,000	1,120,000	1,120,000	0	280,000	THREE RIVERS PARK DISTRICT	AQ2
2020	LOCAL		027-596-011	BI	FREMONT AVE OVER MIDTOWN GREENWAY IN MPLS-REHAB BRIDGE L8901	3,200,000	1,604,000	0	0	1,596,000	HENNEPIN COUNTY	S10
2021	LOCAL		027-596-013	BR	NORTHOME AVE OVER PED/BIKE, FROM NORTHOME RD TO PARKWAY ST IN DEEPHAVEN-REPLACE BRIDGE L9265 WITH 27C55	500,000	400,000	0	0	100,000	HENNEPIN COUNTY	S19
2021	LOCAL		062-596-006	BR	ISLAND LAKE COUNTY PARK ROAD OVER ISLAND LAKE CHANNEL IN SHOREVIEW-REPLACE BRIDGE 9345	640,000	512,000	0	0	128,000	RAMSEY COUNTY	S19
Totals						13,774,000		2,120,000		7,738,000		
							6,274,400		0			

Twin Cities Metropolitan Area
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TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	I 35		7080-55	BR	I35, SCOTT- CSAH 2 (MAIN STREET) OVER I35 IN ELKO NEW MARKET-BRIDGE REHAB #70801	325,000	0	0	325,000	0	MNDOT	S19
2018	I 35E		6281-50	RB	I35E, FROM LITTLE CANADA ROAD IN LITTLE CANADA TO RAMSEY-CR J IN WHITE BEAR LAKE - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	O6
2018	I 35W		2783-160	RB	I35W, FROM 8TH ST SE TO JOHNSON ST SE IN MPLS - LANDSCAPING	40,000	0	0	40,000	0	MNDOT	O6
2018	I 394		2789-156	TM	I394, FROM MN100 IN GOLDEN VALLEY TO GLENWOOD AVE IN MPLS- TRAFFIC MANAGEMENT SYSTEM (FUNDS ARE FROM MNPASS REVENUE AND ABC GARAGE)	800,000	0	0	0	800,000	MNDOT	S7
2018	I 494		2785-396	SC	I494, EAST AND WEST RAMPS AT CARLSON PARKWAY IN PLYMOUTH - REPLACE SIGNALS AND ADA UPGRADES	525,000	0	0	275,000	250,000	MNDOT	E2
2018	I 494		2785-418	RB	I494, AT THE US212 INTERCHANGE IN EDEN PRAIRIE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2018	I 494		2785-419	RB	I494, FROM I394 IN MINNETONKA ALONG CORRIDOR TO THE I94/694 INTERCHANGE IN MAPLE GROVE- LANDSCAPING	170,000	0	0	170,000	0	MNDOT	O6
2018	I 494		2785-420	AM	I494, HENNEPIN-CSAH 61 (FLYING CLOUD DR) OVER I494 IN EDEN PRAIRIE-BRIDGE REHAB #27762	590,000	0	0	590,000	0	MNDOT	s19
2018	I 94		2781-467	NO	ALONG I94, BETWEEN CEDAR AVE AND MISSISSIPPI RIVER IN MINNEAPOLIS - REPLACE NOISEWALL	2,855,000	0	0	2,855,000	0	MNDOT	O3
2018	I 94		6282-217C	CA	**COCII** I-94, FROM MPLS TO ST PAUL- PRELIMINARY DESIGN FOR CORRIDOR IMPROVEMENTS	467,570	0	0	467,570	0	MNDOT	O2
2018	I 94		6282-225	RB	I94, AT GROTTO AND AT MACKUBIN IN ST PAUL - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2018	MN 100		2734-50	RB	MN100, FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	250,000	0	0	250,000	0	MNDOT	O6
2018	MN 36		8214-114AH	AM	MN36, ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	100,000	0	0	100,000	0	MNDOT	NC
2018	MN 36		8214-114MIT18	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	3,265,000	0	0	1,910,000	1,355,000	MNDOT	O1

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		MN 36	8214-114SA18	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	4,850,000	0	0	2,850,000	2,000,000	MNDOT	O1
2018		MN 36	8214-161	RB	MN36, S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT- LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	300,000	0	0	300,000	0	MNDOT	O6
2018		MN 36	8214-174	AM	MN36, WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT- WISCONSIN LET	1,100,000	0	0	1,100,000	0	MNDOT	AQ2
2018		MN 36	8214-184	AM	MN36, AT I35 INTERCHANGE WITH WI ST. CROIX COUNTY TH-E-CONSTRUCT WI SNOW STORAGE POND AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	70,000	0	0	70,000	0	MNDOT	NC
2018		MN 41	1008-85	AM	MN41, FROM US212 TO 0.3 MI N CSAH 14 IN CHASKA- ROADWAY RECONSTRUCTION AND EXPANSION, INTERSECTION IMPROVEMENTS, SIGNALS AND ADA (TIED TO 010-596-011 AND 1008-85E)	345,000	0	0	345,000	0	MNDOT	A20
2018		MN 41	1008-85E	AM	**TED**MN41, US212 TO 0.3 MI N CSAH 14 IN CHASKA- ROADWAY RECONSTRUCTION AND EXPANSION, INTERSECTION IMPROVEMENTS, SIGNALS AND ADA (TIED TO 010-596-011 AND 1008-85)	3,500,000	0	0	3,500,000	0	MNDOT	A20
2018		MN 51	6215-109	AM	MN51, FROM FORD PKWY TO RANDOLPH AVE IN ST. PAUL- CONSTRUCT CENTER MEDIAN AND LEFT TURN LANES, PED SAFETY ADA IMPROVEMENTS	710,000	0	0	710,000	0	MNDOT	E1
2018		MN 51	6216-140	AM	MN51, W RAMP AT CO RD B-2 IN ROSEVILLE - REPLACE TRAFFIC SIGNAL	75,000	0	0	75,000	0	MNDOT	E2
2018		MN 55	1910-52	AM	MN55, FROM 0.15 MILES WEST OF DAKOTA-CSAH 42 TO 0.22 MILES EAST OF FAHEY AVE IN ROSEMOUNT- CONSTRUCT TURN LANES	593,000	0	0	593,000	0	MNDOT	E1
2018		MN 55	2752-40	SC	MN55, AT MEADOW LANE IN GOLDEN VALLEY- SIGNAL REPLACEMENT	300,000	0	0	150,000	150,000	MNDOT	E2
2018		MN 65	0208-143	AM	MN65, FROM 144TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	710,000	0	0	710,000	0	MNDOT	A20
2018		MN 65	0208-159	SC	MN65, AT 105TH AVE NE/104 WAY NE IN BLAINE - SIGNAL REPLACEMENT AND ADA UPGRADES	400,000	0	0	200,000	200,000	MNDOT	E2

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		MN 65	2710-47B	CA	**COCII** MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-DESIGN OF MAJOR STRUCTURE REHAB OF BRIDGE	300,000	0	0	300,000	0	MNDOT	S10
2018		MN 95	8208-38	SC	MN95, FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CSAH22/70TH ST S - WIDEN SHOULDERS, ADD RIGHT TURN LANES, BITUMINOUS MILL AND OVERLAY	2,200,000	0	0	2,200,000	0	MNDOT	E1
2018		MN 97	8201-20	AM	MN97, REALIGN/RECONSTRUCT FRONTAGE RD (HORNSBY ST) ON NORTH SIDE OF MN97 IN COLUMBUS-RELOCATE INTERSECTION 500 FT EAST	346,000	0	0	346,000	0	MNDOT	E4
2018		MN 999	880M-PD-18	CA	DISTRICTWIDE SETASIDE -PROJECT DEVELOPMENT-FY 2018	22,100,000	0	0	22,100,000	0	MNDOT	NC
2018		MN 999	880M-PM-18	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2018	3,361,000	0	0	3,361,000	0	MNDOT	NC
2018		MN 999	880M-RB-18	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2018	100,000	0	0	100,000	0	MNDOT	NC
2018		MN 999	880M-RW-18	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2018	16,250,000	0	0	16,250,000	0	MNDOT	NC
2018		MN 999	880M-RX-18	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2018	5,000,000	0	0	5,000,000	0	MNDOT	NC
2018		MN 999	880M-SA-18	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2018	16,600,000	0	0	16,600,000	0	MNDOT	NC
2018		MN 999	880M-TRLF-18	RW	**TRLF**REPAYMENT, FY 2018, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	O4
2018		MN 999	8825-578	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2018		MN 999	8825-630	SC	AT VARIOUS LOCATIONS IN MPLS-SIGNAL REPLACEMENT AND ADA UPGRADES	4,000,000	0	0	2,000,000	2,000,000	MNDOT	E2
2018		US 10	8216-06	AM	US 10 OVER ST CROIX RIVER IN DENMARK TWP/PRESCOTT- REHAB BRIDGE 82010 (WI IS LEAD)	350,000	0	0	350,000	0	MNDOT	S10
2018		US 169	2750-93	AM	US169, FROM 660 FT N OF HAYDEN LAKE RD TO MISSISSIPPI RIVER BRIDGE IN CHAMPLIN-RECONSTRUCT, PED UNDERPASS, SIGNAL, ADA IMPROVEMENTS (ASSOCIATED TO 2750-88 AND 193-010-008)	710,000	0	0	710,000	0	MNDOT	S19
2018		US 169	7005-121	AM	**TED**US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP-CONSTRUCT INTERCHANGE	10,000,000	0	0	10,000,000	0	MNDOT	A20

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		US 61	1913-103	SC	US61 (VERMILLION ST) AT 15TH ST IN HASTINGS - SIGNAL REPLACEMENT AND ADA UPGRADES	300,000	0	0	150,000	150,000	MNDOT	E2
2019		I 35E	0282-40	RB	I35E, IN LINO LAKES - STRUCTURAL FENCE	130,000	0	0	130,000	0	MNDOT	S13
2019		I 35E	1982-183	SC	I35E, INTERCHANGES AT DAKOTA-CR30 (DIFFLEY RD) AND AT DAKOTA-CR32 (CLIFF RD) IN EAGAN - REPLACE LIGHTING	195,000	0	0	195,000	0	MNDOT	S18
2019		I 35W	1981-124B	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)- DESIGN BUILD ACTIVITIES	956,000	0	0	956,000	0	MNDOT	A20
2019		I 35W	1981-134	TM	I35W, FROM BURNSVILLE PARKWAY TO NB I35W IN BURNSVILLE-CONSTRUCT HIGH OCCUPANCY VEHICLE BYPASS	360,000	0	0	210,000	150,000	MNDOT	AQ1
2019		I 35W	6284-180UT	MA	I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES - I35E N MNPASS PROJECT UTILITY AND RAILROAD AGREEMENT	2,120,000	0	0	2,120,000	0	MNDOT	S7
2019		I 494	2785-420A	AM	I494, CSAH 61 OVER I494, BRIDGE 27762 IN EDEN PRAIRIE-RECONSTRUCT TRAIL ADJACENT TO BRIDGE AND REPLACE SIGNALS AT RAMP INTERSECTIONS	275,000	0	0	275,000	0	MNDOT	AQ2
2019		I 694	0285-67	SC	I694, N AND S RAMPS AT ANOKA-CSAH 1 (E RIVER ROAD) IN FRIDLEY- SIGNAL SYSTEM REPLACEMENT	530,000	0	0	280,000	250,000	MNDOT	E2
2019		I 694	6285-157	RB	I694, FROM 0.9 MI E OF RICE ST IN LITTLE CANADA TO 0.1 MI W OF LEXINGTON IN ARDEN HILLS - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2019		I 94	2781-474	NO	EB I94, FROM 20TH ST S TO 23RD AVE S IN MINNEAPOLIS - REMOVE AND REPLACE NOISEWALL #98	720,000	0	0	720,000	0	MNDOT	O3
2019		I 94	8282-128	BT	ADJACENT TO I94 FROM MANNING AVE TO MIDWEST TRAIL N IN AFTON AND FROM 0.8 MI E OF NEAL AVE N TO 0.3 MI W OF STAGECOACH TRAIL N IN W LAKELAND TWP - RECONSTRUCT BITUMINOUS BIKE TRAIL AND DRAINAGE	385,000	0	0	385,000	0	MNDOT	AQ2
2019		MN 36	8204-72	AM	**TED**MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE-CONSTRUCT INTERCHANGE AND CONSTRUCT GATEWAY STATE TRAIL ACCESS (TIED TO 082-596-005 AND 092-090-059)	4,000,000	0	0	4,000,000	0	MNDOT	A20

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		MN 36	8214-114MIT19	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	269,010	0	0	134,505	134,505	MNDOT	O1
2019		MN 36	8214-114SA19	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	2,400,000	0	0	1,500,000	900,000	MNDOT	O1
2019		MN 36	8214-176	RB	MN36, FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	180,000	0	0	180,000	0	MNDOT	O6
2019		MN 41	1008-92	RB	MN41, FROM 0.14 MI N OF US212 TO 0.3 MI N CSAH 14 IN CHASKA- LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2019		MN 51	6215-106	SC	MN51, AT MIDWAY PARKWAY/DAN PATCH AVE IN ST PAUL - SIGNAL SYSTEM REPLACEMENT	300,000	0	0	150,000	150,000	MNDOT	E2
2019		MN 51	6216-136	SC	MN51, AT HOYT AVE IN FALCON HGTS/ST PAUL - SIGNAL SYSTEM REPLACEMENT	300,000	0	0	150,000	150,000	MNDOT	E2
2019		MN 55	2722-84	SC	MN55, FROM OLD ROCKFORD RD/HAMEL RD IN PLYMOUTH TO MPLS CITY LIMITS - SIGN REPLACEMENT	500,000	0	0	500,000	0	MNDOT	O8
2019		MN 55	2751-51	AM	**SPP**MN55, OVER BASSETT CREEK IN MINNEAPOLIS - REPLACE BRIDGES (TUNNELS) 94277, 94278, 94279 WITH 27311	3,250,000	0	0	3,250,000	0	MNDOT	S19
2019		MN 610	2771-109	RB	MN610, ALONG CORRIDOR IN BROOKLYN PARK - SNOW FENCE/LANDSCAPING	250,000	0	0	250,000	0	MNDOT	S13
2019		MN 65	0207-105	SC	MN65 FROM HENNEPIN-ANOKA COUNTY LINE IN MPLS TO US10 IN BLAINE - SIGN REPLACEMENT	450,000	0	0	450,000	0	MNDOT	S7
2019		MN 65	0207-99	SC	MN65, AT 41ST AVE NE IN COLUMBIA HTS - SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS	280,000	0	0	140,000	140,000	MNDOT	E2
2019		MN 999	880M-AM-19	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2019	3,000,000	0	0	3,000,000	0	MNDOT	NC
2019		MN 999	880M-PD-19	CA	DISTRICTWIDE SETASIDE -PROJECT DEVELOPMENT-FY 2019	20,900,000	0	0	20,900,000	0	MNDOT	NC
2019		MN 999	880M-PM-19	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2019	3,867,000	0	0	3,867,000	0	MNDOT	NC
2019		MN 999	880M-RB-19	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2019	370,000	0	0	370,000	0	MNDOT	NC
2019		MN 999	880M-RW-19	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2019	12,000,000	0	0	12,000,000	0	MNDOT	NC

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		MN 999	880M-RX-19	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2019	5,000,000	0	0	5,000,000	0	MNDOT	NC
2019		MN 999	880M-SA-19	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2019	15,400,000	0	0	15,400,000	0	MNDOT	NC
2019		MN 999	880M-SC-19	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2019	95,000	0	0	95,000	0	MNDOT	NC
2019		MN 999	880M-TR-19	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2019	50,000	0	0	50,000	0	MNDOT	NC
2019		MN 999	880M-TRLF-19	RW	**TRLF**REPAYMENT, FY 2019, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	O4
2019		MN 999	8825-608	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	NC
2019		US 10	1380-86	SC	US10 AT DAYTON PORT REST AREA IN RAMSEY AND I35 AT CHISAGO-CSAH1 IN RUSH CITY- REPLACE LIGHTING	180,000	0	0	180,000	0	MNDOT	S18
2019		US 12	2713-117	SC	US 12, FROM E OF BNSF RR IN MAPLE PLAIN TO JCT I494/I394 IN MINNETONKA - SIGN AND PANEL REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2019		US 12	2714-144	SC	US12, WB ENTRANCE RAMP AT CARLSON PKWY AND DEER CREEK PKWY AND EB EXIT RAMP AT CARLSON PKWY AND OAKLAND RD IN MINNETONKA - SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	500,000	0	0	200,000	300,000	MNDOT	O8
2019		US 212	1013-90	DR	US 212, AT CARVER-CSAH 41 IN BENTON TWP AND CSAH 36 IN DAHLGREN TWP- CONSTRUCT REDUCED CONFLICT INTERSECTION AND DRAINAGE	45,000	0	0	45,000	0	MNDOT	E1
2020		I 35	0283-32	RB	I35, FROM MN97 IN COLUMBUS TO US8 IN FOREST LAKE-LANDSCAPING	200,000	0	0	200,000	0	MNDOT	O6
2020		I 35W	1981-124C	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)- DESIGN BUILD ACTIVITIES	3,594,343	0	0	3,594,343	0	MNDOT	A20
2020		MN 149	1917-51	RB	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST PAUL & ON MN13 FROM MN140 TO CHEROKEE HGTS BLVD -LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2020		MN 36	8204-73	RB	MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE - LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6

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2020	MN 36		8214-114MIT20	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	155,000	0	0	77,500	77,500	MNDOT	NC
2020	MN 36		8214-114SA20	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	600,000	0	0	600,000	0	MNDOT	O1
2020	MN 999		880M-AM-20	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2020	3,000,000	0	0	3,000,000	0	MNDOT	NC
2020	MN 999		880M-PD-20	CA	DISTRICTWIDE SETASIDE -PROJECT DEVELOPMENT-FY 2020	24,900,000	0	0	24,900,000	0	MNDOT	NC
2020	MN 999		880M-RB-20	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2020	500,000	0	0	500,000	0	MNDOT	NC
2020	MN 999		880M-RW-20	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2020	12,000,000	0	0	12,000,000	0	MNDOT	NC
2020	MN 999		880M-RX-20	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2020	5,000,000	0	0	5,000,000	0	MNDOT	NC
2020	MN 999		880M-SA-20	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2020	19,500,000	0	0	19,500,000	0	MNDOT	NC
2020	MN 999		880M-TE-20	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$2.135M), ROADSIDE SAFETY(\$0), TMS(\$500K) & WRE (\$0) - FY 2020	2,635,000	0	0	2,635,000	0	MNDOT	NC
2020	MN 999		880M-TRLF-20	RW	**TRLF**REPAYMENT, FY 2020, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	NC
2020	US 169		2772-119	RB	US169, FROM BREN ROAD TO 7TH ST IN HOPKINS - LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2020	US 61		8206-48	DR	US61, FROM 0.24 MI S 159TH ST N TO 0.2 MI N 159TH ST N IN HUGO - CONVERT NB LEFT TURN BYPASS LANE TO DEDICATED LEFT TURN LANE, CLEAN/FIX DRAINAGE INFRASTRUCTURE	20,000	0	0	20,000	0	MNDOT	E1
2021	I 35E		1982-192	NO	I35E NB FROM 0.2 MI E OF DAKOTA CR42 TO 0.1 MI W OF PORTLAND AVE IN BURNSVILLE - CONSTRUCT NOISEWALL	1,100,000	0	0	990,000	110,000	MNDOT	O3
2021	MN 36		8214-114MIT21	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	210,000	0	0	105,000	105,000	MNDOT	O1
2021	MN 36		8214-114SA21	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	400,000	0	0	400,000	0	MNDOT	O1

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	MN	47	2726-76	NO	MN47, SB FROM 37TH AVE NE TO EDGE PLACE ROAD IN MPLS - CONSTRUCT NOISEWALL	855,000	0	0	770,000	85,000	MNDOT	O3
2021	MN	999	880M-AM-21	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2021	3,000,000	0	0	3,000,000	0	MNDOT	NC
2021	MN	999	880M-NO-21	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2021	210,000	0	0	210,000	0	MNDOT	NC
2021	MN	999	880M-PD-21	CA	DISTRICTWIDE SETASIDE -PROJECT DEVELOPMENT-FY 2021	24,300,000	0	0	24,300,000	0	MNDOT	NC
2021	MN	999	880M-RB-21	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2021	925,000	0	0	925,000	0	MNDOT	NC
2021	MN	999	880M-RW-21	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2021	10,000,000	0	0	10,000,000	0	MNDOT	NC
2021	MN	999	880M-RX-21	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2021	5,000,000	0	0	5,000,000	0	MNDOT	NC
2021	MN	999	880M-SA-21	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2021	18,900,000	0	0	18,900,000	0	MNDOT	NC
2021	MN	999	880M-TRLF-21	RW	**TRLF**REPAYMENT, FY 2021, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	NC
2021	US	169	2772-121	NO	US169, FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - CONSTRUCT NOISEWALL	425,000	0	0	390,000	35,000	MNDOT	O3
2021	US	169	2772-122	NO	US169, FROM VALLEY VIEW RD TO APACHE RD IN EDINA - CONSTRUCT NOISEWALL	1,810,000	0	0	1,640,000	170,000	MNDOT	O3
2021	US	169	7010-110	RB	US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP - LANDSCAPING	75,000	0	0	75,000	0	MNDOT	O6
Totals						324,892,923	0	0	315,230,918	9,662,005		

Twin Cities Metropolitan Area
 2018 - 2021 Transportation Improvement Program

TABLE A-10
Bond Projects with no Federal \$\$

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		MN 149	6223-22	BI	**CHAP 152**CMGC**WK PAK #2 MN149, OVER MISSISSIPPI RIVER FROM MN 5 (W 7TH ST) TO GEORGE ST IN ST PAUL - REHAB BRIDGE #62090 - SAFE SPAN	2,500,000	0	0	0	2,500,000	MNDOT	S10
Totals						2,500,000		0		2,500,000		
								0		0		

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	T3
2018	BB		TRF-TCMT-18AK	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AQ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS PUBLIC FACILITIES MAINTENANCE NEW INITIATIVES, SIGNS, LIGHTS, HEAT	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AR	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	1,350,000	0	1,080,000	0	270,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AS	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-E LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	150,000	0	120,000	0	30,000	MET COUNCIL-MT	O1
2018	BB		TRF-TCMT-18AT	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD ADMINISTRATIVE AND SUPPORT FACILITIES EXPANSION RENOVATION, DESIGN, ENGINEERING AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AU	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SOUTH GARAGE PROPERTY PURCHASE	4,000,000	0	3,200,000	0	800,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AV	B9	SECT 5307: TWIN CITIES MET COUNCIL MT - RAIL PUBLIC FACILITIES MAINTENANCE AND NEW INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT	1,750,000	0	1,400,000	0	350,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	2,772,000	0	2,217,600	0	554,400	MET COUNCIL-MT	T4
2018	BB		TRF-TCMT-18K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	3,575,000	0	2,860,000	0	715,000	MET COUNCIL-MT	T6
2018	BB		TRF-TCMT-18Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	14,752,500	0	11,802,000	0	2,950,500	MET COUNCIL-MTS	T10
2018	BB		TRF-TCMT-18S	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
2018	BB		TRF-TCMT-18X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-D-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	6,821,493	0	5,457,194	0	1,364,299	MET COUNCIL-MT	O1
2018	BB		TRF-TCMT-18Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	3,140,000	0	2,512,000	0	628,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	3,108,000	0	2,486,400	0	621,600	MET COUNCIL-MT	T4
2019	BB		TRF-TCMT-19AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	4,597,500	0	3,678,000	0	919,500	MET COUNCIL-MT	T10
2019	BB		TRF-TCMT-19AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	1,150,000	0	920,000	0	230,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19AJ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-B LINE ARTERIAL BUS RAPID TRANSIT LINE DESIGN AND ENGINEERING	100,000	0	80,000	0	20,000	MET COUNCIL-MT	O1
2019	BB		TRF-TCMT-19AN	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-F LINE ARTERIAL BUS RAPID TRANSIT LINE DESIGN AND ENGINEERING	150,000	0	120,000	0	30,000	MET COUNCIL-MT	O1
2019	BB		TRF-TCMT-19AP	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD ADMINISTRATIVE AND SUPPORT FACILITIES EXPANSION RENOVATION, DESIGN, ENGINEERING AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,398,000	0	1,118,400	0	279,600	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	1,850,000	0	1,480,000	0	370,000	MET COUNCIL-MT	T5

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2019	BB		TRF-TCMT-19H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,200,000	0	960,000	0	240,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	1,100,000	0	880,000	0	220,000	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	18,013,750	0	14,411,000	0	3,602,750	MET COUNCIL-MTS	T10
2019	BB		TRF-TCMT-19Q	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
2019	BB		TRF-TCMT-19S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2019	BB		TRF-TCMT-19X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	T3
2020	BB		TRF-TCMT-20	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	27,750,000	0	22,200,000	0	5,550,000	MET COUNCIL-MTS	T10
2020	BB		TRF-TCMT-20A	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	385,000	0	308,000	0	77,000	MET COUNCIL-MTS	T10
2020	BB		TRF-TCMT-20AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS PUBLIC FACILITIES MAINTENANCE NEW INITIATIVES, SIGNS, LIGHTS, HEAT	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MT	T7
2020	BB		TRF-TCMT-20AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	225,000	0	180,000	0	45,000	MET COUNCIL-MT	T5
2020	BB		TRF-TCMT-20B	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2020	BB		TRF-TCMT-20D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,428,000	0	1,142,400	0	285,600	MET COUNCIL-MT	T5

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2020	BB		TRF-TCMT-20H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-G-LINE ARTERIAL BRT TRANSITWAY DESIGN & ENGINEERING	150,000	0	120,000	0	30,000	MET COUNCIL-MT	O1
2020	BB		TRF-TCMT-20N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	5,260,000	0	4,208,000	0	1,052,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	T3
2020	BB		TRF-TCMT-20W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	3,700,500	0	2,960,400	0	740,100	MET COUNCIL-MT	T6
2021	BB		TRF-TCMT-21C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	600,000	0	480,000	0	120,000	MET COUNCIL-MT	T8
2021	BB		TRF-TCMT-21E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	14,320,000	0	11,456,000	0	2,864,000	MET COUNCIL-MT	T8
2021	BB		TRF-TCMT-21F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	O1
2021	BB		TRF-TCMT-21G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT- RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	1,200,000	0	960,000	0	240,000	MET COUNCIL-MT	T5
2021	BB		TRF-TCMT-21M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	2,021,000	0	1,616,800	0	404,200	MET COUNCIL-MT	NC
2021	BB		TRF-TCMT-21Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	18,013,750	0	14,411,000	0	3,602,750	MET COUNCIL-MTS	T10
2021	BB		TRF-TCMT-21R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	NC
2021	BB		TRF-TCMT-21S	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

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
				Totals		202,806,493	0	162,245,194	0	40,561,299		

Twin Cities Metropolitan Area
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TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2020	BB		TRF-TCMT-20X	B3 SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT)-NEW START FFGA APPROPRIATION	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL-MT	A30
2020	BB		TRF-TCMT-20Y	B3 SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION)-NEW START FFGA APPROPRIATION	200,000,000	0	100,000,000	0	100,000,000	MET COUNCIL-MT	A20
2020	BB		TRF-TCMT-20Z	B3 SECT 5309: TWIN CITIES MET COUNCIL MT-ORANGE LINE-SMALL START SSGA APPROPRIATION	69,090,909	0	38,000,000	0	31,090,909	MET COUNCIL-MT	A20
2021	BB		TRF-TCMT-21L	B3 SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION)-NEW START FFGA APPROPRIATION	200,000,000	0	100,000,000	0	100,000,000	MET COUNCIL-MT	A20
2021	BB		TRF-TCMT-21N	B3 SECT 5309: TWIN CITIES MET COUNCIL MT-ORANGE LINE-SMALL START SSGA APPROPRIATION	65,597,785	0	36,078,782	0	29,519,003	MET COUNCIL-MT	A20
2021	BB		TRF-TCMT-21P	B3 SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT)-NEW START FFGA APPROPRIATION	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL-MT	A20
Totals					942,851,960		474,078,782		468,773,178		
						0		0			

Twin Cities Metropolitan Area
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TABLE A-13
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL VEHICLE OVERHAUL AND MAINTENANCE	11,425,000	0	9,140,000	0	2,285,000	MET COUNCIL-MT	T10
2018	BB		TRF-TCMT-18AP	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	3,125,453	0	2,500,362	0	625,091	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AW	GR	SECT 5337: TWIN CITIES MET COUNCIL MT - RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT	600,000	0	480,000	0	120,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AX	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	5,750,000	0	4,600,000	0	1,150,000	MET COUNCIL-MT	T9
2018	BB		TRF-TCMT-18C	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND LIGHT RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	1,750,000	0	1,400,000	0	350,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,762,278	0	2,209,822	0	552,456	MET COUNCIL-MT	T4
2018	BB		TRF-TCMT-18T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	6,974,192	0	5,579,354	0	1,394,838	MET COUNCIL-MT	T10
2019	BB		TRF-TCMT-19AA	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,913,621	0	2,330,897	0	582,724	MET COUNCIL-MT	T3
2019	BB		TRF-TCMT-19AM	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	1,550,000	0	1,240,000	0	310,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19AQ	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	1,525,000	0	1,220,000	0	305,000	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19AR	GR	SECT 5337: TWIN CITIES MET COUNCIL MT - RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT	1,400,000	0	1,120,000	0	280,000	MET COUNCIL-MT	T7

TABLE A-13
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2019	BB		TRF-TCMT-19AS	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	9,400,000	0	7,520,000	0	1,880,000	MET COUNCIL-MT	T9
2019	BB		TRF-TCMT-19D	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	11,848,256	0	9,478,604	0	2,369,652	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL VEHICLE MAINTENANCE AND OVERHAUL	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	T3
2020	BB		TRF-TCMT-20AB	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS PUBLIC FACILITIES MAINTENANCE REHAB RENOVATE SIGNS, LIGHTS, HEAT	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20AC	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF	1,550,000	0	1,240,000	0	310,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20AF	GR	SECT 5337: TWIN CITIES MET COUNCIL MT - RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT	1,600,000	0	1,280,000	0	320,000	MET COUNCIL-MT	T6
2020	BB		TRF-TCMT-20F	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	15,277,291	0	12,221,832	0	3,055,459	MET COUNCIL-MT	T10
2020	BB		TRF-TCMT-20P	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	1,825,000	0	1,460,000	0	365,000	MET COUNCIL-MT	T4
2020	BB		TRF-TCMT-20Q	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL VEHICLE MAINTENANCE AND OVERHAUL	7,400,000	0	5,920,000	0	1,480,000	MET COUNCIL-MT	T3
2020	BB		TRF-TCMT-20R	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	600,000	0	480,000	0	120,000	MET COUNCIL-MT	T9
2020	BB		TRF-TCMT-20V	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	3,073,453	0	2,458,762	0	614,691	MET COUNCIL-MT	T3
2021	BB		TRF-TCMT-21	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	1,103,642	0	882,914	0	220,728	MET COUNCIL-MT	T3
2021	BB		TRF-TCMT-21A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	20,138,173	0	16,110,538	0	4,027,635	MET COUNCIL-MT	T10

**TABLE A-13
Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2021	BB		TRF-TCMT-21D	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	1,550,000	0	1,240,000	0	310,000	MET COUNCIL-MT	T8
2021	BB		TRF-TCMT-21H	GR	SECT 5337: TWIN CITIES MET COUNCIL MT- RAIL VEHICLE OVERHAUL AND MAINTENANCE	4,150,000	0	3,320,000	0	830,000	MET COUNCIL-MT	T3
2021	BB		TRF-TCMT-21J	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	6,500,000	0	5,200,000	0	1,300,000	MET COUNCIL-MT	T9
2021	BB		TRF-TCMT-21K	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	3,242,261	0	2,593,809	0	648,452	MET COUNCIL-MT	T3
Totals						142,033,620	0	113,626,894	0	28,406,726		

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-14
Transit Section 5339

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18AH	BB SECT 5339: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	6,974,192	0	5,579,354	0	1,394,838	MET COUNCIL-MT	
2019	BB		TRF-TCMT-19AE	BB SECT 5339: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	11,848,256	0	9,478,604	0	2,369,652	MET COUNCIL-MT	
2020	BB		TRF-TCMT-20G	BB SECT 5339: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	15,277,291	0	12,221,832	0	3,055,459	MET COUNCIL-MT	
2021	BB		TRF-TCMT-21B	BB SECT 5339: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	20,138,173	0	16,110,538	0	4,027,635	MET COUNCIL-MT	
Totals					54,237,912		43,390,328		10,847,584		
						0		0			

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018	BB		TRS-TCMT-18	TR	CMAQ: PURCHASE TICKET/FARE MACHINES, ELECTRICAL/COMMUNICATIONS EQUIPMENT FOR CHICAGO AVE CORRIDOR	5,261,579	4,104,320	0	0	0	1,157,259	MET COUNCIL-MT	T5
2018	BB		TRS-TCMT-18A	TR	CMAQ: PURCHASE UP TO FOURTEEN (14) 60' ARTICULATED BUSES, PURCHASE TICKET/FARE MACHINES, ELECTRICAL/COMMUNICATIONS EQUIPMENT FOR EMERSON-FREEMONT AVE CORRIDOR	8,840,038	7,072,030	0	0	0	1,768,008	MET COUNCIL-MT	T10
2018	BB		TRS-TCMT-18E	TR	CONSTRUCTION OF EXPANDED SIDEWALK SPACE AND BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG PENN AVE CORRIDOR	9,100,000	7,000,000	0	0	0	2,100,000	MET COUNCIL-MT	T7
2018	BB		TRS-TCMT-18F	TR	CONSTRUCT EDEN PRAIRIE TOWN CENTER TRANSIT STATION ON THE SWLRT EXTENSION-INCLUDES CANOPY, PLATFORM, SYSTEMS & COMMUNICATION ELEMENTS, EARTHWORK, UTILITIES, ROADWAY, LIGHTING, RETAINING WALLS, TRAFFIC SIGNALS, SIDEWALKS, STREETScape AND WAYFINDING	7,984,028	6,141,560	0	0	0	1,842,468	EDEN PRAIRIE	A20
2018	BB		TRS-TCMT-18G	TR	TECHNOLOGY UPGRADE AND DEVELOPMENT OF SERVICES TO ENHANCE COMMUNICATION ABOUT TRANSIT DETOURS AND SERVICE DISRUPTIONS	260,000	200,000	0	0	0	60,000	MET COUNCIL-MT	T6
2018	CR 202		027-596-009	BR	CR 202 (ELM CREEK BLVD), OVER ELM CREEK RD IN DAYTON-REPLACE BR L8081	2,534,000	1,400,000	0	0	0	1,134,000	HENNEPIN COUNTY	S19

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		CSAH 14	019-614-013	EN	CSAH 14 (SOUTHVIEW BLVD) FROM 20TH AVE TO 3RD AVE IN S ST PAUL-CONSTRUCT SIDEWALK, STREETSCAPING, ROADWAY AND PEDESTRIAN LIGHTING, BUMP OUTS, RECONFIGURE TRAVEL AND PARKING LANES TO ADD PEDESTRIAN SPACE, SAFETY IMPROVEMENTS, BUS AND PARKING BAYS	4,888,000	1,000,000	0	0	0	3,888,000	DAKOTA COUNTY	AQ2
2018		CSAH 152	109-020-013	RD	CSAH 152, 49TH AVE N TO 0.1 MILE N OF BASS LAKE RD IN BROOKLYN CENTER-RECONSTRUCT ROADWAY, CONSTRUCT CURB AND GUTTER, CONSTRUCT SIDEWALKS/TRAILS, TRAFFIC SIGNAL, TRAFFIC CONTROL, STREETSCAPING AND LANDSCAPING, RECONFIGURE TURN LANES, RELOCATE OVERHEAD UTILITIES	9,868,600	7,420,000	0	0	0	2,448,600	BROOKLYN CENTER	S10
2018		CSAH 26	019-626-024	RC	CSAH 26 AT MN 3 IN INVER GROVE HEIGHTS-RECONSTRUCT INTERSECTION AS URBAN ROUNDABOUT	2,650,000	2,120,000	0	0	0	530,000	DAKOTA COUNTY	E1
2018		CSAH 27	070-627-029AC	SH	**AC**CSAH 27 AT CSAH 68 IN CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	954,000	954,000	0	0	0	0	SCOTT COUNTY	E1
2018		CSAH 38	019-638-017	SH	CSAH 38 FROM CSAH 31 IN APPLE VALLEY TO MN 3 IN ROSEMOUNT - CONVERT 2-LANE TO 3-LANE ROAD	1,272,000	1,144,800	0	0	0	127,200	DAKOTA COUNTY	E1
2018		CSAH 38	086-638-006	RC	**AC** WRIGHT CSAH 38, FROM MN 101 TO ODEAN AVE IN OTSEGO, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2019)	3,245,530	0	0	2,164,965	0	1,080,565	WRIGHT COUNTY	S10
2018		CSAH 43	019-643-007	RD	CSAH 43, AT LONE OAK RD (CSAH 26) IN EAGAN-CONSTRUCT EXCLUSIVE DUAL LEFT TURN LANES ON NB AND SB APPROACHES, CONSTRUCT EXCLUSIVE RIGHT TURN LANE ON SB APPROACH, CONSTRUCT SIGNAL	2,650,000	2,120,000	0	0	0	530,000	DAKOTA COUNTY	E2

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		CSAH 46	019-030-009	TM	CSAH 46 FROM KENRICK AVE TO CSAH 31 IN APPLE VALLEY AND LAKEVILLE AND CSAH 31 FROM 170TH ST TO CSAH 38 IN APPLE VALLEY-FIBER OPTIC SIGNAL INTERCONNECTION, TRAFFIC SIGNAL REVISIONS, SIGNAL RETIMING/COORDINATION, TRAFFIC MONITORING CAMERAS	1,346,200	1,075,900	0	0	0	270,300	DAKOTA COUNTY	E2
2018		CSAH 46	070-646-008	SH	CSAH 46 AT CSAH 86 IN NEW MARKET TWP- CONSTRUCT ROUNDABOUT (ASSOCIATED TO 066-646-009 IN RICE COUNTY/DISTRICT 6)	622,303	560,073	0	0	0	62,230	SCOTT COUNTY	E1
2018		CSAH 53	062-653-011	RC	**AC**CSAH 53, 0.01 MILE S OF IGLEHART AVE TO UNIVERSITY AVE IN ST PAUL-RECONSTRUCT INTERCHANGE BRIDGE OVER I94 AND APPROACH SECTIONS, REPAVE, CONSTRUCT SIDEWALKS, SHOULDERS, AND TRAVEL LANES. REPLACE MNDOT BRIDGE 9387 (AC PROJECT, PAYBACK IN FY2019)	7,513,595	2,678,411	0	3,332,465	0	1,502,719	RAMSEY COUNTY	S10
2018		CSAH 78	002-678-021	SH	CSAH 78 FROM CSAH 1 TO CSAH 14 IN COON RAPIDS - SIGNAL INTERCONNECT (16 SIGNALS)	424,000	381,600	0	0	0	42,400	ANOKA COUNTY	S7
2018		CSAH 96	062-696-032	TM	SNELLING AVE TO 1ST AVE- TRAFFIC SIGNAL TIMING AND INTERSECTION UPGRADES	2,508,913	2,007,130	0	0	0	501,783	RAMSEY COUNTY	E2
2018		I 35	0283-31	RC	**ELLA**AC**SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMPS (ASSOCIATED TO 8280-47 AND 0283-28) (AC PROJECT, PAYBACK IN FY19)	1,400,000	360,000	0	900,000	140,000	0	MNDOT	E5
2018		I 35	7080-55	BR	I35, SCOTT- CSAH 2 (MAIN STREET) OVER I35 IN ELKO NEW MARKET- BRIDGE REHAB #70801	325,000	0	0	0	325,000	0	MNDOT	S19

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		I 35	8280-47	RC	**ELLA**SPP**I35, I35E FROM 0.6 MI N OF 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM 2.3 MI N OF MAIN ST TO JCT I35/I35W/I35E IN LINO LAKES AND ON I35 FROM JCT I35/I35W/I35E TO 0.8 MI N OF US 8 IN CITIES OF COLUMBUS AND FOREST LAKE- CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815 (82871), 02804 (02826), REHAB BRIDGE 02801 (INSTALLATION OF PIER STRUTS) (ASSOCIATED TO 0283-28 AND 0283-31)	53,100,000	47,790,000	0	0	5,310,000	0	MNDOT	S10
2018		I 35E	1982-188	SC	I35E, FROM DAKOTA-CSAH42 IN BURNSVILLE TO CSAH32 IN EAGAN - REPLACE LIGHTING SYSTEMS	850,000	765,000	0	0	85,000	0	MNDOT	S18
2018		I 35E	6281-50	RB	I35E, FROM LITTLE CANADA ROAD IN LITTLE CANADA TO RAMSEY-CR J IN WHITE BEAR LAKE - LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	O6
2018		I 35W	2782-327AC	MC	**AC**SPP**I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, CONSTRUCT NEW BRIDGES 27W01, 27845, REPLACE BRIDGES (NEW): 27868 (27W04), 27871 (27W05), 27842 (27W07), 27843 (27000), 9618 (27700), 9731 (27777, 27822), 9733 (27844, 27841), 27867 (27V47, 27V48), 27869 (27W02), 27870 (27W03), 27872 (27W06), 27843 (27001), AND REPAIR/REHAB 27851, 27838 AND 9619 (ASSOCIATED TO 141-090-039, TRS-TCMT-17A, 027-603-051) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E) (AC PAYBACK 1 OF 1)	12,925,000	12,925,000	0	0	0	0	MNDOT	A20
2018		I 35W	2783-148	BR	I35W, AT 5TH ST SE OVER I35W IN MPLS - REPLACE PED BRIDGE 27987 AND APPROACHES, ADA	2,690,000	2,152,000	0	0	538,000	0	MNDOT	S19
2018		I 35W	2783-160	RB	I35W, FROM 8TH ST SE TO JOHNSON ST SE IN MPLS - LANDSCAPING	40,000	0	0	0	40,000	0	MNDOT	O6
2018		I 35W	2783-174	BI	**ELLA**SPPF** I35W - ST ANTHONY BR #27410 AND #27409, REPLACEMENT OF LEAK COLLECTION SYTEM	500,000	450,000	0	0	50,000	0	MNDOT	NC
2018		I 35W	2783-175	SC	I35W, BR 27409, 27410 OVER MISSISSIPPI RIVER- REPLACE PROGRAMMABLE, AESTHETIC LIGHTING	3,000,000	2,700,000	0	0	300,000	0	MNDOT	S18

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018	I	394	2789-156	TM	I394, FROM MN100 IN GOLDEN VALLEY TO GLENWOOD AVE IN MPLS- TRAFFIC MANAGEMENT SYSTEM (FUNDS ARE FROM MNPASS REVENUE AND ABC GARAGE)	800,000	0	0	0	0	800,000	MNDOT	S7
2018	I	494	2785-396	SC	I494, EAST AND WEST RAMPS AT CARLSON PARKWAY IN PLYMOUTH - REPLACE SIGNALS AND ADA UPGRADES	525,000	0	0	0	275,000	250,000	MNDOT	E2
2018	I	494	2785-418	RB	I494, AT THE US212 INTERCHANGE IN EDEN PRAIRIE - LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2018	I	494	2785-419	RB	I494, FROM I394 IN MINNETONKA ALONG CORRIDOR TO THE I94/694 INTERCHANGE IN MAPLE GROVE-LANDSCAPING	170,000	0	0	0	170,000	0	MNDOT	O6
2018	I	494	2785-420	AM	I494, HENNEPIN-CSAH 61 (FLYING CLOUD DR) OVER I494 IN EDEN PRAIRIE-BRIDGE REHAB #27762	590,000	0	0	0	590,000	0	MNDOT	s19
2018	I	494	2785-423	SH	I494 FROM E BUSH LAKE RD TO W BUSH LAKE RD IN BLOOMINGTON - REPLACE CABLE MEDIAN BARRIER	235,000	211,500	0	0	23,500	0	MNDOT	S9
2018	I	94	2781-467	NO	ALONG I94, BETWEEN CEDAR AVE AND MISSISSIPPI RIVER IN MINNEAPOLIS - REPLACE NOISEWALL	2,855,000	0	0	0	2,855,000	0	MNDOT	O3
2018	I	94	6282-217C	CA	**COCII** I-94, FROM MPLS TO ST PAUL-PRELIMINARY DESIGN FOR CORRIDOR IMPROVEMENTS	467,570	0	0	0	467,570	0	MNDOT	O2
2018	I	94	6282-225	RB	I94, AT GROTTO AND AT MACKUBIN IN ST PAUL - LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2018	I	94	8282-129	RB	**SPPF** I94, AT ST CROIX REST STOP IN W LAKELAND TWP - TRUCK PARKING EXPANSION PROJECT	1,000,000	900,000	0	0	100,000	0	MNDOT	S15
2018	LOCAL		019-060-005	EN	**SB**MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-090-020)	5,000,000	400,000	0	0	0	4,600,000	DAKOTA COUNTY	AQ2

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		LOCAL	141-030-036	SH	6TH ST S, FROM 1ST AVE TO PORTLAND AVE- INSTALL MAST ARMS AT 5 EXISTING SIGNALS (1ST AVE, HENNEPIN AVE, 3RD AVE, 5TH AVE, PORTLAND AVE)	1,166,000	1,049,400	0	0	0	116,600	MINNEAPOLIS	S7
2018		LOCAL	141-030-038	SH	8TH ST AND 11TH AVES, 8TH ST AT 9TH AVE; 8TH ST AT 11TH AVE; 11TH AVE AT 14TH ST IN MPLS - INSTALL MAST ARMS AT 3 EXISTING SIGNALS	1,166,000	1,049,400	0	0	0	116,600	MINNEAPOLIS	S7
2018		LOCAL	141-030-040	SH	ON COMO AVE FROM 12TH AVE TO 15TH AVE AND ON 7TH ST FROM CAREW DRIVE TO 13TH AVE IN MPLS - INSTALL PEDESTRIAN CURB EXTENSIONS (8 INTERSECTIONS)	879,800	791,820	0	0	0	87,980	MINNEAPOLIS	AQ2
2018		LOCAL	163-080-002AC	BR	**AC**W 37TH SE, OVER MINNEHAHA CREEK IN ST LOUIS PARK-REPLACE BR 27067 (AC PAYBACK 1 OF 1)	238,400	238,400	0	0	0	0	ST LOUIS PARK	S19
2018		LOCAL	164-141-011	SH	GRAND AVE FROM HAMLIN TO VICTORIA IN ST. PAUL - PEDESTRIAN/BIKE SAFETY IMPROVEMENTS	742,000	667,800	0	0	0	74,200	SAINT PAUL	AQ2
2018		LOCAL	164-591-002	EN	EXPO AREA SCHOOLS PEDESTRIAN IMPROVEMENTS IN ST PAUL-INSTALL SIDEWALKS ON LOCAL STREETS FOR PARENT PICK UP AND STUDENT WALKERS AT EXPO, HOLY SPIRIT AND CRETIN-DERHAM HALL SCHOOLS; COMPLETE SIDEWALK CONNECTIVITY FROM NEARBY COLLECTORS AND ARTERIALS	647,920	498,400	0	0	0	149,520	SAINT PAUL	AQ2
2018		LOCAL	164-591-003	EN	WASHINGTON TECHNICAL SCHOOL PEDESTRIAN IMPROVEMENTS IN ST PAUL- NEW SIDEWALKS ON ARTERIALS, PEDESTRIAN CROSSING IMPROVEMENTS, BUMP-OUTS, AND PEDESTRIAN-LEADING INTERVAL AND COUNTDOWN TIMERS AT TWO TRAFFIC SIGNALS	1,060,800	816,000	0	0	0	244,800	SAINT PAUL	AQ2

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		LOCAL 99	071-070-033	SH	COUNTYWIDE, 6" WHITE EDGELINE STRIPE ALONG MULTIPLE SHERBURNE COUNTY ROADS	175,000	157,500	0	0	0	17,500	SHERBURNE COUNTY	S11
2018		LOCAL 99	141-030-039	SH	CITY STREETS IN MPLS - INSTALL GREEN THERMOPLASTIC BIKE LANES AND WHITE DASHED POLY-PREFORM AT INTERSECTION APPROACHES	190,800	171,720	0	0	0	19,080	MINNEAPOLIS	AQ2
2018		LOCAL 99	164-090-014	EN	**AC**GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL (AC PROJECT, PAYBACK IN FY22)	7,693,280	0	0	6,154,624	0	1,538,656	SAINT PAUL	AQ2
2018		LOCAL 99	TRS-TCMT-18C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	T1
2018		MN 100	2734-50	RB	MN100, FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	250,000	0	0	0	250,000	0	MNDOT	O6
2018		MN 13	7001-116	RS	**SPP**MN13 FROM 0.3 MI N OF EAGLE CREEK IN PRIOR LAKE TO 0.1 MI S OF JCT MN901B (OLD MN101) IN SAVAGE - BITUMINOUS MILL AND OVERLAY, ADA, SIGNS, GUARDRAIL AND DRAINAGE	4,645,000	3,716,000	0	0	929,000	0	MNDOT	S10
2018		MN 149	1917-45	RD	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL AND ON MN13 FROM MN149 TO CHEROKEE HEIGHTS BLVD - BITUMINOUS MILL AND OVERLAY, TURN LANE, SIGNAL, ADA, SIDEWALK, BIKE LANES, BITUMINOUS TRAIL, AND DRAINAGE	8,990,000	6,472,000	0	0	1,618,000	900,000	MNDOT	S10

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		MN 149	6223-20	BI	**CHAP 152**CMGC**WK PAK #1 MN149, OVER MISSISSIPPI RIVER FROM MN 5 (W 7TH ST) TO GEORGE ST IN ST PAUL - REHAB BRIDGE #62090, ADA RAMPS, MILL AND OVERLAY	36,560,000	28,400,000	0	0	0	8,160,000	MNDOT	S19
2018		MN 149	6223-22	BI	**CHAP 152**CMGC**WK PAK #1 MN149, OVER MISSISSIPPI RIVER FROM MN 5 (W 7TH ST) TO GEORGE ST IN ST PAUL - REHAB BRIDGE #62090 - SAFE SPAN	2,500,000	0	0	0	0	2,500,000	MNDOT	S10
2018		MN 3	1920-42	SC	**ELLA**MN3, FROM 0.25 MI S OF DAKOTA-CSAH86 TO 0.25 MI N OF DAKOTA-CSAH86 IN CASTLE ROCK TOWNSHIP-MODIFY INTERSECTION, ADD TURN LANES, REPLACE BOX CULVERT #8479, GUARDRAIL	1,124,232	899,386	0	0	224,846	0	MNDOT	E1
2018		MN 3	1921-94	RD	MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL- BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3- BITUMINOUS MILL & OVERLAY AND MODIFY INTERSECTION AT CR 71	5,610,000	4,080,000	0	0	1,020,000	510,000	MNDOT	S10
2018		MN 36	6212-174	SC	MN36, FROM FAIRVIEW AVE TO HAMLINE AVE IN ROSEVILLE - REPLACE LIGHTING SYSTEMS	450,000	360,000	0	0	90,000	0	MNDOT	S18
2018		MN 36	6212-179	SH	MN36, FROM NB 135E TO EB MN36 RAMP IN LITTLE CANADA - REALIGN RAMP, MINIMIZE RETAINING WALL TO SOUTHEAST	735,000	661,500	0	0	73,500	0	MNDOT	E3
2018		MN 36	8214-114AH	AM	MN36, ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	100,000	0	0	0	100,000	0	MNDOT	NC
2018		MN 36	8214-114MIT18	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	3,265,000	0	0	0	1,910,000	1,355,000	MNDOT	O1

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		MN 36	8214-114SA18	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	4,850,000	0	0	0	2,850,000	2,000,000	MNDOT	O1
2018		MN 36	8214-161	RB	MN36, S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT- LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	300,000	0	0	0	300,000	0	MNDOT	O6
2018		MN 36	8214-172	BT	MN36, FROM SUNNYSIDE DR TO 0.02 MI N OF OASIS CAFÉ AND FROM 0.02 MI N OF NELSON ST TO CHESTNUT ST IN STILLWATER-UPPER TRAIL, PIPE RAILING, PARKING LOT, ACCESS ROAD, DRAINAGE AS PART OF THE ST CROIX MITIGATION PACKAGE	2,550,000	1,020,000	0	0	255,000	1,275,000	MNDOT	AQ2
2018		MN 36	8214-174	AM	MN36, WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT- WISCONSIN LET	1,100,000	0	0	0	1,100,000	0	MNDOT	AQ2
2018		MN 36	8214-184	AM	MN36, AT I35 INTERCHANGE WITH WI ST. CROIX COUNTY TH- E-CONSTRUCT WI SNOW STORAGE POND AS PART OF THE ST. CROIX RIVER CROSSING PROJECT- WISCONSIN LET	70,000	0	0	0	70,000	0	MNDOT	NC
2018		MN 41	010-596-011	MC	MN41, US 212 TO 0.3 MI N OF CSAH 14 IN CHASKA- RECONSTRUCT TWO-LANE UNDIVIDED HIGHWAY TO FOUR-LANE DIVIDED HIGHWAY (TIED TO 1008-85 AND 1008-85E)	9,425,000	7,420,000	0	0	0	2,005,000	CARVER COUNTY	A20
2018		MN 41	1008-85	AM	MN41, FROM US212 TO 0.3 MI N CSAH 14 IN CHASKA- ROADWAY RECONSTRUCTION AND EXPANSION, INTERSECTION IMPROVEMENTS, SIGNALS AND ADA (TIED TO 010-596-011 AND 1008-85E)	345,000	0	0	0	345,000	0	MNDOT	A20

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		MN 41	1008-85E	AM	**TED**MN41, US212 TO 0.3 MI N CSAH 14 IN CHASKA- ROADWAY RECONSTRUCTION AND EXPANSION, INTERSECTION IMPROVEMENTS, SIGNALS AND ADA (TIED TO 010-596-011 AND 1008-85)	3,500,000	0	0	0	3,500,000	0	MNDOT	A20
2018		MN 41	1008-91	TM	MN41, FROM 2ND ST TO MN5 IN CHASKA-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	747,300	597,840	0	0	149,460	0	MNDOT	E2
2018		MN 47	0205-101	TM	MN47, FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 N RAMP IN COON RAPIDS-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,346,200	1,076,960	0	0	269,240	0	MNDOT	E2
2018		MN 47	2726-74	RD	MN47, FROM 27TH AVE NE IN MPLS TO 0.1 MI N OF 40TH AVE NE IN COLUMBIA HEIGHTS - RESURFACING, ADA, FENCING	3,050,000	2,440,000	0	0	610,000	0	MNDOT	S10
2018		MN 50	1904-27	RS	MN50, FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-BITUMINOUS MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 & 81, DRAINAGE, ADA IMPROVEMENTS	4,625,000	3,700,000	0	0	925,000	0	MNDOT	S10
2018		MN 51	6215-109	AM	MN51, FROM FORD PKWY TO RANDOLPH AVE IN ST. PAUL- CONSTRUCT CENTER MEDIAN AND LEFT TURN LANES, PED SAFETY ADA IMPROVEMENTS	710,000	0	0	0	710,000	0	MNDOT	E1
2018		MN 51	6216-140	AM	MN51, W RAMP AT CO RD B-2 IN ROSEVILLE - REPLACE TRAFFIC SIGNAL	75,000	0	0	0	75,000	0	MNDOT	E2
2018		MN 55	1909-98	SC	MN55, FROM MN62 IN MINNEAPOLIS TO US52 IN INVER GROVE HEIGHTS-SIGN REPLACEMENT	450,000	360,000	0	0	90,000	0	MNDOT	O8
2018		MN 55	1910-52	AM	MN55, FROM 0.15 MILES WEST OF DAKOTA-CSAH 42 TO 0.22 MILES EAST OF FAHEY AVE IN ROSEMOUNT-CONSTRUCT TURN LANES	593,000	0	0	0	593,000	0	MNDOT	E1

TABLE A-15
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		MN 55	2722-91	DR	MN55, FROM WRIGHT/HENNEPIN COUNTY LINE IN ROCKFORD TO THEODORE WIRTH PARKWAY IN MPLS - DRAINAGE, CURB AND GUTTER, TMS (ASSOCIATED TO 2722-91S)	275,000	220,000	0	0	55,000	0	MNDOT	S4
2018		MN 55	2722-91S	SH	MN55, FROM WRIGHT/HENNEPIN COUNTY LINE IN ROCKFORD TO THEODORE WIRTH PARKWAY IN MPLS - RUMBLE STRIPS, GUARDRAILS, GRADING, CONCRETE WALK (ASSOCIATED TO 2722-91)	2,069,580	1,862,622	0	0	206,958	0	MNDOT	S9
2018		MN 55	2752-40	SC	MN55, AT MEADOW LANE IN GOLDEN VALLEY- SIGNAL REPLACEMENT	300,000	0	0	0	150,000	150,000	MNDOT	E2
2018		MN 610	2771-43	TM	MN610, FROM US169 IN BROOKLYN PARK TO MISSISSIPPI RIVER IN COON RAPIDS AND ON US169 FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK - INSTALL TRAFFIC MANAGEMENT SYSTEM	925,000	740,000	0	0	185,000	0	MNDOT	S7
2018		MN 65	0207-108	DR	MN65, IN WEST DITCH FROM 0.1 MI SOUTH OF WEST MOORE LAKE DRIVE TO 68TH AVE NE IN FRIDLEY - REPLACE STORM SEWER	1,005,000	708,000	0	0	177,000	120,000	MNDOT	NC
2018		MN 65	0208-143	AM	MN65, FROM 144TH AVE TO 145TH AVE IN HAM LAKE- FRONTAGE ROAD AND CLOSE ACCESSES	710,000	0	0	0	710,000	0	MNDOT	A20
2018		MN 65	0208-159	SC	MN65, AT 105TH AVE NE/104 WAY NE IN BLAINE - SIGNAL REPLACEMENT AND ADA UPGRADES	400,000	0	0	0	200,000	200,000	MNDOT	E2
2018		MN 65	2710-47B	CA	**COCII** MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- DESIGN OF MAJOR STRUCTURE REHAB OF BRIDGE	300,000	0	0	0	300,000	0	MNDOT	S10
2018		MN 7	2706-237	RS	**SPP**MN7, FROM 0.1 MI E OF I494 IN MINNETONKA TO 0.25 MI W OF LOUISIANA AVE IN ST LOUIS PARK- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS AND SIGNALS	5,735,000	4,588,000	0	0	1,147,000	0	MNDOT	S10

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All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		MN 77	2758-74	SC	MN77, FROM OLD SHAKOPEE ROAD IN BLOOMINGTON TO NORTH OF MN13 IN EAGAN - REPLACE LIGHTING SYSTEMS	755,000	604,000	0	0	151,000	0	MNDOT	S18
2018		MN 95	8208-38	SC	MN95, FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CSAH22/70TH ST S - WIDEN SHOULDERS, ADD RIGHT TURN LANES, BITUMINOUS MILL AND OVERLAY	2,200,000	0	0	0	2,200,000	0	MNDOT	E1
2018		MN 97	0283-28	BR	**ELLA**SPP**MN97, FROM 0.1 MI W OF THE WESTERN RAMP TERMINALS TO 850 FT W OF THE COUNTY LINE-REPLACE BRIDGE 02806 (02818) AND APPROACHES (ASSOCIATED TO 8280-47 AND 0283-31)	7,500,000	2,800,000	0	0	700,000	4,000,000	MNDOT	S19
2018		MN 97	8201-20	AM	MN97, REALIGN/RECONSTRUCT FRONTAGE RD (HORNSBY ST) ON NORTH SIDE OF MN97 IN COLUMBUS-RELOCATE INTERSECTION 500 FT EAST	346,000	0	0	0	346,000	0	MNDOT	E4
2018		MN 999	880M-PD-18	CA	DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT-FY 2018	22,100,000	0	0	0	22,100,000	0	MNDOT	NC
2018		MN 999	880M-PM-18	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2018	3,361,000	0	0	0	3,361,000	0	MNDOT	NC
2018		MN 999	880M-RB-18	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2018	100,000	0	0	0	100,000	0	MNDOT	NC
2018		MN 999	880M-RW-18	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2018	16,250,000	0	0	0	16,250,000	0	MNDOT	NC
2018		MN 999	880M-RX-18	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2018	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2018		MN 999	880M-SA-18	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2018	16,600,000	0	0	0	16,600,000	0	MNDOT	NC
2018		MN 999	880M-TRLF-18	RW	**TRLF**REPAYMENT, FY 2018, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	O4
2018		MN 999	8825-544	SH	METROWIDE - INSTALL SIGNS ON HORIZONTAL CURVES TO COMPLY WITH NEW MMUTCD STANDARDS	530,000	477,000	0	0	53,000	0	MNDOT	O8

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All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		MN 999	8825-562	SC	METROWIDE - INSTALL LEFT TURN SIGNS ON OVERHEAD PANELS TO MEET MNMUTCD STANDARDS	800,000	640,000	0	0	160,000	0	MNDOT	O8
2018		MN 999	8825-578	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	S7
2018		MN 999	8825-614	TM	I35 FROM CRYSTAL LK RD IN BURNSVILLE TO I35/35W/35E SPLIT AND ON I35W FROM THE SPLIT TO E 42ND IN MPLS - TRAFFIC MANAGEMENT SYSTEM	350,000	280,000	0	0	70,000	0	MNDOT	S7
2018		MN 999	8825-630	SC	AT VARIOUS LOCATIONS IN MPLS- SIGNAL REPLACEMENT AND ADA UPGRADES	4,000,000	0	0	0	2,000,000	2,000,000	MNDOT	E2
2018		MSAS 153	142-153-007	RC	**AC**MSAS 153, RIDGEDALE DR FROM 0.2 MI E OF ESSEX RD TO 0.1 MI S OF RIDGEHAVEN LN AND RIDGEHAVEN LN FROM RIDGEDALE DR TO CSAH 61 IN MINNETONKA - RECONSTRUCT RAMPS AT RIDGEHAVEN LN TO FULL ACCESS, TURN LANES, RECONSTRUCT RIDGEDALE DR UNDERPASS, LIGHTING, UTILITIES, TRAFFIC SIGNAL, SIDEWALKS (AC PROJECT, PAYBACK IN FY2021)	7,500,000	0	0	4,504,000	0	2,996,000	MINNETONKA	E1
2018		MSAS 158	164-158-024	BR	MSAS 158, ON KELLOGG BLVD/3RD ST FROM 0.05 MILE W OF LAFAYETTE ST TO MARIA AVE OVER RAMSEY COUNTY REGIONAL RAIL AUTHORITY, BNSF, BRUCE VENTO NATURE SANCTUARY, COMMERCIAL ST, AND I94 IN ST PAUL- RECONSTRUCT BRIDGES 62080 AND 62080A	60,642,000	7,420,000	0	0	0	53,222,000	SAINT PAUL	S19
2018		MSAS 315	127-315-006	BT	MSAS 315, MEDTRONIC PKWY TO MN65 IN FRIDLEY- CONSTRUCT 10-FT WIDE MULTIUSE TRAIL	607,952	486,362	0	0	0	121,590	FRIDLEY	AQ2
2018		MSAS 333	141-333-008	RC	MSAS 333, STINSON BLVD TO INDUSTRIAL BLVD IN MPLS- RECONSTRUCT FROM FOUR-LANE ROADWAY TO TWO-LANE ROADWAY WITH CENTER TURN LANES, CONSTRUCT SIDEWALK, AND CONSTRUCT MULTI-USE TRAIL	5,501,063	3,461,536	0	0	0	2,039,527	MINNEAPOLIS	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		PED/BIKE	019-090-020	BT	MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-060-005)	5,500,000	1,000,000	0	0	0	4,500,000	DAKOTA COUNTY	AQ2
2018		PED/BIKE	091-090-082	BT	WEST COON RAPIDS DAM REGIONAL PARK PAVEMENT RECONSTRUCTION, BIKE/PED TRAIL AND LIGHTING IN BROOKLYN PARK	1,400,000	1,120,000	0	0	0	280,000	THREE RIVERS PARK DISTRICT	AQ2
2018		PED/BIKE	141-030-043	EN	EMERSON AVE FROM PLYMOUTH AVE TO 33RD AVE N AND FREEMONT AVE FROM PLYMOUTH AVE TO 44TH AVE N IN MPLS -INSTALL CURB EXTENSIONS AND ADA PEDESTRIAN RAMPS AT 16 INTERSECTIONS, AUDIBLE CROSSING TIMERS, PEDESTRIAN REFUGES, BIKE LANE DELINEATORS, BIKE LANE STRIPING, SIGNALS	2,370,060	1,060,000	0	0	0	1,310,060	MINNEAPOLIS	AQ2
2018		PED/BIKE	164-080-014	BT	MARGARET ST FROM FOREST ST TO MCKNIGHT RD, MCKNIGHT RD FROM MINNEHAHA AVE TO HUDSON RD IN ST PAUL-CONSTRUCT BICYCLE BLVD ON MARGARET ST AND OFF-STREET PATH ALONG MCKNIGHT RD	1,689,592	1,351,673	0	0	0	337,919	SAINT PAUL	AQ2
2018		PED/BIKE	214-591-003	EN	IN FOREST LAKE-INSTALL SIDEWALKS ALONG 3RD AVE SW AT N LAKES ACADEMY AND FROM 12TH ST SW TO 6TH ST SW, 6TH ST SW FROM 3RD AVE SW TO 2ND AVE SW, 2ND AVE SW FROM 6TH ST SW TO 5TH ST SW, 2ND AVE SW FROM 4TH ST SW TO 1ST ST SW, 4TH ST SW FROM 3RD AVE SW TO 7T H AVE SW FROM 8TH ST SW TO SW JR HIGH SCHOOL	986,982	789,586	0	0	0	197,396	FOREST LAKE	AQ2

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2018		PED/BIKE	TRS-TCMT-18D	BT	THREE GRADE-SEPARATED ROAD CROSSINGS, WITH STAIRWAYS CONNECTED TO THE ROADWAY AT EACH, ALONG CEDAR LAKE LRT REGIONAL TRAIL: TUNNELS BENEATH CSAH 20 IN HOPKINS AND WOODDALE AVE IN ST LOUIS PARK AND A BRIDGE OVER BELTLINE BLVD IN ST LOUIS PARK	5,615,600	3,711,000	0	0	0	1,904,600	MET COUNCIL-MT	AQ2
2018		RR	19-00146	SR	UP RR, M370, 65TH ST E IN INVER GROVE HEIGHTS-INSTALL GATES	375,000	375,000	0	0	0	0	MNDOT	S1
2018		RR	19-00147	SR	UP RR, MSAS152, HARDMAN AVE IN S ST PAUL-INSTALL GATES	325,000	325,000	0	0	0	0	MNDOT	S1
2018		RR	62-00214	SR	MNNR RR, MSAS 157, ENERGY PARK DR IN ST PAUL-INSTALL GATES	225,000	225,000	0	0	0	0	MNDOT	S8
2018		US 10	0202-106	SH	US10, FROM THURSTON AVE IN ANOKA TO MN101 IN ELK RIVER - CABLE MEDIAN BARRIER (DESIGNED BY METRO DISTRICT, ATP3 PORTION OF \$650K UNDER ASSOCIATED SP 7101-64M)	995,100	895,590	0	0	99,510	0	MNDOT	S9
2018		US 10	0214-47	SH	US 10 FROM CSAH 51 (UNIVERSITY AVE) IN BLAINE TO I35W IN MOUNDS VIEW - INSTALL CONTINUOUS FREEWAY LIGHTING	1,248,000	1,123,200	0	0	124,800	0	MNDOT	S18
2018		US 10	7101-64M	SH	US10, FROM THURSTON AVE IN ANOKA TO MN101 IN ELK RIVER - CABLE MEDIAN BARRIER (DESIGNED BY METRO DISTRICT, METRO DISTRICT PORTION OF \$995,000 UNDER ASSOCIATED SP 0202-106)	672,222	605,000	0	0	67,222	0	MNDOT	S9
2018		US 10	8216-06	AM	US 10 OVER ST CROIX RIVER IN DENMARK TWP/PRESCOTT-REHAB BRIDGE 82010 (WI IS LEAD)	350,000	0	0	0	350,000	0	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		US 169	070-596-013	MC	**AC**US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 -CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (OTHER FHWA OF \$17.7M IS TIGER FUNDS) (AC PROJECT, PAYBACK IN FY19 AND FY20) (ASSOCIATED TO 7005-121A)	40,448,041	23,636,000	0	12,262,433	0	4,549,608	SCOTT COUNTY	A20
2018		US 169	2750-85	RD	US169 FROM 0.1 MI SOUTH OF 101ST AVE IN BROOKLYN PARK TO HAYDEN LAKE ROAD IN CHAMPLIN - CONCRETE PAVEMENT REHAB, ADA, DRAINAGE, CONSTRUCT SB ACCELERATION LANE AT 120TH AVE AND EXTEND NB TURN LANES	7,240,000	5,792,000	0	0	1,448,000	0	MNDOT	A20
2018		US 169	2750-88	BR	US169, FROM HAYDEN LAKE RD TO DEAN AVE IN CHAMPLIN - REPLACE AND WIDEN BRIDGE #6890 (NEW BRIDGE 27W37) AND REPLACE BRIDGE 6891 (NEW BRIDGE 27W36), EXTEND SB LEFT TURN LANE AT HAYDEN LAKE RD ONTO BRIDGE 27W37, RECONSTRUCT BITUMINOUS AND CONCRETE PAVEMENT (ASSOCIATED TO 2750-93 AND 193-010-008)	3,130,000	2,372,000	0	0	593,000	165,000	MNDOT	S19
2018		US 169	2750-93	AM	US169, FROM 660 FT N OF HAYDEN LAKE RD TO MISSISSIPPI RIVER BRIDGE IN CHAMPLIN-RECONSTRUCT, PED UNDERPASS, SIGNAL, ADA IMPROVEMENTS (ASSOCIATED TO 2750-88 AND 193-010-008)	710,000	0	0	0	710,000	0	MNDOT	S19
2018		US 169	7005-121	AM	**TED**US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP-CONSTRUCT INTERCHANGE	10,000,000	0	0	0	10,000,000	0	MNDOT	A20
2018		US 169	7005-121A	AM	US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 - CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (ASSOCIATED TO 070-596-013)	5,000,000	4,000,000	0	0	1,000,000	0	MNDOT	A20

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2018		US 169	7007-34	RC	**SPP**US169, FROM 0.3 MI NORTH OF MN19 TO 0.1 MI NORTH OF ASH ST IN BELLE PLAINE - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION, BITUMINOUS MILL AND OVERLAY AND DRAINAGE REPAIRS (TIE TO 7008-111)	18,665,000	14,932,000	0	0	3,733,000	0	MNDOT	S10
2018		US 169	7007-44	RC	**SPP**US169, AT MN19 AND FROM 0.5 MI SOUTH OF MN25 TO 0.6 MI NORTH OF MN25, CONSTRUCT CROSS OVER; AND AT 0.4 MI NORTH OF CSAH 66 CONSTRUCT TURN LANE	560,000	448,000	0	0	112,000	0	MNDOT	A20
2018		US 169	7008-111	RC	**SPP**US169, FROM MN25 TO MN282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MILL BITUMINOUS PAVEMENT, MEDIAN CLOSURES, ADD U-TURNS, REDUCED CONFLICT INTERSECTION, DRAINAGE AND TENSION CABLE GUARDRAIL (TIE TO 7007-34)	15,860,000	12,688,000	0	0	3,172,000	0	MNDOT	S10
2018		US 212	010-596-010	SH	**AC**US 212 AT CSAH 34 IN NORWOOD YOUNG AMERICA AND CSAH 43 IN DAHLGREN TWP- INSTALL RURAL INTERSECTION CONFLICT WARNING SYSTEM (RICWS) AND LIGHTING AT BOTH INTERSECTIONS (AC PROJECT-PAYBACK IN FY19)	304,020	0	0	273,618	0	30,402	CARVER COUNTY	S18
2018		US 61	1913-103	SC	US61 (VERMILLION ST) AT 15TH ST IN HASTINGS - SIGNAL REPLACEMENT AND ADA UPGRADES	300,000	0	0	0	150,000	150,000	MNDOT	E2
2018		US 61	8205-141	BI	**ELLA**US61, WASHINGTON-CSAH19 OVER US61 IN COTTAGE GROVE - REHAB BRIDGE #9071	305,000	244,000	0	0	61,000	0	MNDOT	S19
2018		US 8	1308-25	DR	US8, FROM 0.3 MI WEST OF US61 IN FOREST LAKE TO 0.1 MI NORTH OF 273RD ST IN CHISAGO CITY - REPAIR/ REPLACE HYDRAULIC INFRASTRUCTURE, GUARDRAIL	860,000	688,000	0	0	172,000	0	MNDOT	NC

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2019	BB		090-080-017	TR	APPLE VALLEY TRANSIT STATION EXPANSION. EXPAND CAPACITY BY 330 SPACES AT CEDAR AVE AND GARRET AVE	7,138,800	5,711,040	0	0	0	1,427,760	MVTA	T8
2019	BB		TRS-TCMT-19C	TR	CMAQ: PURCHASE UP TO 10 60' ARTICULATED BUSES FOR CHICAGO AVE CORRIDOR	4,226,239	3,380,991	0	0	0	845,248	MET COUNCIL-MT	T10
2019	BB		TRS-TCMT-19D	TR	CONSTRUCTION OF EXPANDED SIDEWALK SPACE AND BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG CHICAGO AVE CORRIDOR	9,275,000	7,000,000	0	0	0	2,275,000	MET COUNCIL-MT	T7
2019	CSAH 13		082-613-035	RD	CSAH 13, 0.04 MILE S OF 3RD ST TO 0.12 MILE N OF HUDSON RD IN WOODBURY AND OAKDALE- CONVERT BIKE/PED TRAIL TO THIRD TRAVEL LANE ON BRIDGE 82843 AND CONSTRUCT BIKE/PED BRIDGE, CROSSING, AND REFUGE	3,559,680	2,847,744	0	0	0	711,936	WASHINGTON COUNTY	AQ2
2019	CSAH 15		027-615-022	SH	CSAH 15 AT CSAH 19 IN ORONO - REPLACE SIGNAL, REMOVE FREE RIGHT TURN, CONSTRUCT SIDEWALK, DEVELOP LEFT TURN LANE(LTL) ON CSAH 19	729,000	656,100	0	0	0	72,900	HENNEPIN COUNTY	AQ2
2019	CSAH 17		002-617-021	SH	CSAH 17 AT CSAH 18 IN HAM LAKE/COLUMBUS - CONSTRUCT NEW SIGNAL, CONVERT BYPASS LANE TO LEFT TURN LANE ON CSAH 17	972,000	874,800	0	0	0	97,200	ANOKA COUNTY	E3
2019	CSAH 17		027-617-030	SH	CSAH 17 AT MN62 IN EDINA - REPLACE 2 RAMP SIGNALS, REMOVE FREE RIGHT TURN, CONSTRUCT ADDITIONAL LEFT TURN STORAGE, FLASHING YELLOW ARROW(FYA), BLUE LIGHTS (ASSOCIATED TO 2774-23)	1,475,000	1,020,600	0	0	0	454,400	HENNEPIN COUNTY	E1
2019	CSAH 17		107-020-069	EN	FRANCE AVE FROM OLD SHAKOPEE RD TO W 84TH ST IN BLOOMINGTON-CONSTRUCT BITUMINOUS TRAIL, ADA CURB RAMPS, RETAINING WALLS, AND BOARDWALK	3,714,389	2,803,313	0	0	0	911,076	BLOOMINGTON	AQ2

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2019		CSAH 18	002-618-032	SH	CSAH 18 FROM CR 19 TO CSAH 62 - ADD RIGHT TURN LANES, BYPASS LANES AND OVERLAY	1,166,000	990,000	0	0	0	176,000	ANOKA COUNTY	A20
2019		CSAH 25	TRS-TCMT-19A	TR	CMAQ: CSAH 25, AT BELT LINE BLVD-CONSTRUCTION OF 268-SPACE PARK-AND-RIDE STRUCTURE AT BELTLINE GREEN LINE EXTENSION STATION	8,066,318	6,453,054	0	0	0	1,613,264	SAINT LOUIS PARK	A20
2019		CSAH 3	027-603-068	EN	INTERSECTION OF CSAH 3 (EXCELSIOR BLVD) AND CSAH 5 (W LAKE ST) IN MPLS- CONSTRUCT PEDESTRIAN ISLAND MEDIAN, RECONSTRUCT ALL CURB RAMPS TO ADA STANDARDS, REALIGN CROSSWALKS, HIGH-VISIBILITY CROSSWALK MARKINGS, AND ACCESSIBLE PEDESTRIAN SIGNALS	935,662	706,160	0	0	0	229,502	HENNEPIN COUNTY	AQ2
2019		CSAH 31	019-030-008	TM	CSAH 31 FROM CSAH 32 TO CSAH 26, CSAH 26 FROM CSAH 31 TO CSAH 43, CSAH 28 FROM BLUE CROSS RD TO CSAH 43, AND CSAH 43 FROM WESCOTT RD TO CSAH 26 IN EAGAN-FIBER OPTIC SIGNAL INTERCONNECTION, TRAFFIC SIGNAL REVISIONS, SIGNAL RETIMING/ COORDINATION, TRAFFIC MONITORING CAMERAS	1,663,200	1,330,560	0	0	0	332,640	DAKOTA COUNTY	E2
2019		CSAH 31	062-631-025	SH	CSAH 31 AT CSAH 58 IN ST PAUL- CONSTRUCT LEFT TURN LANES, REPLACE SIGNAL, AUDIBLE PEDESTRIAN SIGNAL (APS), COUNTDOWN TIMERS	1,131,786	1,018,607	0	0	0	113,179	RAMSEY COUNTY	AQ2
2019		CSAH 33	010-633-043	SH	CSAH 33 AT CSAH 34 IN NORWOOD YOUNG AMERICA- CONSTRUCT ROUNDABOUT	1,685,232	1,516,709	0	0	0	168,523	CARVER COUNTY	E1
2019		CSAH 38	086-638-006AC	RC	**AC** WRIGHT CSAH 38, FROM MN 101 TO ODEAN AVE IN OTSEGO, RECONSTRUCTION (AC PAYBACK 1 OF 1)	2,164,965	2,164,965	0	0	0	0	WRIGHT COUNTY	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		CSAH 46	027-646-010	EN	CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS-PEDESTRIAN ADA-ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTDOWN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE	671,086	506,480	0	0	0	164,606	HENNEPIN COUNTY	AQ2
2019		CSAH 53	062-653-011AC	RC	**AC**CSAH 53, 0.01 MILE S OF IGLEHART AVE TO UNIVERSITY AVE IN ST PAUL-RECONSTRUCT INTERCHANGE BRIDGE OVER I94 AND APPROACH SECTIONS, REPAVE, CONSTRUCT SIDEWALKS, SHOULDERS, AND TRAVEL LANES. REPLACE MNDOT BRIDGE 9387 (AC PAYBACK 1 OF 1)	3,332,465	3,332,465	0	0	0	0	RAMSEY COUNTY	S10
2019		CSAH 73	173-020-016	EN	CSAH 73 (OAKDALE AVE) FROM MENDOTA RD TO CSAH 8 (WENTWORTH AVE) AND MARIE AVE FROM MN 3 (ROBERT ST) TO CSAH 73 IN W ST PAUL-CONSTRUCT BITUMINOUS TRAIL, PEDESTRIAN RAMPS, MARIE AVE SIDEWALK, STREETScape, CROSSWALKS, LIGHTING, CROSSINGS, AND WAYFINDING	1,583,852	1,195,360	0	0	0	388,492	WEST ST PAUL	AQ2
2019		CSAH 78	002-678-022	MC	**MN159**CSAH 78, FROM 139TH LN NW TO 0.1 MILE N OF CSAH 18 IN ANDOVER-EXPAND FROM 2 TO 4 LANES, WIDEN ONE BRIDGE(REPURPOSING)	12,532,320	7,560,000	42,951	0	0	4,929,369	ANOKA COUNTY	A20
2019		CSAH 81	027-681-035	MC	CSAH 81, 0.04 MILE N OF 71ST AVE (CSAH 8) TO 0.04 MILE S OF 83RD AVE IN BROOKLYN PARK-RECONSTRUCT FROM FOUR-LANE DIVIDED RURAL ROADWAY TO SIX-LANE DIVIDED URBAN ROADWAY, MULTI-USE TRAIL	20,421,000	7,560,000	0	0	0	12,861,000	HENNEPIN COUNTY	A20

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019	I	35	0283-31AC	RC	**AC**SB FOREST LAKE WEIGH STATION WEIGHT ENFORCEMENT SYSTEM AND MODIFICATIONS TO ENTRANCE/EXIT RAMPS (AC PAYBACK 1 OF 1)	900,000	900,000	0	0	0	0	MNDOT	E5
2019	I	35E	0282-40	RB	I35E, IN LINO LAKES - STRUCTURAL FENCE	130,000	0	0	0	130,000	0	MNDOT	S13
2019	I	35E	1982-183	SC	I35E, INTERCHANGES AT DAKOTA-CR30 (DIFFLEY RD) AND AT DAKOTA-CR32 (CLIFF RD) IN EAGAN - REPLACE LIGHTING	195,000	0	0	0	195,000	0	MNDOT	S18
2019	I	35W	1981-124B	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)-DESIGN BUILD ACTIVITIES	956,000	0	0	0	956,000	0	MNDOT	A20
2019	I	35W	1981-134	TM	I35W, FROM BURNSVILLE PARKWAY TO NB I35W IN BURNSVILLE-CONSTRUCT HIGH OCCUPANCY VEHICLE BYPASS	360,000	0	0	0	210,000	150,000	MNDOT	AQ1
2019	I	35W	2782-330	RS	**SPP**I35W, FROM PORTLAND AVE TO WASHINGTON AVE AND MN65 FROM 15TH ST TO 10TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHABILITATION, REPAIR DRAINAGE STRUCTURES AND PIPE, ADA UPGRADES, TMS	2,680,000	2,412,000	0	0	268,000	0	MNDOT	S10
2019	I	35W	2783-166	RD	**ELLA**SPP**I35W, FROM 4TH ST SE IN MPLS TO ROSEGATE IN ROSEVILLE-BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENTREHABILITATION, ADA	16,895,000	14,688,000	0	0	1,632,000	575,000	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		I 35W	6284-180	MC	**ELLA**AC**PoDI**SPP**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES. CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGES, ADD AUXILIARY LANES AT MULTIPLE LOCATIONS, NOISE WALLS AND ON US10, FROM N JCT I35W TO 0.7 MI E CSAH J, CONSTRUCT WB AUXILIARY LANE, EB CONC OVLY, NOISE WALL (AC PROJECT, PAYBACKS IN FY20, FY21, FY22)	208,000,000	69,204,000	0	117,996,000	1,800,000	19,000,000	MNDOT	A20
2019		I 35W	6284-180UT	MA	I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES - I35E N MNPASS PROJECT UTILITY AND RAILROAD AGREEMENT	2,120,000	0	0	0	2,120,000	0	MNDOT	S7
2019		I 494	1985-149	RC	**FLEX18**SPP**AC**I494, FROM HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS-CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, BRIDGE REHAB, ADA, RETAINING AND NOISEWALL, SIGNING, TMS, LIGHTING, DRAINAGE (AC PROJECT, PAYBACK IN FY20)	14,575,000	9,407,500	0	3,710,000	1,457,500	0	MNDOT	A20
2019		I 494	2785-408	BI	**SPP**I494, AT HENNEPIN-CSAH 9 (ROCKFORD ROAD) IN PLYMOUTH - REHABILITATION ON BRIDGE #27972 INCLUDING APPROACHES, BITUMINOUS MILL AND OVERLAY/CONCRETE PAVEMENT REHABILITATION, SIGNALS, ADA, ADD TURN LANES ON RAMPS	2,795,000	2,232,000	0	0	248,000	315,000	MNDOT	S10
2019		I 494	2785-420A	AM	I494, CSAH 61 OVER I494, BRIDGE 27762 IN EDEN PRAIRIE- RECONSTRUCT TRAIL ADJACENT TO BRIDGE AND REPLACE SIGNALS AT RAMP INTERSECTIONS	275,000	0	0	0	275,000	0	MNDOT	AQ2
2019		I 694	0285-67	SC	I694, N AND S RAMPS AT ANOKA-CSAH 1 (E RIVER ROAD) IN FRIDLEY- SIGNAL SYSTEM REPLACEMENT	530,000	0	0	0	280,000	250,000	MNDOT	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		I 694	6285-157	RB	I694, FROM 0.9 MI E OF RICE ST IN LITTLE CANADA TO 0.1 MI W OF LEXINGTON IN ARDEN HILLS - LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2019		I 694	8286-81	RC	**SPP**I694 IN OAKDALE - 10TH ST (CSAH10) TO JCT I694/I494/I94 AND I494, 0.1 MI S TAMARACK RD TO JCT I694/I494/I94 - CONCRETE OVERLAY; AUXILIARY LANE SB FROM 10TH ST TO I94; REPLACE AND WIDEN BRIDGES 82831 AND 82832; RECONSTRUCT SW LOOP; I94 FROM JCT I694/I494/I94 TO 0.8 MI W RADIO DR REMOVE CONCRETE MEDIAN TO MODIFY COLLECTOR DISTRIBUTOR RAMP (ASSOCIATED TO 8286-81F)	10,735,000	9,661,500	0	0	1,073,500	0	MNDOT	S19
2019		I 694	8286-81F	RC	**SPPF**I694 IN OAKDALE - 10TH ST (CSAH10) TO JCT I694/I494/I94 AND I494, 0.1 MI S TAMARACK RD TO JCT I694/I494/I94 - CONCRETE OVERLAY; AUXILIARY LANE SB FROM 10TH ST TO I94; REPLACE AND WIDEN BRIDGES 82831 AND 82832; RECONSTRUCT SW LOOP; I94 FROM JCT I694/I494/I94 TO 0.8 MI W RADIO DR REMOVE CONCRETE MEDIAN TO MODIFY COLLECTOR DISTRIBUTOR RAMP (ASSOCIATED TO 8286-81)	19,500,000	17,550,000	0	0	1,950,000	0	MNDOT	A20
2019		I 94	2781-447	BI	**SPP**I94 MAINLINE, WB EXIT RAMP, & EB ENTRANCE RAMP OVER LRT, S 17TH AVE, AND HIAWATHA BIKE TRAIL LOCATED JUST EAST OF JCT OF TH55 IN MINNEAPOLIS - REHAB BRIDGES 27859, 27861, AND 27V28	1,165,000	1,048,500	0	0	116,500	0	MNDOT	S19
2019		I 94	2781-474	NO	EB I94, FROM 20TH ST S TO 23RD AVE S IN MINNEAPOLIS - REMOVE AND REPLACE NOISEWALL #98	720,000	0	0	0	720,000	0	MNDOT	O3
2019		I 94	6282-212	RS	**SPP**I94, FROM MN280 TO 0.1 MI W OF WESTERN AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, EROSION CONTROL AND DRAINAGE REPAIR	7,195,000	6,475,500	0	0	719,500	0	MNDOT	S10
2019		I 94	8282-128	BT	ADJACENT TO I94 FROM MANNING AVE TO MIDWEST TRAIL N IN AFTON AND FROM 0.8 MI E OF NEAL AVE N TO 0.3 MI W OF STAGECOACH TRAIL N IN W LAKELAND TWP - RECONSTRUCT BITUMINOUS BIKE TRAIL AND DRAINAGE	385,000	0	0	0	385,000	0	MNDOT	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		LOCAL 99	070-030-009	SH	VARIOUS LOCATIONS IN SCOTT COUNTY - CONSTRUCT TURN LANES	1,782,000	1,603,800	0	0	0	178,200	SCOTT COUNTY	E1
2019		LOCAL 99	090-070-023AC1	PL	**AC**METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (AC PAYBACK 1 OF 2)	850,000	850,000	0	0	0	0	MET COUNCIL	O1
2019		LOCAL 99	164-030-012	TM	VARIOUS DOWNTOWN ST PAUL STREETS-UPGRADE TO MODERN TRAFFIC SIGNAL CONTROLLERS, INSTALL CHANGEABLE MESSAGE SIGNS, COMPLETE THE FIBER OPTIC NETWORK, UPGRADE TRAFFIC MANAGEMENT CENTER, AND OPTIMIZE SIGNAL TIMINGS IN THE DOWNTOWN AREA	3,000,780	2,400,624	0	0	0	600,156	SAINT PAUL	E2
2019		LOCAL 99	TRS-TCMT-19B	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	T1
2019		MN 120	6227-83	TM	MN120, FROM I94 S RAMP TO WOODLAND DR IN MAPLEWOOD- ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,085,400	868,320	0	0	217,080	0	MNDOT	E2
2019		MN 13	7001-115	RD	**AB**MN13, FROM MN19 IN CEDAR LAKE TWP TO 0.1 MI SOUTH OF SCOTT-CSAH 21 (EAGLE CREEK AVE) IN PRIOR LAKE - RESURFACING, CONCRETE MEDIAN, DRAINAGE REPAIRS, TURN LANES	9,710,000	7,768,000	0	0	1,942,000	0	MNDOT	S16

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		MN 21	7002-47	RS	**ELLA**MN21, FROM 0.1 MI S OF SCOTT-CSAH37(7TH ST NW) IN NEW PRAGUE TO MILL ST IN JORDAN - BITUMINOUS MILL AND OVERLAY, TURN LANES, ADA IMPROVEMENTS, DRAINAGE	6,100,000	4,880,000	0	0	1,220,000	0	MNDOT	E1
2019		MN 36	082-596-005	MC	MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE-CONSTRUCT INTERCHANGE AND CONSTRUCT GATEWAY STATE TRAIL ACCESS (TIED TO 092-090-059 AND 8204-72)	9,450,000	7,560,000	0	0	0	1,890,000	WASHINGTON COUNTY	AQ2
2019		MN 36	8204-72	AM	**TED**MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE-CONSTRUCT INTERCHANGE AND CONSTRUCT GATEWAY STATE TRAIL ACCESS (TIED TO 082-596-005 AND 092-090-059)	4,000,000	0	0	0	4,000,000	0	MNDOT	A20
2019		MN 36	8214-114MIT19	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	269,010	0	0	0	134,505	134,505	MNDOT	O1
2019		MN 36	8214-114SA19	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	2,400,000	0	0	0	1,500,000	900,000	MNDOT	O1
2019		MN 36	8214-176	RB	MN36, FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	180,000	0	0	0	180,000	0	MNDOT	O6
2019		MN 41	1008-92	RB	MN41, FROM 0.14 MI N OF US212 TO 0.3 MI N CSAH 14 IN CHASKA-LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2019		MN 51	6215-106	SC	MN51, AT MIDWAY PARKWAY/DAN PATCH AVE IN ST PAUL - SIGNAL SYSTEM REPLACEMENT	300,000	0	0	0	150,000	150,000	MNDOT	E2
2019		MN 51	6216-136	SC	MN51, AT HOYT AVE IN FALCON HGTS/ST PAUL - SIGNAL SYSTEM REPLACEMENT	300,000	0	0	0	150,000	150,000	MNDOT	E2

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2019		MN 55	1910-50	TM	MN55, FROM MN61 TO GENERAL SIEBEN DR AND US61 FROM CSAH 47 TO 4TH ST IN HASTINGS-ATMS INSTALLATION AND SIGNAL OPTIMIZATION	649,800	519,840	0	0	129,960	0	MNDOT	E2
2019		MN 55	2722-84	SC	MN55, FROM OLD ROCKFORD RD/HAMEL RD IN PLYMOUTH TO MPLS CITY LIMITS - SIGN REPLACEMENT	500,000	0	0	0	500,000	0	MNDOT	O8
2019		MN 55	2751-51	AM	**SPP**MN55, OVER BASSETT CREEK IN MINNEAPOLIS - REPLACE BRIDGES (TUNNELS) 94277, 94278, 94279 WITH 27311	3,250,000	0	0	0	3,250,000	0	MNDOT	S19
2019		MN 610	2771-109	RB	MN610, ALONG CORRIDOR IN BROOKLYN PARK - SNOW FENCE/LANDSCAPING	250,000	0	0	0	250,000	0	MNDOT	S13
2019		MN 62	2773-10	RS	**ELLA**SPP**MN62, FROM BEACH RD TO UNDER TRACY AVE BRIDGE IN EDINA AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62 IN MINNETONKA-MILL AND OVERLAY, FENCE REPAIR, CURB AND GUTTER, ADA IMPROVEMENTS	7,780,000	6,224,000	0	0	1,556,000	0	MNDOT	S10
2019		MN 62	2774-22	SH	MN62, FROM FRANCE AVE 0.4 MI E IN EDINA - CONSTRUCT PARALLEL ACCELERATION LANE AT EB ENTRANCE RAMP FROM FRANCE AVE	540,000	486,000	0	0	54,000	0	MNDOT	A20
2019		MN 62	2774-23	BI	MN62, AT FRANCE AVE OVER MN62 IN EDINA - REHAB BRIDGE 7263 (ASSOCIATED TO 027-617-030)	2,305,000	1,844,000	0	0	461,000	0	MNDOT	S19
2019		MN 62	2775-26	RS	**ELLA**MN62, FROM PORTLAND AVE TO 28TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, REHAB BRIDGE 27521, ADA IMPROVEMENTS	1,195,000	1,075,500	0	0	119,500	0	MNDOT	S10
2019		MN 65	0207-105	SC	MN65 FROM HENNEPIN-ANOKA COUNTY LINE IN MPLS TO US10 IN BLAINE - SIGN REPLACEMENT	450,000	0	0	0	450,000	0	MNDOT	S7
2019		MN 65	0207-99	SC	MN65, AT 41ST AVE NE IN COLUMBIA HTS - SIGNAL SYSTEM REPLACEMENT AND ADA IMPROVEMENTS	280,000	0	0	0	140,000	140,000	MNDOT	E2

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2019		MN 65	0208-149	SC	**ELLA**MN65, FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, ADD LEFT TURN LANE WB US10 TO SB MN65, REPAIR CULVERTS, ADD CURB AND GUTTER	900,000	720,000	0	0	180,000	0	MNDOT	E1
2019		MN 65	0208-157	SH	**ELLA**MN65, FROM 0.2 MI S 143RD AVE NE IN HAM LAKE TO 0.2 MI N VIKING BLVD (CSAH 22) IN EAST BETHEL-CONSTRUCT REDUCED CONFLICT INTERSECTIONS AT 143RD AVE NE, 153RD AVE NE, 157TH AVE NE, 181ST AVE NE, 187TH AVE NE, AND VIKING BLVD	5,005,000	3,577,500	0	0	397,500	1,030,000	MNDOT	E1
2019		MN 77	1925-56	BI	MN77, AT DAKOTA-CSAH 32 (CLIFF RD) OVER MN77 IN EAGAN - REHAB BRIDGE 19067, ADA IMPROVEMENTS, GUARDRAIL	1,880,000	1,304,000	0	0	326,000	250,000	MNDOT	S19
2019		MN 95	8208-40	SC	MN95, FROM 70TH ST TO MN61 IN COTTAGE GROVE - CONSTRUCT RIGHT TURN LANES, WIDEN SHOULDERS, BITUMINOUS MILL AND OVERLAY	4,920,000	3,936,000	0	0	984,000	0	MNDOT	S19
2019		MN 95	8209-109	DR	MN95, FROM 5TH ST IN BAYPORT TO I94 IN LAKELAND-REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, GUARDRAIL	1,375,000	1,100,000	0	0	275,000	0	MNDOT	NC
2019		MN 999	880M-ADA-19	SC	DISTRICTWIDE SETASIDE FOR CO ADA PROJECT - FY 2019	1,532,000	1,225,600	0	0	306,400	0	MNDOT	NC
2019		MN 999	880M-AM-19	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2019	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2019		MN 999	880M-BI-19	BI	**SPP**DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY	165,000	148,500	0	0	16,500	0	MNDOT	NC
2019		MN 999	880M-BP-19	SC	DISTRICTWIDE SETASIDE FOR BIKE/PED PROJECT - FY 2019	1,958,000	1,566,400	0	0	391,600	0	MNDOT	NC
2019		MN 999	880M-PD-19	CA	DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT-FY 2019	20,900,000	0	0	0	20,900,000	0	MNDOT	NC
2019		MN 999	880M-PM-19	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2019	3,867,000	0	0	0	3,867,000	0	MNDOT	NC

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2019		MN 999	880M-RB-19	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2019	370,000	0	0	0	370,000	0	MNDOT	NC
2019		MN 999	880M-RS-19	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2019	290,000	232,000	0	0	58,000	0	MNDOT	NC
2019		MN 999	880M-RW-19	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2019	12,000,000	0	0	0	12,000,000	0	MNDOT	NC
2019		MN 999	880M-RX-19	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2019	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2019		MN 999	880M-SA-19	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2019	15,400,000	0	0	0	15,400,000	0	MNDOT	NC
2019		MN 999	880M-SC-19	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2019	95,000	0	0	0	95,000	0	MNDOT	NC
2019		MN 999	880M-TR-19	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2019	50,000	0	0	0	50,000	0	MNDOT	NC
2019		MN 999	880M-TRLF-19	RW	**TRLF**REPAYMENT, FY 2019, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	O4
2019		MN 999	8816-2607	TM	**ITS**STATEWIDE- REPLACE SHELTERS AND DYNAMIC MESSAGE SIGNS (\$720K OF FHWA IS ITS)	1,825,000	1,460,000	0	0	365,000	0	MNDOT	S7
2019		MN 999	8825-608	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	NC
2019		MSAS 112	217-112-003	RC	MSAS 112, FROM MACIVER AVENUE TO WRIGHT COUNTY CSAH 19 AT OTSEGO/ALBERTVILLE, RECONSTRUCTION WITH BIKE/PED TRAIL AND INTERSECTION IMPROVEMENTS AT CSAH 19/70TH STREET INTERSECTION	1,821,280	1,074,304	0	0	0	746,976	OTSEGO	AQ2
2019		MSAS 203	164-203-014	BR	**MN150**MN214**MSAS 203, SUMMIT AVE FROM SYNDICATE ST TO GRIGGS ST IN ST PAUL- RECONSTRUCT BR 62504 (NEW 62652) OVER AYD MILL RD AND APPROACHES (REPURPOSING)	6,362,000	1,722,143	1,403,797	0	0	3,236,060	SAINT PAUL	S19

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All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		MSAS 434	141-434-001	RC	MSAS 434, HENNEPIN AVE TO CHICAGO AVE IN MPLS-RECONSTRUCT: REPLACE PAVEMENT, CURB, AND GUTTER, INSTALL PEDESTRIAN ENHANCEMENTS	9,682,200	6,960,600	0	0	0	2,721,600	MINNEAPOLIS	S10
2019		PED/BIKE	010-090-008	EN	ALONG MN 5 FROM MINNEWASHTA PKWY IN VICTORIA TO CENTURY BLVD IN CHANHASSEN-RECONSTRUCT MN 5 REGIONAL TRAIL	1,490,184	1,192,147	0	0	0	298,037	CARVER COUNTY	AQ2
2019		PED/BIKE	092-090-059	EN	0.04 MILES W OF CSAH 35 TO 0.06 MILES E OF CSAH 35 IN OAKDALE-CONSTRUCT TUNNEL CROSSING ALONG GATEWAY STATE TRAIL AT HADLEY AVE (TIED TO 082-596-005 AND 8204-72)	1,350,000	1,080,000	0	0	0	270,000	MN DNR	AQ2
2019		PED/BIKE	107-090-010	EN	E BLOOMINGTON FREEWAY FROM W 106TH ST TO W 99TH ST IN BLOOMINGTON-CONSTRUCT SIDEWALK	709,863	567,892	0	0	0	141,971	BLOOMINGTON	AQ2
2019		PED/BIKE	141-030-041	BT	20TH AVE S FROM MINNEHAHA AVE TO 4TH ST S, 4TH ST S FROM 20TH AVE S TO 19TH AVE S, 19TH AVE S/10TH AVE SE FROM 4TH ST S TO 5TH ST SE, 15TH AVE SE FROM UNIVERSITY AVE TO ROLLINS AVE SE, ROLLINS AVE SE FROM 15TH AVE SE TO 18TH AVE SE, 18TH AVE SE FROM ROLLINS AVE SE TO E HENNEPIN AVE-CONSTRUCTION OF PROTECTED BIKEWAY	1,287,868	1,030,294	0	0	0	257,574	MINNEAPOLIS	AQ2
2019		PED/BIKE	141-030-042	EN	1ST ST N, 2ND ST N, 3RD ST N, AND 4TH ST N IN MPLS-INSTALL CURB EXTENSIONS, MEDIANS, CURB RAMPS, CROSSWALK MARKINGS FOR PEDESTRIAN ACCESS AND UPGRADE SIGNALS	2,017,440	1,080,000	0	0	0	937,440	MINNEAPOLIS	AQ2
2019		PED/BIKE	164-090-015	EN	COMMERCIAL ST TO US 61 IN ST PAUL-CONSTRUCT INDIAN MOUNDS REGIONAL PARK TRAIL	1,790,640	1,432,512	0	0	0	358,128	SAINT PAUL	AQ2
2019		PED/BIKE	179-090-005	EN	LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL	1,998,000	1,598,400	0	0	0	399,600	BURNSVILLE	AQ2

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2019		PED/BIKE	204-090-004	EN	CONSTRUCT BIKE/PED TRAIL ALONG US 10 FROM ORONO PARK TO PROCTOR ROAD IN ELK RIVER	799,870	639,896	0	0	0	159,974	ELK RIVER	AQ-2
2019		RR	62-00215	SR	MNNR RR, MSAS 216, COUNTY RD C2 W IN ROSEVILLE-INSTALL GATES	275,000	275,000	0	0	0	0	MNDOT	S1
2019		RR	70-00125	SR	UP RR, MSAS 126, STAGECOACH RD IN SHAKOPEE-INSTALL GATES	300,000	300,000	0	0	0	0	MNDOT	E1
2019		US 10	1380-86	SC	US10 AT DAYTON PORT REST AREA IN RAMSEY AND I35 AT CHISAGO-CSAH1 IN RUSH CITY-REPLACE LIGHTING	180,000	0	0	0	180,000	0	MNDOT	S18
2019		US 10	6205-39	MC	EB US10, FROM SB I35W TO RAMSEY CSAH 96 IN ARDEN HILLS - CONSTRUCT 2 LANE EXIT FROM I35W, EB US 10 AUXILIARY LANE, AND NOISE WALLS	2,445,000	1,956,000	0	0	489,000	0	MNDOT	A20
2019		US 12	2713-117	SC	US 12, FROM E OF BNSF RR IN MAPLE PLAIN TO JCT I494/I394 IN MINNETONKA - SIGN AND PANEL REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2019		US 12	2714-144	SC	US12, WB ENTRANCE RAMP AT CARLSON PKWY AND DEER CREEK PKWY AND EB EXIT RAMP AT CARLSON PKWY AND OAKLAND RD IN MINNETONKA - SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	500,000	0	0	0	200,000	300,000	MNDOT	O8
2019		US 12	2714-145	BI	US12, AT CENTRAL AVE (CSAH 101) IN WAYZATA - REHABILITATION ON BRIDGE #27133 AND APPROACH PANELS, SIGNALS, LIGHTING AND ADA	2,060,000	1,648,000	0	0	412,000	0	MNDOT	S18
2019		US 169	070-596-013AC1	MC	**AC**US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 - CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (AC PAYBACK 1 OF 2)	7,560,000	7,560,000	0	0	0	0	SCOTT COUNTY	A20

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2019		US 169	2772-115	BI	**SPP**US169, AT ROCKFORD RD IN PLYMOUTH - REHAB BRIDGE #27551	165,000	132,000	0	0	33,000	0	MNDOT	S19
2019		US 212	010-596-010AC	SH	**AC**US 212 AT CSAH 34 IN NORWOOD YOUNG AMERICA AND CSAH 43 IN DAHLGREN TWP- INSTALL RURAL INTERSECTION CONFLICT WARNING SYSTEM (RICWS) AND LIGHTING AT BOTH INTERSECTIONS (AC PAYBACK 1 OF 1)	273,618	273,618	0	0	0	0	CARVER COUNTY	S7
2019		US 212	1013-90	DR	US 212, AT CARVER-CSAH 41 IN BENTON TWP AND CSAH 36 IN DAHLGREN TWP-CONSTRUCT REDUCED CONFLICT INTERSECTION AND DRAINAGE	45,000	0	0	0	45,000	0	MNDOT	E1
2019		US 212	1013-90S	SH	US 212, AT CARVER-CSAH 41 IN BENTON TWP AND CSAH 36 IN DAHLGREN TWP-CONSTRUCT REDUCED CONFLICT INTERSECTIONS	1,275,000	1,147,500	0	0	127,500	0	MNDOT	E1
2019		US 52	1907-114	TM	**ITS**US52, VARIOUS LOCATIONS ON US 52 BETWEEN SOUTHVIEW BLVD IN S ST PAUL AND CONCORD BLVD E (CSAH 56) IN INVER GROVE HEIGHTS - INSTALL FIBER OPTIC CABLE AND CAMERAS	130,000	104,000	0	0	26,000	0	MNDOT	S7
2019		US 61	6220-83	SC	US61, 0.2 MI N OF MAXWELL AVE IN MAPLEWOOD TO 0.2 MI S OF WARNER RD IN ST PAUL - REPLACE LIGHTING	1,300,000	1,040,000	0	0	260,000	0	MNDOT	S19
2020	BB		TRS-TCMT-20A	TR	PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR	9,450,000	7,000,000	0	0	0	2,450,000	MET COUNCIL-MT	T10
2020	BB		TRS-TCMT-20B	TR	PURCHASE EIGHT 35-40 FOOT CUTAWAY VEHICLES AND OPERATE SERVICE FOR CONNECTOR SERVICE BETWEEN EDEN PRAIRIE AND MALL OF AMERICA	7,564,732	5,603,505	0	0	0	1,961,227	SOUTHWEST TRANSIT	T10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		BB	TRS-TCMT-20C	TR	HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	90,720,000	7,000,000	0	0	0	83,720,000	MET COUNCIL-MT	T8
2020		CSAH 1	027-030-047	TM	CSAH 1 FROM US 169 TO I494, CSAH 3 FROM CSAH 101 TO CSAH 17, CSAH 5 FROM US 169 TO CSAH 17, AND CSAH 9 FROM OLD ROCKFORD RD TO CSAH 81- INSTALL ATMS AND ATMS COMMUNICATIONS INFRASTRUCTURE	2,376,000	1,760,000	0	0	0	616,000	HENNEPIN COUNTY	S7
2020		CSAH 11	002-611-036	RC	CSAH 11 (FOLEY BLVD) FROM CSAH 1 (EAST RIVER RD) TO 0.14 MILES NORTH OF CSAH 3 (COON RAPIDS BLVD) IN COON RAPIDS-RECONSTRUCT AND CONSTRUCT OVERPASS OVER BNSF TRACKS	19,914,120	7,000,000	0	0	0	12,914,120	ANOKA COUNTY	A20
2020		CSAH 152	027-752-030	RC	CSAH 152 (WEBBER PKWY) FROM CSAH 2 (PENN AVE) TO 0.04 MI S OF 41ST AVE N IN MPLS - RECONSTRUCT ROADWAY, CURB AND GUTTER, SIDEWALK, TRAFFIC SIGNALS, STREETSCAPING, AND INSTALL BIKEWAY FACILITY	12,992,400	7,000,000	0	0	0	5,992,400	HENNEPIN COUNTY	AQ2
2020		CSAH 19	086-619-034	MC	WRIGHT COUNTY CSAH 19, FROM LAMPLIGHT DR TO N OF 70TH ST IN ALBERTVILLE, EXTEND MULTILANE ROADWAY	5,000,000	2,930,560	0	0	0	2,069,440	WRIGHT COUNTY	A20
2020		CSAH 2	070-602-022	SH	CSAH 2 AT CSAH 91 IN ELKO-NEW MARKET - CONSTRUCT MULTI-LANE ROUNDABOUT	2,151,360	1,792,800	0	0	0	358,560	SCOTT COUNTY	E1
2020		CSAH 21	070-621-032	RC	RECONSTRUCT CSAH 21 / TH 13 INTERSECTION IN PRIOR LAKE INCLUDING ON CSAH 21 FROM ARCADIA AVE INTERSECTION TO FRANKLIN TRAIL E OF MN 13 - RECONSTRUCT INTERSECTION WITH MAIN AVE TO RIGHT-IN/RIGHT-OUT, REPLACE/ADD TRAFFIC SIGNALS AT TH13 & ARCADIA AVE INTERSECTION, ¾ INTERSECTION AT TH13 & PLEASANT ST, TURN LANES, TRAIL/ SIDEWALKS, PED AND TRANSIT AMENITIES	6,654,204	4,929,040	0	0	0	1,725,164	SCOTT COUNTY	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		CSAH 35	027-635-034	EN	CSAH 35 (PORTLAND AVE) FROM CSAH 53 IN RICHFIELD TO 60TH ST IN MPLS-CONSTRUCT PROTECTED BIKEWAY FROM CSAH 53 TO S OF 60TH ST, CONVERT 4-LANE TO 3-LANE ROAD FROM CSAH 53 TO S OF 61ST ST, INSTALL SIDEWALK ON EAST SIDE FROM N OF TH 62 TO PARK AVE	1,012,738	750,176	0	0	0	262,562	HENNEPIN COUNTY	AQ2
2020		CSAH 44	062-644-035	SH	CSAH 44 (SILVER LAKE RD) AT RICE CREEK REGIONAL TRAIL AND MN COMMERCIAL RR CROSSING IN NEW BRIGHTON - CONSTRUCT GATES, PEDESTRIAN RAMPS, AND REFUGE MEDIAN	390,135	325,112	0	0	0	65,023	RAMSEY COUNTY	S1
2020		CSAH 50	019-650-016	RC	CSAH 50 (202ND ST) FROM HOLYOKE AVE TO CSAH 23 (CEDAR AVE) IN LAKEVILLE-RECONSTRUCT FROM TWO-LANE UNDIVIDED TO DIVIDED WITH CONCRETE MEDIAN, CONSTRUCT MULTIUSE TRAILS, PEDESTRIAN TUNNEL & SIGNAL AT CSAH 23	4,320,000	3,200,000	0	0	0	1,120,000	DAKOTA COUNTY	AQ2
2020		CSAH 58	138-138-003	SH	CSAH 58 (EDGERTON ST) AT MSAS 38 (ROSELAWN) IN MAPLEWOOD - CONSTRUCT MINI ROUNDABOUT	815,400	679,500	0	0	0	135,900	MAPLEWOOD	E1
2020		CSAH 75	164-020-142	EN	CSAH 75 AND CSAH 31 (COMO AVE) FROM RAYMOND AVE TO HAMLIN AVE IN ST PAUL-CONSTRUCT OFF STREET PEDESTRIAN AND BICYCLE TRAIL	6,828,300	5,058,000	0	0	0	1,770,300	SAINT PAUL	AQ2
2020		CSAH 78	002-678-025	RC	CSAH 78 (HANSON BLVD) FROM CSAH 11 (NORTHDAL BLVD) TO CSAH 14 (MAIN ST) IN COON RAPIDS-RECONSTRUCT FROM A 4-LANE UNDIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH TURN LANES, MULTIUSE TRAIL	3,134,160	2,321,700	0	0	0	812,460	ANOKA COUNTY	E1
2020		CSAH 8	168-020-013	EN	CSAH 8 (WENTWORTH AVE) FROM MN 52 TO 15TH AVE IN SOUTH ST PAUL-CONSTRUCT SIDEWALK, BOULEVARD, AND ADA PEDESTRIAN RAMPS	387,720	287,200	0	0	0	100,520	SOUTH SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		CSAH 86	019-686-018	RC	CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS- RECONSTRUCT AND WIDEN SHOULDERS	5,670,000	4,200,000	0	0	0	1,470,000	DAKOTA COUNTY	S4
2020		I 35	0283-32	RB	I35, FROM MN97 IN COLUMBUS TO US8 IN FOREST LAKE- LANDSCAPING	200,000	0	0	0	200,000	0	MNDOT	O6
2020		I 35E	0282-42	SH	I35E FROM CR J IN LINO LAKES TO I35E/I35W SPLIT IN COLUMBUS - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	1,026,000	923,400	0	0	102,600	0	MNDOT	S9
2020		I 35W	1981-124	BR	**ELLA**AC**SPP**PoDI**FLEX18**, I35W FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON- REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39), PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, RETAINING WALL, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PROJECT, PAYBACK IN FY21 AND FY22)	155,300,000	45,826,000	0	93,944,000	15,530,000	0	MNDOT	A20
2020		I 35W	1981-124C	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)-DESIGN BUILD ACTIVITIES	3,594,343	0	0	0	3,594,343	0	MNDOT	A20
2020		I 35W	2782-343	RD	**SPP**I35W, FROM 0.1 MI NORTH OF 76TH ST TO 66TH ST IN RICHFIELD -CONCRETE PAVEMENT REHABILITATION	315,000	283,500	0	0	31,500	0	MNDOT	S10
2020		I 35W	2782-347	DR	**AC**I35W, AT 42ND ST TO 39TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PROJECT, PAYBACK IN FY21)	26,300,000	0	0	20,520,000	2,280,000	3,500,000	MNDOT	NC

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2020		I 35W	6284-180AC1	MC	**AC**PoDI**SPP**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGES, ADD AUXILIARY LANES AT MULTIPLE LOCATIONS, NOISE WALLS AND ON US10, FROM N JCT I35W TO 0.7 MI E CSAH J, CONSTRUCT WB AUXILIARY LANE, EB CONC OVLY, NOISE WALL (AC PAYBACK 1 OF 3)	66,760,000	66,760,000	0	0	0	0	MNDOT	A20
2020		I 494	1985-148	RS	**FLEX19**SPP**I494, FROM 3RD AVE S IN S ST PAUL TO E END OF MN RIVER BRIDGE IN EAGAN - MILL AND OVERLAY, DRAINAGE, REHAB 8 BRIDGES, GUARDRAIL, TMS, TURN LANES, SIGNALS, ADA, AND SIDEWALK	26,150,000	23,310,000	0	0	2,590,000	250,000	MNDOT	S10
2020		I 494	1985-149AC	RC	**AC**I494, FROM HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS- CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, BRIDGE REHAB, ADA, RETAINING AND NOISEWALL, SIGNING, TMS, LIGHTING, DRAINAGE (AC PAYBACK 1 OF 1)	3,710,000	3,710,000	0	0	0	0	MNDOT	A20
2020		I 94	229-010-001	RC	I94 AT DAYTON INDUSTRIAL BLVD IN DAYTON-CONSTRUCT INTERCHANGE AT I94, ROADWAY FROM BROCKTON LN TO THE SW RAMP, ROADWAY FROM CSAH 81 TO THE NW RAMP, AUXILIARY LANES, AND TURN LANES	15,108,715	7,000,000	0	0	0	8,108,715	DAYTON	A20
2020		I 94	2781-470	BI	**SPP**I94, AT MN100, I694/I94 IN BROOKLYN CENTER - REHAB BRIDGE 27962, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMPS FROM I 694 AND MN 252, AND GUARDRAIL	3,415,000	3,073,500	0	0	341,500	0	MNDOT	S19
2020		LOCAL	027-596-011	BI	FREMONT AVE OVER MIDTOWN GREENWAY IN MPLS-REHAB BRIDGE L8901	3,200,000	1,604,000	0	0	0	1,596,000	HENNEPIN COUNTY	S10

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2020		LOCAL	163-090-003	EN	EDGEWOOD AVE FROM WEST 26TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-CONSTRUCT MULTI-USE FACILITIES AND BICYCLE/PEDESTRIAN BRIDGE OVER BNSF RAILWAY	3,939,840	2,918,400	0	0	0	1,021,440	ST LOUIS PARK	AQ2
2020		LOCAL	164-080-015	EN	CYPRUS ST FROM CASE ST TO MARYLAND ST, FRANK ST FROM YORK AVE TO COOK ST, AND DULUTH ST FROM CASE AVE TO MAGNOLIA AVE-CONSTRUCT SIDEWALKS, ADA UPGRADE, AND RETAINING WALLS	1,166,400	780,000	0	0	0	386,400	SAINTE PAUL	AQ2
2020		LOCAL 99	027-030-046	SH	CSAH 4 AT MUN 90 (WESTGATE DR) IN EDEN PRAIRIE, CSAH 5 AT MUN 52 (24TH AVE) IN MPLS, CSAH 22 AT MUN 99 (49TH ST) IN MPLS, AND CSAH 28 AT MUN 76 (102ND ST) IN BLOOMINGTON - CONSTRUCT DURABLE HIGH-VISIBILITY CROSSWALKS, CURB EXTENSIONS, RAISED MEDIANS, ADA, FLASHING BEACONS	572,400	477,000	0	0	0	95,400	HENNEPIN COUNTY	AQ2
2020		LOCAL 99	070-030-011	SH	VARIOUS LOCATIONS IN SCOTT COUNTY -SHOULDER PAVING ON VARIOUS ROADWAYS	1,512,000	1,260,000	0	0	0	252,000	SCOTT COUNTY	S4
2020		LOCAL 99	TRS-TCMT-20	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	AQ1
2020		MN 149	1917-51	RB	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST PAUL & ON MN13 FROM MN140 TO CHEROKEE HGTS BLVD - LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6
2020		MN 156	1912-59	RS	MN156, FROM I494 IN S ST PAUL TO US52 IN ST PAUL - CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, ADA, SIDEWALKS, RETAINING WALL	7,975,000	6,380,000	0	0	1,595,000	0	MNDOT	S10

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2020		MN 21	7002-48	BR	TH 21, FROM HELENA ST TO THE NORTHERN INTERSECTION WITH HELENA BLVD IN JORDAN-REPLACE BRIDGE 9123 OVER UP RAILROAD, RECONSTRUCT PAVEMENT, BUILD RETAINING WALLS, REPAIR EROSION, CONSTRUCT DRAINAGE STRUCTURES AND STORM SEWER PIPE	6,295,000	5,036,000	0	0	1,259,000	0	MNDOT	S19
2020		MN 25	1007-21	RD	MN25, FROM 0.1 MI SOUTH OF CARVER-CSAH30 IN MAYER TO STATE ST IN WATERTOWN-BITUMINOUS MILL AND OVERLAY, ADD RIGHT TURN LANE, ADA, DRAINAGE IMPROVEMENTS	3,860,000	3,088,000	0	0	772,000	0	MNDOT	S10
2020		MN 3	1921-102	SH	MN 3 AT TWS 58 (170TH ST) IN EMPIRE TWP- CONSTRUCT ROUNDABOUT	2,129,485	1,774,571	0	0	0	354,914	MNDOT	E1
2020		MN 36	8204-73	RB	MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE - LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6
2020		MN 36	8214-114MIT20	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	155,000	0	0	0	77,500	77,500	MNDOT	NC
2020		MN 36	8214-114SA20	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	600,000	0	0	0	600,000	0	MNDOT	O1
2020		MN 5	2732-105	RC	**SPP**MN5, JCT I494 IN HENNEPIN CO TO S END OF THE MINNESOTA RIVER BRIDGE - CONCRETE OVERLAY, GRADING, PAVING, CABLE MEDIAN BARRIER, REHAB OF 11 BRIDGES	18,865,000	15,092,000	0	0	3,773,000	0	MNDOT	S10
2020		MN 55	2723-132	BI	**SPP**MN55, OVER THE UP RR AND LUCE LINE TRAIL IN PLYMOUTH - REHAB BRIDGE #6721	470,000	376,000	0	0	94,000	0	MNDOT	S19

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All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MN 77	2758-77	RS	**SPP**MN77, FROM 0.5 MI S OF OLD SHAKOPEE ROAD IN BLOOMINGTON TO MN62 IN MINNEAPOLIS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO OLD SHAKOPEE ROAD	8,610,000	6,888,000	0	0	1,722,000	0	MNDOT	S10
2020		MN 77	2758-77S	SH	MN77, FROM NORTH END OF BRIDGE #9600N TO E OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	92,222	83,000	0	0	9,222	0	MNDOT	S9
2020		MN 95	8209-111	RS	MN95, FROM 0.2 MI NORTH OF 8TH AVE N IN BAYPORT TO 0.1 MI SOUTH OF I94 IN LAKELAND - BITUMINOUS MILL AND OVERLAY, ADA PED RAMP UPGRADES, DRAINAGE	6,060,000	4,848,000	0	0	1,212,000	0	MNDOT	S10
2020		MN 999	1308-26	SH	US 8 FROM I35 IN FOREST LAKE TO MN/WI STATE LINE - INSTALL 6" WET REFLECTIVE STRIPING	540,000	486,000	0	0	54,000	0	MNDOT	S11
2020		MN 999	880M-ADA-20	SC	DISTRICTWIDE SETASIDE FOR CO ADA PROJECT - FY 2020	1,683,000	1,346,400	0	0	336,600	0	MNDOT	NC
2020		MN 999	880M-AM-20	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2020	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2020		MN 999	880M-BP-20	SC	DISTRICTWIDE SETASIDE FOR BIKE/PED PROJECT - FY 2020	1,217,000	973,600	0	0	243,400	0	MNDOT	NC
2020		MN 999	880M-CM-20	SC	**SPP**DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2020	880,000	792,000	0	0	88,000	0	MNDOT	NC
2020		MN 999	880M-IM-20	TM	DISTRICTWIDE SETASIDE- INCIDENT MANAGEMENT PROJECTS - FY 2020	500,000	400,000	0	0	100,000	0	MNDOT	NC
2020		MN 999	880M-PD-20	CA	DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT-FY 2020	24,900,000	0	0	0	24,900,000	0	MNDOT	NC
2020		MN 999	880M-PM-20	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2020	5,000,000	4,000,000	0	0	1,000,000	0	MNDOT	NC
2020		MN 999	880M-RB-20	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2020	500,000	0	0	0	500,000	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MN 999	880M-RS-20	RS	**SPP**DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2020	1,730,000	1,557,000	0	0	173,000	0	MNDOT	NC
2020		MN 999	880M-RS-20N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2020	1,255,000	1,004,000	0	0	251,000	0	MNDOT	NC
2020		MN 999	880M-RW-20	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2020	12,000,000	0	0	0	12,000,000	0	MNDOT	NC
2020		MN 999	880M-RX-20	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2020	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2020		MN 999	880M-SA-20	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2020	19,500,000	0	0	0	19,500,000	0	MNDOT	NC
2020		MN 999	880M-SHS-20	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2020	2,494,444	2,245,000	0	0	249,444	0	MNDOT	NC
2020		MN 999	880M-TE-20	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$2.135M), ROADSIDE SAFETY(\$0), TMS(\$500K) & WRE (\$0) - FY 2020	2,635,000	0	0	0	2,635,000	0	MNDOT	NC
2020		MN 999	880M-TR-20	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2020	935,000	748,000	0	0	187,000	0	MNDOT	NC
2020		MN 999	880M-TRLF-20	RW	**TRLF**REPAYMENT, FY 2020, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	NC
2020		MN 999	8816-2627	TM	**ITS**STATEWIDE- REPLACE DYNAMIC MESSAGE SIGNS	1,250,000	1,000,000	0	0	250,000	0	MNDOT	S7
2020		MN 999	8825-579	SH	METROWIDE ON I694, MN100, MN77 AND I494 RAMPS - APPLY HIGH FRICTION TREATMENT	1,463,400	1,317,060	0	0	146,340	0	MNDOT	S10
2020		MN 999	8825-629	TM	CSAH 61 (FLYING CLOUD DR) FROM PIONEER TRAIL TO PRAIRIE CENTER DR, CROSSING I494 AND US212, AND CSAH 39 (VALLEY VIEW RD) AND CROSSING I494 AND US212 IN EDEN PRAIRIE- ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,944,000	1,440,000	0	0	134,000	370,000	MNDOT	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MSAS 108	157-108-035	RC	MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS	16,324,200	7,000,000	0	0	0	9,324,200	RICHFIELD	A20
2020		MSAS 113	164-113-023	RC	TEDESCO ST AND LAFAYETTE ROAD FROM CSAH 58 (PAYNE AVE) TO OTSEGO ST IN ST PAUL-RECONSTRUCTION, SIDEWALKS, CURB & GUTTER, TRAFFIC SIGNALS, SIGNS, STRIPING, BICYCLE LANES, TREES, AND SOD BOULEVARDS	2,739,960	2,029,600	0	0	0	710,360	SAINT PAUL	AQ2
2020		MSAS 129	164-129-013	EN	MSAS 129 (JOHNSON PARKWAY) FROM BURNS AVE TO PHALEN BLVD IN ST PAUL-CONSTRUCT OFF-STREET BICYCLE AND PEDESTRIAN TRAIL	7,613,044	5,500,000	0	0	0	2,113,044	SAINT PAUL	AQ2
2020		MSAS 291	163-291-008	EN	MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO MINNETONKA BLVD & CSAH 25 FROM BELTLINE BLVD TO LYNN AVE IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS	756,000	560,000	0	0	0	196,000	ST LOUIS PARK	AQ2
2020		MSAS 313	141-313-016	RC	MSAS 313 (HENNEPIN AVE) FROM WASHINGTON AVE S TO 12TH ST S IN MPLS-RECONSTRUCT FROM 5 TO 4 LANES, WIDEN SIDEWALK, LIGHTING, STREETSCAPE, CURB EXTENSIONS, ADA PEDESTRIAN RAMPS, BIKEWAYS, STORMWATER MGMT, SIGNING, STRIPING, AND SIGNAL SYSTEM UPGRADES	12,471,220	7,000,000	0	0	0	5,471,220	MINNEAPOLIS	NC
2020		PED/BIKE	010-591-001	EN	US212 PEDESTRIAN UNDERPASS IN NORWOOD YOUNG AMERICA-CONSTRUCT BOX CULVERT UNDER MN 212, BITUMINOUS TRAIL, ADA CURB RAMPS, DRAINAGE, AND RETAINING WALLS	1,654,236	1,225,360	0	0	0	428,876	CARVER COUNTY	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		PED/BIKE	019-090-021	EN	RIVER TO RIVER GREENWAY FROM LIVINGSTON AVE AND WENTWORTH AVE E INTERSECTION TO WENTWORTH AVE E 0.07 MI E OF MARTHALER LN IN W ST PAUL-CONSTRUCT MULTI-USE TRAIL	885,600	656,000	0	0	0	229,600	DAKOTA COUNTY	AQ2
2020		PED/BIKE	027-090-025	SH	MIDTOWN GREENWAY FROM MUN 20 (JAMES AVE) TO MINNEHAHA AVE IN MPLS- CONSTRUCT TRAIL CROSSING, DURABLE HIGH-VISIBILITY CROSSWALKS, RAISED MEDIANS, CURB EXTENSIONS, ADA, CONSTRUCT SIDEWALK, SIGNAL IMPROVEMENTS	637,200	531,000	0	0	0	106,200	HENNEPIN COUNTY	AQ2
2020		US 169	070-596-013AC2	MC	**AC**US169, 0.6 MI N OF MN41 (CHESTNUT BLVD)/CSAH 78 TO 0.5 MI S OF CSAH 14 - CONSTRUCT INTERCHANGE, CONSTRUCT BRIDGES 70046, 70047, 70048, REPLACE OLD BRIDGE 8829 WITH NEW BRIDGE 70X04, REPLACE CULVERT WITH NEW BOX CULVERT (AC PAYBACK 2 OF 2)	4,702,433	4,702,433	0	0	0	0	SCOTT COUNTY	A20
2020		US 169	2772-119	RB	US169, FROM BREN ROAD TO 7TH ST IN HOPKINS - LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6
2020		US 212	1012-24	RS	**SPP**US212, FROM .02 MILE WEST OF MN25/MN5 TO CARVER-CSAH34 IN NORWOOD YOUNG AMERICA - BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS	5,435,550	4,198,440	0	0	1,049,610	187,500	MNDOT	S10
2020		US 212	1012-24S	SH	US212, FROM MN5/CR131 TO MORSE ST IN NORWOOD YOUNG AMERICA - TURN LANE EXTENSIONS, RESTRICT ACCESS WITH SOUTH LEG CLOSURE AT MORSE ST	849,450	764,505	0	0	84,945	0	MNDOT	E1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		US 52	1905-41	RC	**SPP**US52, FROM THE S END OF CANNON RIVER BR IN GOODHUE COUNTY TO 0.2 MI N OF CR-86/280TH ST IN RANDOLPH TOWNSHIP- UNBONDED CONCRETE OVERLAY, GUARDRAIL, RR SIGNAL, CABLE BARRIER & JOINT REPAIR ON BRIDGES 9425 AND 9426	7,625,000	6,100,000	0	0	1,525,000	0	MNDOT	S10
2020		US 52	1905-41S	SH	US52, FROM NORTH END OF THE CANNON RIVER BRIDGE TO S OF DAKOTA-CSAH-86 IN RALDOLPH TOWNSHIP- CABLE MEDIAN BARRIER.	500,000	450,000	0	0	50,000	0	MNDOT	S9
2020		US 61	8206-48	DR	US61, FROM 0.24 MI S 159TH ST N TO 0.2 MI N 159TH ST N IN HUGO - CONVERT NB LEFT TURN BYPASS LANE TO DEDICATED LEFT TURN LANE, CLEAN/FIX DRAINAGE INFRASTRUCTURE	20,000	0	0	0	20,000	0	MNDOT	E1
2020		US 61	8206-48S	SH	US61, FROM 0.24 MI S 159TH ST N TO 0.2 MI N 159TH ST N IN HUGO - CONVERT NB LEFT TURN BYPASS LANE TO DEDICATED LEFT TURN LANE	730,000	657,000	0	0	73,000	0	MNDOT	E1
2020		US 952A	6217-43	RS	US952A (ROBERT ST), FROM ANNAPOLIS ST IN W ST PAUL TO 12TH ST IN ST PAUL - BITUMINOUS MILL AND OVERLAY, REHAB ON BRIDGES #62050, 62894, 9036, 90381, DRAINAGE, ADA, SIGNALS, AND SIDEWALK REPLACEMENT	12,385,000	8,720,000	0	0	2,180,000	1,485,000	MNDOT	S10
2021	BB		TRS-TCMT-21A	TR	PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR	9,625,000	7,000,000	0	0	0	2,625,000	MET COUNCIL-MT	T10
2021	BB		TRS-TCMT-21B	TR	PURCHASE FIVE BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON UNIVERSITY AVE, CRETIN AVE, GRAND AVE, 5TH/6TH ST, 3RD ST EAST, AND MCKNIGHT RD IN ST PAUL	8,418,360	6,122,444	0	0	0	2,295,916	MET COUNCIL-MT	T10

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2021		CSAH 1	071-601-024	MC	SHERBURNE CSAH 1, US 10 TO THE BNSF RAIL CROSSING IN ELK RIVER, RECONSTRUCTION AND SAFETY IMPROVEMENTS	1,363,100	1,068,000	0	0	0	295,100	SHERBURNE COUNTY	S1
2021		CSAH 15	082-615-034	MC	CSAH 15 (MANNING AVE) AT TH 36 IN GRANT, LAKE ELMO, OAK PARK HEIGHTS, AND STILLWATER TOWNSHIP- CONSTRUCT INTERCHANGE	13,035,000	7,000,000	0	0	0	6,035,000	WASHINGTON COUNTY	E3
2021		CSAH 152	109-020-014	RC	CSAH 152 (BROOKLYN BLVD) FROM 0.04 MI N OF BASS LAKE RD TO I94/694 IN BROOKLYN CENTER-RECONSTRUCT, ADD TRAIL, SIDEWALKS, STREETSCAPING, LANDSCAPING	9,097,000	6,616,000	0	0	0	2,481,000	BROOKLYN CENTER	AQ2
2021		CSAH 2	070-602-023	SH	CSAH 2 AT CSAH 15 IN HELENA TWP- CONSTRUCT ROUNDABOUT	1,925,000	1,575,000	0	0	0	350,000	SCOTT COUNTY	E1
2021		CSAH 32	179-020-043	EN	CSAH 32 (CLIFF RD) FROM MN 13 TO CINNAMON RIDGE TRAIL IN BURNSVILLE-CONSTRUCT TRAIL, CROSSWALK PAVEMENT MARKINGS, RETAINING WALLS, AND ADA-COMPLIANT CURB RAMPS	929,500	676,000	0	0	0	253,500	BURNSVILLE	AQ2
2021		CSAH 40	010-640-015	SH	CSAH 40, FROM MN 25 IN SAN FRANCISCO TWP TO CSAH 50 IN DAHLGREN TWP- CONSTRUCT PAVED SHOULDERS, RUMBLE STRIPS AND ADVANCED WARNING SIGNS FOR CURVES	2,286,240	1,800,000	0	0	0	486,240	CARVER COUNTY	S4
2021		CSAH 49	062-649-040	MC	CSAH 49 (RICE ST) FROM 0.11 MI S OF OWASSO BLVD/COUNTRY DR TO 0.11 MI N OF COUNTY RD E/VADNAIS BLVD IN SHOREVIEW, VADNAIS HEIGHTS, AND LITTLE CANADA- RECONSTRUCT I-694/RICE STREET INTERCHANGE	12,825,242	7,000,000	0	0	0	5,825,242	RAMSEY COUNTY	E3
2021		CSAH 5	027-605-030	SH	CSAH 5 (FRANKLIN AVE) AT MSAS 65 (CHICAGO AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASING, PEDESTRIAN IMPROVEMENTS	594,000	486,000	0	0	0	108,000	HENNEPIN COUNTY	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		CSAH 8	002-608-012	SH	CSAH 8, FROM MN 47 TO MN 65 IN FRIDLEY - ROAD DIET (GOING FROM 4 TO 3 LANE ROADWAY), TURN LANES, MEDIANS, PEDESTRIAN ISLANDS	1,092,300	893,700	0	0	0	198,600	ANOKA COUNTY	A20
2021		CSAH 81	027-681-037	SH	CSAH 81 (WEST BROADWAY) AT MSAS 42 (LYNDALE AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASE, PEDESTRIAN IMPROVEMENTS	671,000	549,000	0	0	0	122,000	HENNEPIN COUNTY	E2
2021		CSAH 81	027-681-038	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - REPLACE BRIDGES 27007 AND 27008	14,850,000	7,000,000	0	0	0	7,850,000	HENNEPIN COUNTY	S19
2021		CSAH 83	070-683-014	RC	CSAH 83 (CANTERBURY RD) FROM US 169 NORTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNAL UPGRADE, BITUMINOUS TRAIL, AND SIDEWALK	7,625,750	5,546,000	0	0	0	2,079,750	SCOTT COUNTY	A20
2021		I 35E	1982-192	NO	I35E NB FROM 0.2 MI E OF DAKOTA CR42 TO 0.1 MI W OF PORTLAND AVE IN BURNSVILLE - CONSTRUCT NOISEWALL	1,100,000	0	0	0	990,000	110,000	MNDOT	O3
2021		I 35W	1981-124AC1	BR	**AC**SPP**PoDI**I35W, FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON- REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39), PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, RETAINING WALL, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PAYBACK 1 OF 2)	62,000,000	62,000,000	0	0	0	0	MNDOT	A20
2021		I 35W	2782-347AC	DR	**AC**SPP**I35W, AT 42ND ST TO 39TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PAYBACK 1 OF 1)	20,520,000	20,520,000	0	0	0	0	MNDOT	NC

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2021		I 35W	6284-180AC2	MC	**AC**PoDI**SPP**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGES, ADD AUXILIARY LANES AT MULTIPLE LOCATIONS, NOISE WALLS AND ON US10, FROM N JCT I35W TO 0.7 MI E CSAH J, CONSTRUCT WB AUXILIARY LANE, EB CONC OVLY, NOISE WALL (AC PAYBACK 2 OF 3)	30,000,000	30,000,000	0	0	0	0	MNDOT	A20
2021		I 94	2781-468	RS	**SPP**I94, FROM NICOLLET AVE IN MPLS TO MN280 IN ST PAUL - BITUMINOUS MILL & OVERLAY, TMS & STRIPING	4,580,000	4,122,000	0	0	458,000	0	MNDOT	S10
2021		LOCAL	027-596-013	BR	NORTHOME AVE OVER PED/BIKE, FROM NORTHOME RD TO PARKWAY ST IN DEEPHAVEN-REPLACE BRIDGE L9265 WITH 27C55	500,000	400,000	0	0	0	100,000	HENNEPIN COUNTY	S19
2021		LOCAL	062-596-006	BR	ISLAND LAKE COUNTY PARK ROAD OVER ISLAND LAKE CHANNEL IN SHOREVIEW-REPLACE BRIDGE 9345	640,000	512,000	0	0	0	128,000	RAMSEY COUNTY	S19
2021		LOCAL	082-030-007	TM	VARIOUS INTERSECTIONS IN WASHINGTON COUNTY-TRAFFIC SIGNAL COMMUNICATION UPGRADES, SHORT FIBER OPTIC LINKAGES, CELLULAR DATA MODEMS, AND NECESSARY INTERNAL SWITCHING EQUIPMENT, CCTV CAMERAS	900,460	654,880	0	0	0	245,580	WASHINGTON COUNTY	S7
2021		LOCAL	092-090-060	EN	MN VALLEY STATE TRAIL FROM CREST AVE AND BLOOMINGTON FERRY RD TO 3815 AMERICAN BLVD E IN BLOOMINGTON-CONSTRUCT BICYCLE TRAIL	2,585,000	1,880,000	0	0	0	705,000	MN DNR	AQ2
2021		LOCAL	109-090-002	EN	70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER-CONSTRUCT 14-FOOT WIDE PEDESTRIAN / BICYCLE OVERPASS	2,616,130	1,902,640	0	0	0	713,490	BROOKLYN CENTER	AQ2

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2021		LOCAL	141-080-051	EN	QUEEN AVE FROM 44TH AVE N TO GLENWOOD AVE IN MPLS- CONSTRUCT BICYCLE BOULEVARD, INCLUDING SIGNING, STRIPING, SPEED HUMPS, TRAFFIC CIRCLES, AND ADA-COMPLIANT PEDESTRIAN RAMPS	1,375,000	1,000,000	0	0	0	375,000	MINNEAPOLIS	AQ2
2021		LOCAL	164-090-016	EN	FOURTH ST TO SAMUEL H. MORGAN REGIONAL TRAIL IN ST PAUL-CONSTRUCT BRUCE VENTO BICYCLE AND PEDESTRIAN BRIDGE CONNECTION	17,050,000	5,500,000	0	0	0	11,550,000	SAINT PAUL	AQ2
2021		LOCAL 99	090-070-023AC2	PL	**AC**METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (AC PAYBACK 2 OF 2)	850,000	850,000	0	0	0	0	MET COUNCIL	O1
2021		LOCAL 99	880M-SHL-21	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2021	925,555	833,000	0	0	0	92,555	MNDOT	NC
2021		LOCAL 99	TRS-TCMT-21	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	AQ1
2021		MN 244	8219-25	RS	MN244, FROM JCT MN120 IN WHITE BEAR LAKE TO JCT 96 IN DELLWOOD - BITUMINOUS MILL AND OVERLAY, ADD SHOULDER, SIGNAL REVISION, CULVERT REPLACEMENT, ADA UPGRADES	3,130,000	2,504,000	0	0	626,000	0	MNDOT	S4

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2021		MN 252	109-010-007	MC	MN 252 AT 66TH AVE N IN BROOKLYN CENTER- CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS	20,644,682	7,000,000	0	0	0	13,644,682	BROOKLYN CENTER	E3
2021		MN 282	7011-29	RS	MN282 FROM MILL ST IN JORDAN TO MN13 IN SPRING LK TWP-FULL DEPTH RECLAMATION ALTERNATE BID PAVEMENT REHABILITATION, DRAINAGE, RETAINING WALL	6,870,000	5,496,000	0	0	1,374,000	0	MNDOT	S10
2021		MN 3	1921-104	SH	MN 3 AT TWP 15 (200TH ST) IN EMPIRE TWP - CONSTRUCT SB LEFT TURN LANE	522,588	427,572	0	0	0	95,016	MNDOT	E1
2021		MN 316	1926-22	RS	**SPP**MN316, FROM 0.1 MI N OF MICHAEL ST TO JCT US61 AND FROM JCT US61 IN GOODHUE COUNTY TO 0.1 MI S OF PUTTNAM PATH IN DAKOTA COUNTY - BITUMINOUS MILL AND OVERLAY	8,290,000	6,632,000	0	0	1,658,000	0	MNDOT	S10
2021		MN 36	8214-114MIT21	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	210,000	0	0	0	105,000	105,000	MNDOT	O1
2021		MN 36	8214-114SA21	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	400,000	0	0	0	400,000	0	MNDOT	O1
2021		MN 47	2726-76	NO	MN47, SB FROM 37TH AVE NE TO EDGE PLACE ROAD IN MPLS - CONSTRUCT NOISEWALL	855,000	0	0	0	770,000	85,000	MNDOT	O3
2021		MN 5	1001-17M	RS	MN5, FROM 0.01 MI N OF 5TH ST IN GREEN ISLE TO US212 IN NORWOOD YOUNG AMERICA - MILL AND OVERLAY (DESIGNED BY DISTRICT 7, D7 PORTION OF \$2.7M UNDER ASSOCIATED SP 7201-119)	1,540,000	1,232,000	0	0	308,000	0	MNDOT	S10
2021		MN 5	6228-63	BI	MN5 (E 7TH) OVER BNSF AND CP RAIL, 0.2 MI SW OF JCT TH 61 IN ST PAUL - REHAB BRIDGE 62028, REPLACE SIDEWALK	810,000	648,000	0	0	162,000	0	MNDOT	S10

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		MN 5	6229-37	RS	MN 5, FROM WEST JCT ARCADE ST/E 7TH ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD-MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, ADA IMPROVEMENTS	8,360,000	6,688,000	0	0	1,672,000	0	MNDOT	S10
2021		MN 51	160-010-004	MC	MN 51 (SNELLING AVE) FROM COUNTY RD B2 TO NORTH OF LYDIA AVE IN ROSEVILLE-ADD ONE NB THROUGH LANE AND UPGRADE INTERSECTIONS AT COUNTY RD C, COUNTY RD C2, AND LYDIA AVE TO MEET ADA STANDARDS	3,737,652	2,718,292	0	0	0	1,019,360	ROSEVILLE	A20
2021		MN 51	164-010-069	TM	MN 51, FROM MSAS 168 TO HEWITT AVE & CSAH 51 FROM CSAH 38 TO MSAS 142 IN ST PAUL-INTERCONNECT, SIGNAL UPGRADES, ADAPTIVE SIGNAL TIMING, DYNAMIC MESSAGE SIGNS, AND DEPLOYMENT OF CCTV CAMERAS	2,751,815	2,001,320	0	0	0	750,495	SAINT PAUL	E2
2021		MN 610	2771-104	BI	MN610, ON WB MN610 OVER THE MISSISSIPPI RIVER (BR #27239) IN COON RAPIDS/BROOKLYN PARK AND ON WEST RIVER ROAD OVER MN610 (BR #27244) IN BROOKLYN PARK - REHAB BRIDGES #27239 AND #27244	2,560,000	2,048,000	0	0	512,000	0	MNDOT	S10
2021		MN 65	0208-160	SH	MN 65 AT MSAS 103 (KLONDIKE DR) IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTION	550,000	495,000	0	0	55,000	0	MNDOT	E1
2021		MN 999	880M-ADA-21	SC	DISTRICTWIDE SETASIDE FOR CO ADA PROJECT - FY 2021	3,369,000	2,695,200	0	0	673,800	0	MNDOT	NC
2021		MN 999	880M-AM-21	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2021	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2021		MN 999	880M-BI-21	BI	**SPP**DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON	17,900,000	14,320,000	0	0	3,580,000	0	MNDOT	NC
2021		MN 999	880M-BP-21	SC	DISTRICTWIDE SETASIDE FOR BIKE/PED PROJECT - FY 2021	1,106,000	884,800	0	0	221,200	0	MNDOT	NC

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		MN 999	880M-CM-21	SC	**SPP**DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2021	7,000,000	6,300,000	0	0	700,000	0	MNDOT	NC
2021		MN 999	880M-IM-21	TM	DISTRICTWIDE SETASIDE- INCIDENT MANAGEMENT PROJECTS - FY 2021	500,000	400,000	0	0	100,000	0	MNDOT	NC
2021		MN 999	880M-MO-21	MC	**SPP**DISTRICTWIDE SETASIDE FOR MOBILITY - FY	29,480,000	26,532,000	0	0	2,948,000	0	MNDOT	NC
2021		MN 999	880M-NO-21	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2021	210,000	0	0	0	210,000	0	MNDOT	NC
2021		MN 999	880M-PD-21	CA	DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT-FY 2021	24,300,000	0	0	0	24,300,000	0	MNDOT	NC
2021		MN 999	880M-PM-21	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2021	5,000,000	4,000,000	0	0	1,000,000	0	MNDOT	NC
2021		MN 999	880M-RB-21	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2021	925,000	0	0	0	925,000	0	MNDOT	NC
2021		MN 999	880M-RS-21	RS	**SPP**DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS - FY 2021	2,300,000	2,070,000	0	0	230,000	0	MNDOT	NC
2021		MN 999	880M-RW-21	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2021	10,000,000	0	0	0	10,000,000	0	MNDOT	NC
2021		MN 999	880M-RX-21	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2021	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2021		MN 999	880M-SA-21	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2021	18,900,000	0	0	0	18,900,000	0	MNDOT	NC
2021		MN 999	880M-TE-21	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$2.925M), ROADSIDE SAFETY(\$250K), TMS(\$500K) & WRE (\$0) - FY 2021	3,675,000	2,940,000	0	0	735,000	0	MNDOT	NC
2021		MN 999	880M-TR-21	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2021	500,000	400,000	0	0	100,000	0	MNDOT	NC
2021		MN 999	880M-TRLF-21	RW	**TRLF**REPAYMENT, FY 2021, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	NC

TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		MSAS 153	142-153-007AC	RC	**AC**MSAS 153, RIDGEDALE DR FROM 0.2 MI E OF ESSEX RD TO 0.1 MI S OF RIDGEHAVEN LN AND RIDGEHAVEN LN FROM RIDGEDALE DR TO CSAH 61 IN MINNETONKA - RECONSTRUCT RAMPS AT RIDGEHAVEN LN TO FULL ACCESS, TURN LANES, RECONSTRUCT RIDGEDALE DR UNDERPASS, LIGHTING, UTILITIES, TRAFFIC SIGNAL, SIDEWALKS (AC PAYBACK 1 OF 1)	4,504,000	4,504,000	0	0	0	0	MINNETONKA	E1
2021		MSAS 158	164-158-025	BR	MSAS 158, FROM E 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE, WALLS, AND APPROACH ROADWAYS	19,393,000	7,000,000	0	0	0	12,393,000	SAINT PAUL	S19
2021		MSAS 25	141-030-047	SH	MSAS 25 (HENNEPIN AVE) FROM MSAS 86 (SPRUCE PLACE) TO MSAS 75 (13TH ST) AND ON MSAS 79 (HARMON PLACE) FROM MSAS 23 (10TH ST) TO MSAS 25 (12TH ST) IN MPLS-INSTALL MAST ARMS ON FIVE TRAFFIC SIGNALS	1,650,000	1,350,000	0	0	0	300,000	MINNEAPOLIS	S7
2021		US 10	103-010-018	MC	US 10 FROM CUTTERS LN TO WEST MAIN ST IN ANOKA-REMOVE SIGNALS, EXTEND WEST MAIN STREET TO CUTTERS GROVE, LENGTHEN RAMPS, AND CONSTRUCT FAIROAK UNDERPASS UNDER US 10	28,600,000	7,000,000	0	0	0	21,600,000	ANOKA	A20
2021		US 10	7102-135		US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION	8,400,000	6,720,000	0	0	1,680,000	0	MNDOT	AQ2
2021		US 10	7102-135	RC	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL)	350,000	280,000	0	0	70,000	0	MNDOT	AQ2
2021		US 12	2713-122	SC	US12, AT HENNEPIN-CSAH 90 IN INDEPENDENCE - CONSTRUCT ROUNDABOUT	4,315,000	3,452,000	0	0	863,000	0	MNDOT	E1
2021		US 12	2713-123	SH	US12, FROM HENNEPIN-CSAH 6 IN ORONO TO INTERSECTION WITH HENNEPIN-CSAH 29 IN MAPLE PLAIN - WIDEN TO CONSTRUCT 10 FOOT BUFFER WITH MEDIAN BARRIER	5,120,000	4,608,000	0	0	512,000	0	MNDOT	S16

**TABLE A-15
All Minnesota Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		US 169	110-129-006	MC	101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE	26,896,914	7,000,000	0	0	0	19,896,914	BROOKLYN PARK	A20
2021		US 169	2772-121	NO	US169, FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - CONSTRUCT NOISEWALL	425,000	0	0	0	390,000	35,000	MNDOT	O3
2021		US 169	2772-122	NO	US169, FROM VALLEY VIEW RD TO APACHE RD IN EDINA - CONSTRUCT NOISEWALL	1,810,000	0	0	0	1,640,000	170,000	MNDOT	O3
2021		US 169	7010-110	RB	US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP - LANDSCAPING	75,000	0	0	0	75,000	0	MNDOT	O6
2021		US 52	1928-71	RS	**SPP**US52, FROM 0.1 MI N OF THE US52/I494 INTERCHANGE IN INVER GROVE HTS TO PLATO AVE IN ST PAUL - MILL AND OVERLAY, CPR, WEIGHT ENFORCEMENT PULL OFF PAD, WIM SENSORS, ADA AND SIGNING	11,335,000	9,068,000	0	0	2,267,000	0	MNDOT	S10
Totals						2,388,482,946		1,446,748		423,123,155			
							1,231,089,424		265,762,105		459,779,371		

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-16

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			002-090-002	MISSISSIPPI RIVER TRAIL IN MISSISSIPPI W REGIONAL PARK, RAMSEY, FROM MISSISSIPPI RIVER TRAIL TO 142ND AVE- CONSTRUCT PED/BIKE TRAIL	671,424	537,139	0	0	0	134,285	ANOKA COUNTY	
2017			010-090-006	MN RIVER BLUFFS LRT REGIONAL TRAIL, FROM CHASKA BLVD IN CHASKA TO BLUFF CREEK DRIVE IN CHANHASSEN-CONSTRUCT PED/BIKE TRAIL	353,288	282,630	0	0	0	70,658	CARVER COUNTY	
2017			019-090-017	BIG RIVERS REGIONAL TRAIL, EAGAN, FROM I494 TO CSAH 26 (LONE OAK RD)-CONSTRUCT PED/BIKE TRAIL	1,500,000	914,575	0	0	0	585,425	DAKOTA COUNTY	
2017			019-090-018	TH110, FROM 0.1 MI NORTH OF TH 110 TO 0.2 MI SOUTH OF TH 110-CONSTRUCT GRADE SEPARATED CROSSING AND PED/BIKE TRAIL FOR MENDOTA-LEBANON HILLS REGIONAL GREENWAY (TIED TO SP 1918-110)	2,501,190	1,212,112	0	0	0	1,289,078	DAKOTA COUNTY	
2017			019-628-007	CSAH 28 FROM ARGENTA TRAIL TO MN55 AND CSAH 63 FROM MN55 TO 0.44 MI N OF MN55- REALIGNMENT AND EXPANSION FROM TWO TO FOUR-LANE HIGHWAY WITH TURN LANES (CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL WITH ADA CROSSING, DUAL LEFT TURN LANES)	8,205,872	5,611,760	0	0	0	2,594,112	DAKOTA COUNTY	
2017			019-631-044	CSAH 31 AT NORTHLAND DR AND MENDOTA HEIGHT RD IN MENDOTA HEIGHTS - CONSTRUCT 3/4 ACCESS AND LEFT TURN LANES	780,000	702,000	0	0	0	78,000	DAKOTA COUNTY	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			019-642-059		CSAH 42, FROM 0.5 MILE E OF CSAH 71 TO 0.7 MILE E OF US52 IN ROSEMOUNT-RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (TIED TO 1906-68)	9,400,000	7,280,000	0	0	0	2,120,000	DAKOTA COUNTY	
2017			0202-101		US10, FROM RAMSEY BLVD TO TRAPROCK ST IN RAMSEY- EXTEND RIVERDALE DR FRONTAGE ROAD	584,280	0	0	0	584,280	0	MNDOT	
2017			0202-102		US10, FROM THURSTON AVE E TO VERNDALE AVE IN ANOKA- CONSTRUCT FRONTAGE ROAD	710,000	0	0	0	710,000	0	MNDOT	
2017			0202-105		US10, AT DAYTON PORT WEIGH STATION IN RAMSEY - ELECTRICAL WORK, INSTALL FLASHERS AND STATIC SIGNS	100,400	80,320	0	0	20,080	0	MNDOT	
2017			0207-114		MN65, AT OLD CENTRAL AVE AND AT I694 IN FRIDLEY - ELIMINATE FREE RIGHT TURN LANE, CULVERT REPAIR AND GRADING	148,321	0	0	0	148,321	0	MNDOT	
2017			027-030-040		COUNTYWIDE: VARIOUS LOCATIONS ON CSAH'S 17, 61, 81, 130, & 152, PURCHASE ATMS TO MONITOR AND COORDINATE 81 TRAFFIC SIGNALS, FIBER INTERCONNECT 10 MILES	1,664,000	1,497,600	0	0	0	166,400	HENNEPIN COUNTY	
2017			027-603-051		**MN237**MN061**MN151**MN031 **MN135**MN199**LAKE ST ACCESS TO I-35W, MPLS- CONSTRUCTION (ASSOCIATED TO 2782-327, 141-090-039, TRS- TCMT-17A) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E)	11,216,762	0	8,973,409	0	0	2,243,353	HENNEPIN COUNTY	
2017			027-603-061		CSAH 3, BLAISDELL AVE TO 1ST AVE AND 3RD AVE TO 5TH AVE IN MPLS-RECONSTRUCT ROADWAY, SIDEWALKS, STORM SEWER, CURB AND GUTTER, AND TRAFFIC SIGNALS (ASSOCIATED TO 027-603-062) (TIED TO 2782-327, 141-090-039, TRS-TCMT-17A, TRS-TCMT-17E)	3,917,000	3,014,640	0	0	0	902,360	HENNEPIN COUNTY	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			027-603-062	CSAH 3 FROM BLAISDELL AVE TO 1ST AVE AND 3RD AVE TO 5TH AVE IN MPLS-STREETSCAPE IMPROVEMENTS (ASSOCIATED TO 027-603-061) (TIED TO 2782-327, 141-090-039, TRS-TCMT-17A, TRS-TCMT-17E)	880,000	678,400	0	0	0	201,600	HENNEPIN COUNTY	
2017			027-681-034AC	**AC**CSAH 81 (BOTTINEAU BLVD), FROM 0.3 MI N OF 63RD AVE N TO 0.14 MI N OF CSAH 8 (71ST AVE NORTH) IN BROOKLYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED HIGHWAY AND INCLUDES MULTI-USE TRAIL (AC PAYBACK 1 OF 1)	2,646,060	2,646,060	0	0	0	0	HENNEPIN COUNTY	
2017			062-645-015	CSAH 45 AT CSAH 10 IN MOUNDS VIEW- CONSTRUCT LEFT TURN LANES, REPLACE SIGNAL, AUDIBLE PEDESTRIAN SIGNAL (APS), COUNTDOWN TIMERS	350,711	315,640	0	0	0	35,071	RAMSEY COUNTY	
2017			070-030-010	CSAH 83, CSAH 101, US 169, AND LOCAL ROUTES IN SHAKOPEE-DEPLOY CAMERAS, DYNAMIC MESSAGE SIGNS, AND VEHICLE DETECTORS	1,032,720	826,176	0	0	0	206,544	SCOTT COUNTY	
2017			070-090-001	SCOTT WEST REGIONAL TRAIL CONNECTION, FROM CSAH 16 TO JENNIFER LANE IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	557,560	391,637	0	0	0	165,923	SCOTT COUNTY	
2017			070-627-029	**AC**CSAH 27 AT CSAH 68 IN CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN FY18)	1,060,000	0	0	954,000	0	106,000	SCOTT COUNTY	
2017			082-591-001	CR 74/CSAH 13, FROM COTTAGE GROVE ELEMENTARY SCHOOL TO COUNTY TRAIL SYSTEM IN COTTAGE GROVE-CONSTRUCT PED/BIKE TRAIL (ASSOCIATED TO 082-591-003)	232,960	186,368	0	0	0	46,592	WASHINGTON COUNTY	
2017			082-591-003	CSAH 19 FROM 80TH ST S TO INDIAN BLVD S IN COTTAGE GROVE-CONSTRUCT OFF ROAD BIKE/PED PATH (ASSOCIATED TO 082-591-001)	235,320	188,256	0	0	0	47,064	WASHINGTON COUNTY	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			090-070-023		**AC**METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (AC PROJECT, PAYBACKS IN FY19 AND FY21)	5,500,000	2,700,000	0	1,700,000	0	1,100,000	MET COUNCIL	
2017			091-090-081		REGIONAL TRAIL SYSTEM RAMPS, ON OLD CEDAR AVE CONNECTING TO INTERCITY REGIONAL TRAIL IN BLOOMINGTON, ON 63RD AVE CONNECTING TO CRYSTAL LAKE REGIONAL TRAIL IN BROOKLYN PARK, ON FERNBROOK LN CONNECTING TO LUCE LINE REGIONAL TRAIL IN PLYMOUTH, ON 70TH ST CONNECTING TO INTERCITY REGIONAL TRAIL IN RICHFIELD, AND ON FERNDAL RD CONNECTING TO DAKOTA RAIL REGIONAL AND LUCE LINE STATE TRAILS IN WAYZATA-CONSTRUCT PED/BIKE TRAIL CONNECTIONS	1,216,700	810,472	0	0	0	406,228	THREE RIVERS PARK DISTRICT	
2017			091-090-084		SMETANA DR TO TRACY AVE IN EDINA-CONSTRUCT NINE-MILE CREEK TRAIL WEST SEGMENT; INCLUDES 5 BRIDGES	8,850,000	6,044,624	0	0	0	2,805,376	THREE RIVERS PARK DISTRICT	
2017			091-090-086		REGIONAL TRAIL SYSTEM RAMPS, ON OLD CEDAR AVE CONNECTING TO INTERCITY REGIONAL TRAIL IN BLOOMINGTON, ON 63RD AVE CONNECTING TO CRYSTAL LAKE REGIONAL TRAIL IN BROOKLYN PARK, ON OAKLAWN AVE CONNECTING TO NINE MILE CREEK REGIONAL TRAIL IN EDINA, ON FERNBROOK LN CONNECTING TO LUCE LINE REGIONAL TRAIL IN PLYMOUTH, ON 70TH ST CONNECTING TO INTERCITY REGIONAL TRAIL IN RICHFIELD, AND ON FERNDAL RD CONNECTING TO DAKOTA RAIL REGIONAL AND LUCE LINE STATE TRAILS IN WAYZATA-RIGHT OF WAY FOR PED/BIKE RAMPS AND TRAILS	130,200	104,160	0	0	0	26,040	THREE RIVERS PARK DISTRICT	
2017			1002-109		MN5, AT ORCHARD RD W OF WACONIA - ROUNDABOUT CONNECTING TO CARVER CSAH 10	710,000	0	0	0	710,000	0	MNDOT	
2017			1017-105		US 212, FROM CARVER-CSAH 11 IN CHASKA TO POWERS BLVD IN CHANHASSEN-CABLE MEDIAN BARRIER (TIED TO SP 7009-79)	1,187,150	1,068,435	0	0	118,715	0	MNDOT	

TABLE A-16

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			107-020-067		CSAH 28, 0.34 MILE W OF CSAH 28 TO 0.19 MILE E OF CSAH 28 AT I494 IN BLOOMINGTON—CONSTRUCT INTERCHANGE RAMP TO WB I494 INCLUDING NEW BRIDGE #27W18 AND JOINT REPLACEMENT ON BRIDGE 27V33 (TIED TO 2785-400)	9,500,000	7,280,000	0	0	0	2,220,000	BLOOMINGTON	
2017			107-090-009		OLD CEDAR AVENUE TRAIL FROM EAST OLD SHAKOPEE ROAD TO MN RIVER IN BLOOMINGTON - CONSTRUCT PED/BIKE TRAIL, REHAB PKG LOT AND ROAD RECONSTRUCT (\$670K OF FHWA IS FLTP GRANT)	4,747,000	1,470,000	0	0	0	3,277,000	BLOOMINGTON	
2017			109-591-001		EVERGREEN SCHOOL AREA TRAIL & SIDEWALK SYSTEM, BROOKLYN CENTER. NEW TRAIL/SIDEWALKS WITH PED CURB RAMPS ALONG CAMDEN AVE FROM 73RD AVE TO 70TH AVE, ALONG 72ND AVE FROM BRYANT AVE TO CAMDEN AVE AND ALONG 70TH AVE FROM .05 MI W OF CAMDEN AVE	344,240	275,392	0	0	0	68,848	BROOKLYN CENTER	
2017			113-010-022		MN65 FROM 47TH AVE TO 50TH AVE IN COLUMBIA HEIGHTS - PEDESTRIAN AND VEHICLE LIGHTING, CONSTRUCT 3/4 INTERSECTION	930,204	833,976	0	0	0	96,228	COLUMBIA HEIGHTS	
2017			141-030-037		7TH ST S, FROM 3RD AVE TO 11TH AVE- INSTALL MAST ARMS AT 6 EXISTING SIGNALS (3RD, 5TH, PORTLAND, PARK, CHICAGO, 11TH)	1,820,000	1,638,000	0	0	0	182,000	MINNEAPOLIS	
2017			141-090-039		MIDTOWN GREENWAY TO I35W/LAKE ST TRANSIT STATION IN MPLS-CONSTRUCT 10 FT BIKE TRAIL AND PARALLEL SIDEWALK (ASSOCIATED TO 2782-327, TRS-TCMT-17A) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E)	3,816,000	3,052,800	0	0	0	763,200	MINNEAPOLIS	
2017			141-454-001AC3		**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 3 OF 3)	2,094,313	2,094,313	0	0	0	0	MINNEAPOLIS	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			141-591-010		ANDERSEN SCHOOL CROSSING & TRAIL, MINNEAPOLIS, 26TH ST FROM 10TH AVE TO 12TH AVE, 28TH ST FROM 10TH AVE TO 12TH AVE, 12TH AVE S FROM 26TH TO 28TH ST, 11TH AVE S FROM 28TH TO 29TH ST, AND 10TH AVE S FROM 26TH TO 28TH ST-INTERSECTION/CROSSWALK IMPROVEMENTS	754,000	603,200	0	0	0	150,800	MINNEAPOLIS	
2017			141-591-012		**SRTS**INFRA IN MINNEAPOLIS, CURB EXTENSION AND PAVEMENT MARKING ALONG 29TH AVE S AND 24TH ST E	374,900	299,920	0	0	0	74,980	MINNEAPOLIS	
2017			163-080-002		**AC**W 37TH SE, OVER MINNEHAHA CREEK IN ST LOUIS PARK-REPLACE BR 27067 (AC PROJECT, PAYBACK IN FY2018)	2,100,000	1,200,000	0	238,400	0	661,600	ST LOUIS PARK	
2017			164-270-003		**MN219** JACKSON ST FROM 11TH ST TO UNIVERSITY AVE IN ST PAUL-RECONSTRUCTION (SAFETEA-LU) (REPURPOSING)	4,800,000	0	2,637,888	0	0	2,162,112	SAINT PAUL	
2017			1906-65		**DEB**US52, FROM JCT WITH CSAH 86 TO CSAH 46 IN DAKOTA COUNTY-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTION WITH U-TURNS AND LEFT TURN LANES, CABLE MEDIAN BARRIER	4,850,000	4,365,000	0	0	485,000	0	MNDOT	
2017			1906-68		**TED**US 52 AT CSAH 42, FROM 0.5 MILE E OF CSAH 71 TO 0.7 MILE E OF US52 IN ROSEMOUNT-RECONSTRUCT TO A FOUR-LANE DIVIDED ROADWAY, RECONSTRUCT US52 AND REPLACE BRIDGES 19001 (NEW BRIDGE 19005) AND 19002 (NEW BRIDGE 19006), RECONSTRUCT ACCESS RAMPS (ASSOCIATED TO 019-642-059)	3,100,000	0	0	0	3,100,000	0	MNDOT	
2017			1918-110		MN110, FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-BITUMINOUS MILL AND OVERLAY COLD IN PLACE RECYCLING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS (TIED TO 019-090-018)	6,081,342	4,865,074	0	0	1,216,268	0	MNDOT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			1925-43		MN77, AT DIFFLEY ROAD IN EAGAN - TRAFFIC SIGNAL MAINTENANCE, CONCRETE PAVEMENT REHABILITATION AND ADA IMPROVEMENTS	629,948	0	0	0	350,569	279,379	MNDOT	
2017			193-010-008		US169, FROM MISSISSIPPI RIVER BRIDGE TO E HAYDEN LAKE ROAD-CONSTRUCT DUAL TURN LANES, RIGHT TURN LANE, GRADE SEPARATED BIKE PATH, ACCESS CONTROL, AND SIGNAL INSTALLATION (ASSOCIATED TO 2750-88 AND 2750-93)	8,091,434	6,473,147	0	0	0	1,618,287	CHAMPLIN	
2017			1981-124A		**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)-DESIGN BUILD ACTIVITIES	190,071	0	0	0	190,071	0	MNDOT	
2017			1981-136		I35W NB FROM 0.2 MI N OF MCANDREWS RD (CSAH 238) TO 0.5 MI S OF BURNSVILLE PKWY IN BURNSVILLE- BITUMINOUS MILL AND OVERLAY	300,000	0	0	0	300,000	0	MNDOT	
2017			27-00317		PGR RR, W 98TH ST, MSAS 131 IN BLOOMINGTON-UPGRADE EXISTING SIGNAL SYSTEM	225,000	225,000	0	0	0	0	MNDOT	
2017			2706-221		MN7, AT VINE HILL ROAD IN DEEPHAVEN - SIGNAL REPLACEMENT, RIGHT TURN LANE ON VINE HILL, FENCE INSTALLATION	500,000	0	0	0	350,000	150,000	MNDOT	
2017			2710-47A		**COCII** MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- DESIGN OF MAJOR STRUCTURE REHAB OF BRIDGE	700,000	0	0	0	700,000	0	MNDOT	
2017			2710-49		CP RR, MN 65, CENTRAL AVE NE IN MPLS-UPGRADE EXISTING SIGNAL SYSTEM	387,305	5,000	0	0	382,305	0	MNDOT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			2713-112		**ELLA**US12,0.2 MI W OF CSAH 15 (SHORELINE DR) TO 0.2 MI E CSAH 15 (GLEASON LAKE DR) IN WAYZATA - REPLACE LIGHTING SYSTEMS	668,875	0	0	0	668,875	0	MNDOT	
2017			2713-120		US12, FROM 0.19 MI W HENNEPIN-CSAH 112 IN WAYZATA TO 0.44 MI E CSAH 6 IN ORONO-INSTALL CENTERLINE CONCRETE BARRIER AND REPAIRS ON BRIDGE 27296	2,251,476	2,017,445	0	0	234,031	0	MNDOT	
2017			2722-89		MN55, AT HENNEPIN CSAH 115 (PINTO DRIVE) IN MEDINA - SIGNAL REPLACEMENT	125,000	0	0	0	125,000	0	MNDOT	
2017			2723-117		MN55, AT COUNTRY CLUB DRIVE/DOUGLAS DR(CSAH 102) IN GOLDEN VALLEY - SIGNAL REPLACEMENT	150,000	0	0	0	150,000	0	MNDOT	
2017			2734-51		MN100, SB FROM MINNEHAHA CREEK TO 50TH ST IN EDINA - CONSTRUCT NOISEWALL	1,165,533	0	0	0	1,056,996	108,537	MNDOT	
2017			2763-55		MN62, FROM CLEARWATER DRIVE IN MINNETONKA TO 0.2 MI WEST OF MN100 IN EDINA - REPLACE LIGHTING SYSTEMS	646,065	516,852	0	0	129,213	0	MNDOT	
2017			2772-104		SB US169 AT 16TH ST W IN ST LOUIS PARK - ACCESS CLOSURE, CONSTRUCT VISUAL BARRIER (TIED TO 2772-105, 2772-110 AND 2772-113)	1,020,267	0	0	0	1,020,267	0	MNDOT	
2017			2772-105		**SPP**US169, 0.3 MI N OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY -CONCRETE PAVEMENT REHABILITATION AND MILL AND OVERLAY, DRAINAGE, TMS, ADA, PED RAMPS, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586) (TIED TO 2772-104, 2772-110 AND 2772-113)	9,682,530	7,746,024	0	0	1,936,506	0	MNDOT	
2017			2772-110		US169, AT CEDAR LAKE ROAD IN MINNETONKA/ST LOUIS PARK - LENGTHEN ACCELERATION & DECELERATION LANES, STORM SEWER, LIGHTING, TMS (TIED TO 2772-104, 2772-105 AND 2772-113)	990,271	0	0	0	990,271	0	MNDOT	

TABLE A-16

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			2772-111		US169, FROM KILMER LANE VIA 24TH AVE N FOR 0.1 MI W TO MEDICINE LAKE BLVD E IN PLYMOUTH - CONSTRUCT NEW LOW POINT DRAINAGE SYSTEM	1,211,605	0	0	0	1,091,605	120,000	MNDOT	
2017			2772-113		**APP**US169, FROM BREN ROAD TO 7TH ST IN HOPKINS- REPLACE BRIDGE 27568 WITH A CAUSEWAY AND THE DRAINAGE BOX CULVERT 90478 (NEW BOX CULVERT #27X15) AND CONSTRUCT BOX CULVERT 27X16 FOR NEW BIKE/PED TRAIL- DESIGN BUILD PROJECT (TIED TO 2772-104, 2772-105, 2772-110)	48,511,213	38,808,970	0	0	9,702,243	0	MNDOT	
2017			2772-113C		**COCII**US169, BRIDGE 27568 REPLACEMENT OVER NINE MILE CREEK IN HOPKINS - PRELIMINARY DESIGN AND DESIGN BUILD PROCUREMENT ACTIVITIES	154,274	0	0	0	154,274	0	MNDOT	
2017			2772-97		US169, AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - SIGNAL SYSTEM REPLACEMENT	228,336	0	0	0	114,168	114,168	MNDOT	
2017			2781-432		**SPP**194, FROM 0.1 MI EAST OF NICOLLET AVE IN MPLS TO 0.3 MI WEST OF SHINGLE CREEK PARKWAY IN BROOKLYN CENTER-BITUMINOUS OVERLAY, CONCRETE PAVEMENT REHABILITATION, ADA RAMPS, SIDEWALKS, CURB & GUTTER, DRAINAGE, CONCRETE BARRIER, GUARDRAIL, DE-ICING SYSTEM, TMS, REHABILITATION ON 50 BRIDGES AND BRIDGE RAILING, CORRIDOR LIGHTING	45,535,067	40,981,560	0	0	4,553,507	0	MNDOT	
2017			2781-480		194, FROM PLYMOUTH AVE N TO 26TH AVE N IN MINNEAPOLIS - ADD LANE, DRAINAGE, LIGHTING, GUARDRAIL AND SIGNING	457,009	0	0	0	457,009	0	MNDOT	

TABLE A-16

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			2782-327	**AC**SPP**CHAP	152**PoDI**I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, CONSTRUCT NEW BRIDGES 27W01, 27845, REPLACE BRIDGES (NEW): 27868 (27W04), 27871 (27W05), 27842 (27W07), 27843 (27000), 9618 (27700), 9731 (27777, 27822), 9733 (27844, 27841), 27867 (27V47, 27V48), 27869 (27W02), 27870 (27W03), 27872 (27W06), 27843 (27001), AND REPAIR/REHAB 27851, 27838 AND 9619 (ASSOCIATED TO 141-090-039, TRS-TCMT-17A, 027-603-051) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E) (AC PROJECT-AC PAYBACK IN FY2018, REMAINDER OF AC MANAGED INTO THE FUTURE)	170,460,000	50,980,000	0	87,777,500	0	31,702,500	MNDOT	
2017			2782-345	**DEB**I35W, 86TH STREET	BRIDGE OVER I35W IN BLOOMINGTON-REPLACE OLD BRIDGE #9039 WITH NEW BRIDGE# 27W40 AND APPROACH WORK	4,090,000	3,681,000	0	0	409,000	0	MNDOT	
2017			2785-400	**TED**I494, 0.34 MILE W OF	CSAH 28 TO 0.19 MILE E OF CSAH 28 AT I494 IN BLOOMINGTON—CONSTRUCT INTERCHANGE RAMP TO WB I494 INCLUDING NEW BRIDGE #27W18 AND JOINT REPLACEMENT ON BRIDGE 27V33 (ASSOCIATED TO 107-020-067)	8,000,000	0	0	0	8,000,000	0	MNDOT	
2017			2785-422	I494 EAST OF PENN AVE IN	BLOOMINGTON-REPAIR THE FORMATION OF A SINK HOLE	449,258	0	0	0	449,258	0	MNDOT	
2017			62-00213	CP RR, CSAH 67, BALD EAGLE	AVE IN WHITE BEAR LAKE-INSTALL GATES	201,890	201,890	0	0	0	0	MNDOT	
2017			6216-127	MN51, FROM PIERCE BUTLER	(CSAH 33) IN ST PAUL TO MN36 IN ROSEVILLE-CONCRETE PAVEMENT REHABILITATION, DRAINAGE, TMS, ADA & INTERSECTION IMPROVEMENTS	7,103,563	5,567,670	0	0	1,391,918	143,975	MNDOT	
2017			6216-135	MN51, FROM MN36 IN	ROSEVILLE TO I694 IN ARDEN HILLS- SIGN REPLACEMENT	529,282	0	0	0	529,282	0	MNDOT	
2017			6280-381	I35E, FROM UNIVERSITY AVE TO	E CAYUGA ST IN ST PAUL- LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	
2017			6280-382	I35E, FROM MARYLAND AVE E	TO LARPEUTEUR AVE E IN ST PAUL-LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			6280-390		I35E, OVER SHEPARD RD IN ST PAUL - REHAB ON BRIDGE 9534 AND ADA IMPROVEMENTS	1,610,000	1,449,000	0	0	161,000	0	MNDOT	
2017			6280-396		I35E, FROM E CAYUGA ST TO MARYLAND AVE E IN ST PAUL- LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	
2017			6280-397		I35E, FROM LARPEN TEUR AVE E IN MAPLEWOOD TO LITTLE CANADA RD IN LITTLE CANADA- LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	
2017			6282-217B		**COCII** I-94, FROM MPLS TO ST PAUL-PRELIMINARY DESIGN FOR CORRIDOR IMPROVEMENTS	1,150,000	0	0	0	1,150,000	0	MNDOT	
2017			7001-107		MN13, AT SCOTT-CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	150,000	0	0	0	150,000	0	MNDOT	
2017			7001-111		MN13, FROM MN19 IN CEDAR LAKE TO MN282 IN SPRING LAKE- SIGN REPLACEMENT	65,986	52,789	0	0	13,197	0	MNDOT	
2017			7001-112		**DEB**SPP**MN13, FROM JCT OF TH 901B IN SAVAGE TO 0.4 MI E WASHBURN AVE IN BURNSVILLE AND ON TH 901B, FROM 0.1 MI W OF TH 169 IN SHAKOPEE TO JCT WITH MN13 - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA, SIGNAL REPLACEMENT, SIGNING REPLACEMENT, TURN LANES	5,470,000	4,220,000	0	0	1,055,000	195,000	MNDOT	
2017			7001-120		MN13, AT 0.2 MI N OF 270TH ST E IN CEDAR LAKE TOWNSHIP - CONSTRUCT TURN LANES, REPLACE CULVERT	169,300	0	0	0	169,300	0	MNDOT	
2017			7005-122		US169, FROM 0.5 MI S OF CSAH 69 TO CSAH 69 IN JACKSON TOWNSHIP-CONSTRUCT FRONTAGE ROAD	710,000	0	0	0	710,000	0	MNDOT	
2017			7009-79		US 169, FROM MN21 IN JORDAN TO MN41 IN JACKSON TWP- DRAINAGE (ASSOCIATED TO 7009-79S) (TIED TO SP 1017-105)	545,713	491,142	0	0	54,571	0	MNDOT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			7009-79S		US 169, FROM MN21 IN JORDAN TO MN41 IN JACKSON TWP- CABLE MEDIAN BARRIER (ASSOCIATED TO 7009-79) (TIED TO SP 1017-105)	981,146	883,031	0	0	98,115	0	MNDOT	
2017			8208-37		MN95, AT VALLEY CREEK ROAD IN WOODBURY- CONSTRUCT NB/SB LEFT AND SB RIGHT TURN LANES, MILL AND OVERLAY, LIGHTING, CULVERTS AND STORM WATER POND	996,705	0	0	0	996,705	0	MNDOT	
2017			8210-102		MN95, WEST SIDE OF MN95 BETWEEN MAPLE ST AND ELM ST IN MARINE ON ST. CROIX - RETAINING WALL MAINTENANCE	96,984	0	0	0	96,984	0	MNDOT	
2017			8212-26		**DEB**MN97, AT 11ST (MSAS 135) IN FOREST LAKE - CONVERT EASTBOUND BYPASS LANE TO LEFT TURN LANE	825,000	660,000	0	0	165,000	0	MNDOT	
2017			8214-114MIT17		MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	8,040,000	0	0	0	4,320,000	3,720,000	MNDOT	
2017			8214-114SA17		MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	4,865,000	0	0	0	3,200,000	1,665,000	MNDOT	
2017			8214-114Z		MN36, ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	15,000	0	0	0	15,000	0	MNDOT	
2017			8214-144		**MN126** MN36, ST CROIX RIVER X-ING AT STILLWATER- (MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	339,950	0	271,960	0	67,990	0	MNDOT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			8214-174B	MN36, FROM WI ST HWY64 FROM NEW RIVER BRIDGE 82045 TO 150TH AVE-INSTALL PAVEMENT FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT- WISCONSIN LET	62,500	0	0	0	62,500	0	MNDOT	
2017			8217-34	MN36, OVER ST CROIX RIVER - LIFT BRIDGE CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	14,000,000	0	0	0	7,000,000	7,000,000	MNDOT	
2017			880M-CA-17	DISTRICTWIDE SETASIDE - EXTERNAL PROJECT DELIVERY- FY 2017	20,000,000	0	0	0	20,000,000	0	MNDOT	
2017			880M-IPD-17	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DELIVERY- FY 2017	6,000,000	0	0	0	6,000,000	0	MNDOT	
2017			880M-RB-17	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2017	150,000	0	0	0	150,000	0	MNDOT	
2017			880M-RW-17	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2017	14,900,000	0	0	0	14,900,000	0	MNDOT	
2017			880M-RX-17	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2017	4,425,742	0	0	0	4,425,742	0	MNDOT	
2017			880M-SA-17	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2017	23,800,000	0	0	0	23,800,000	0	MNDOT	
2017			880M-TRLF-17	**TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	1,978,726	0	0	0	1,978,726	0	MNDOT	
2017			8825-479	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	
2017			8825-480	METROWIDE - TRAFFIC MANAGEMENT SYSTEM	346,848	277,478	0	0	69,370	0	MNDOT	
2017			8825-484	AT VARIOUS LOCATIONS IN MPLS- SIGNAL REPLACEMENT AND ADA UPGRADES	2,066,778	0	0	0	1,033,389	1,033,389	MNDOT	
2017			8825-519	**ITS**METROWIDE - ITS SIGNAL CAMERAS AND COMMUNICATIONS INSTALLATION AND UPGRADES	278,416	222,733	0	0	55,683	0	MNDOT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			8825-551		**SEC164**METROWIDE-MEDIAN BARRIER AND PLATE BEAM GUARDRAIL (TO BE AUTHORIZED WITH FFY2016 SECTION 164 FUNDS)	2,579,363	2,579,363	0	0	0	0	MNDOT	
2017			8825-553		**ITS**METROWIDE - ITS CELL MODEMS AT EXISTING SIGNAL CABINETS	38,000	0	0	0	38,000	0	MNDOT	
2017			8825-554		**ITS**METROWIDE - ITS FIBER OPTIC CABLE AND CLOSED CIRCUIT TELEVISION (CCTV) INSTALLATION	211,000	168,800	0	0	42,200	0	MNDOT	
2017			8825-582		**ITS**RTMC SWITCH REPLACEMENT FOR CAMERAS ON INTERSTATE AND STATE HIGHWAYS	675,000	540,000	0	0	135,000	0	MNDOT	
2017			8825-599		**IDIQ**DISTRICTWIDE - PREVENTATIVE MAINTENANCE SEAL COATING, MICRO SURFACE, FOG SEAL AT VARIOUS LOCATIONS (MIN \$2.68M, MAX \$10M, EXPIRATION DATE 11/30/2019)	2,680,000	0	0	0	2,680,000	0	MNDOT	
2017			8825-603		DISTRICTWIDE PREVENTATIVE MAINTENANCE, CRACK SEALING AT VARIOUS LOCATIONS	310,000	0	0	0	310,000	0	MNDOT	
2017			TRS-TCMT-17		CMAQ: RENOVATE MALL OF AMERICA TRANSIT STATION PROJECT OFF OF 24TH AVE S, BLOOMINGTON IN THE MALL OF AMERICA	22,873,730	7,000,000	0	0	0	15,873,730	MET COUNCIL-MT	
2017			TRS-TCMT-17A		CMAQ: CONSTRUCT MID-HIGHWAY BUS RAPID TRANSIT STATION AT I-35W AND LAKE STREET, MINNEAPOLIS (ASSOCIATED TO 2782-327, 141-090-039, 027-603-051) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E)	36,230,000	7,000,000	0	0	0	29,230,000	MET COUNCIL-MT	
2017			TRS-TCMT-17B		CMAQ: DOWNTOWN HOPKINS LRT STATION - PURCHASE OF CONSTRUCTED PARKING RAMP FLOOR FOR PARK AND RIDE LOT	7,635,000	6,000,000	0	0	0	1,635,000	HOPKINS	
2017			TRS-TCMT-17C		CMAQ: PURCHASE TICKET/FARE MACHINES, ELECTRICAL/COMMUNICATIONS EQUIPMENT FOR PENN AVE CORRIDOR	3,453,736	2,762,989	0	0	0	690,747	MET COUNCIL-MT	

TABLE A-16
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects, WI Projects, or Sherburne/Wright Co. Projects)

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			TRS-TCMT-17D	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,542,500	3,634,000	0	0	0	908,500	MET COUNCIL-MT	
2017			TRS-TCMT-17E	**PODI**MN65, FROM I94 TO 10TH ST IN MPLS-PAVEMENT RECONSTRUCTION, DRAINAGE, RETAINING WALLS, BRIDGE REPAIR AND REHAB ON BRIDGE 27840, NEW BRIDGE 27R39 (TIED TO 2782-327)	14,600,000	0	0	0	600,000	14,000,000	MET COUNCIL-MT	
2017			TRS-TCMT-18B	CMAQ: PURCHASE UP TO TWELVE (12) 60' ARTICULATED BUSES FOR PENN AVE CORRIDOR	5,460,775	4,368,620	0	0	0	1,092,155	MET COUNCIL-MT	
Totals					642,313,087	11,883,257	90,669,900	138,907,504	264,585,182	136,267,244		

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

**TABLE A-17
WISCONSIN**

2018-2021 Transportation Improvement Program (TIP)														
TIP Number	Project Number	Project Elements	Project Sponsor	Project Description (street name, termini, type of work, length in miles, and funding program)	Phase						Funding Source and Cost Share			
						2018	2019	2020	2021	Total	Federal	State	Local*	Total
013-14-001	8110-02	73	WisDOT	St. Croix River Crossing - to 150th Ave in Town of St. Joseph Loop Trail	Engineering	0	0	0	0	-	0	0	0	0
				Bridge Replacement - BR	Right-of-Way	0	0	0	0	-	0	0	0	0
				4.89 Mi	Construction	4,751	0	0	0	4,751	0	3,444	1,307	4,751
					TOTAL	4,751	0	0	0	4,751	0	3,444	1,307	4,751

*Local cost is provided by MnDOT.

Appendix B

Conformity Documentation Of the 2018-2021 Transportation Improvement Program to the 1990 Clean Air Act Amendments May 9, 2014

Air Quality Conformity

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (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 TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2018-21 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Public Participation Plan for Transportation Planning](#). 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 TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the 2040 TPP.

Emissions Test

In 2010, 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 NAAQS for eight consecutive quarters. MPCA 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 in the State Implementation Plan; a regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors; and the continued involvement of local government units in the regional 3C transportation planning process, which 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.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2018-2021 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures 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 TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

Federal Requirements

The 2018-2021 TIP meets the following Conformity Rule requirements:

Inter-agency consultation: The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

Regionally significant and exempt projects: The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

Donut areas: No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

Latest planning assumptions: The published source of socioeconomic data for this region is the Metropolitan Council's *Thrive MSP 2040*. The latest update to these forecasts was published in May 2014.

Public Participation: The TIP was prepared in accordance with the Public Participation Plan for Transportation Planning, adopted by the Council on Feb. 14, 2007. This process satisfies federal requirements for public involvement and public consultation.

Fiscal Constraint: The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, 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 goals, objectives, and strategies 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.

List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) 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, 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 Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- 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.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- 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 Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2018-2021 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) 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 is shown below.

Horizon Year 2020

Rebuild and Replace Highway Assets

- I-35W: from MN36/MN280 in Roseville to just N I694 in Arden Hills/new Brighton-Auxiliary lanes (6284-180AC1)
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- TH 100: from 36th St to Cedar Lake Rd in St. Louis Park - reconstruct interchanges including constructing auxiliary lanes
- TH 169: Bridge replacement over nine mile creek in Hopkins

Strategic Capacity Enhancements

- I-94: EB from 7th St Exit to Mounds Blvd in St Paul- add auxiliary lane
- TH 55: from N Jct MN149 to S Jct MN149 in Eagan- widen from 4-lane to 6-lane
- I-494 SB from I-94/I-694 to Bass Lake Road: add auxiliary lane
- I-494 from CSAH 6 to I-94/I-694: Construct one additional lane in each direction
- I-494 from TH 55 to CSAH 6, construct one auxiliary lane
- I-494 NB from I-394 to Carlson Pkwy, construct auxiliary lane
- I-694 from Lexington Ave to east of Rice St: Construct one additional lane in each direction
- I-94 from TH 241 in St. Michael to TH 101 in Rogers: Extend westbound ramp, add westbound lane through TH 101 interchange, and add eastbound lane between the interchanges
- I-35E MnPASS Extension from Little Canada Road to County Road J
- TH 610 from I-94 to Hennepin County 81: Complete 4-lane freeway
- TH 5 from 94th St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxiliary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxiliary lane.
- I-94: SB I-694 to I-94 EB and I-694 NB to I-94 EB ramps: modify the CD road and convert to individual exists.
- US 169 at Scott County 3 in Belle Plaine, construct new overpass
- MN 41 between US 212 and CSAH 14: Reconstruction and expansion

- US 52 at CSAH 42 in Rosemount: Reconstruct to 4-lane divided, bridges and access ramps
- I-35W in Burnsville: Add Auxilliary lanes between Black Dog Rd and 106th Street
- I-494 in South St Paul and Inver Grove Heights: Add Auxillary lanes between Hardman Ave and Bovey Ave.
- I-35W from CR C in Roseville to Lexington Ave in Lino Lakes: Construct MNPASS LaneI-694 in Arden Hills: Construct 2 lane entrance ramp from US 10 to EB694
- US 10 from SB I-35W to CSAH 96 in Arden Hills: Construct two lane exit from I-35W, construct auxillary lane on US 10.
- US 169 from MN 41 to Scott County Road 69 in Jackson Twp: Construct Frontage road

Regional Highway Access | Horizon Year 2020

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.
- I-494 at CSAH 28 in Bloomington: Construct ramp to WB I-494 including new bridge.
- US 169 at MN 41 in Jackson Twp: Construct interchange
- MN 36 at Hadley Ave in Oakdale: Construct interchange

Transitway System

- METRO Orange Line
- METRO Green Line extension
- Arterial BRT along Snelling Ave in Saint Paul from 46th St. Station on METRO Blue Line to Roseville
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis
- Cedar Grove Transit Station in Eagan

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

- St. Paul East 7th Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W – Minneapolis purchases ROW, begin engineering and construction
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane

- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway
- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- *Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield- reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway

2014 Regional Solicitation Selected Projects

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139th Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

2016 Regional Solicitation Selected Projects

- Brooklyn Center: US 252/66th Avenue Interchange
- Louisville Township: US 169 and CSAH 14 interchange
- Dayton: Brockton lane interchange
- Roseville: Snelling Avenue expansion
- Washington County: US 36 and Manning Avenue interchange
- Richfield: 77th Street underpass of CSAH 77
- Brooklyn Park: US 169 and 101st Avenue interchange

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes
- CSAH 19 in Alberville: Extend Multilane Roadway from Lamplight Dr to N of 70th St

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

- I-35W from MN 36 to US 10 – construct MnPASS Lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS Lane

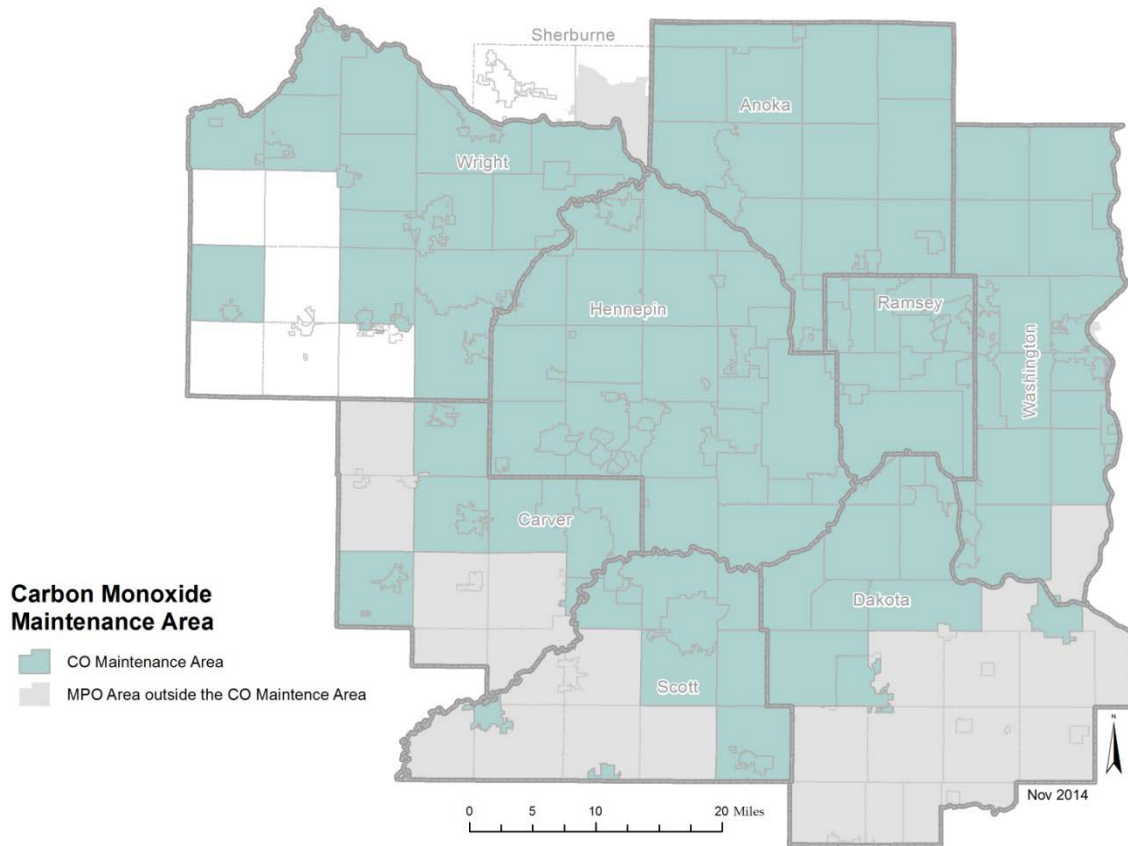
Transitway System | Horizon Year 2030

- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area



May 31, 2017

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

RE: Draft 2018-2021 Draft Transportation Improvement Program

Dear Ms. Koutsoukos:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2018-2021 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation Act (FAST Act) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

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

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

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on November 10, 2010. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule.

Ms. Elaine Koutsoukos
Page 2
May 31, 2017

Based on this review, the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the 2018-2021 Draft TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2018-2021 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

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

Please contact me if you have any questions at 651-757-2347 or innocent.eyoh@state.mn.us.

Sincerely,



Innocent Eyoh
Planner Principal
Air Assessment Section
Environmental Analysis and Outcomes Division

IE:vs

cc: Kris Riesenber, FHWA
Michael Leslie, Region 5, U.S. EPA
Jonathan Ehrlich, Metropolitan Council
Nick Thompson, Metropolitan Council
Joe Barbeau, Metropolitan Council
Steve Albrecht, Technical Advisory Committee (TAC) Chair
Timothy Mayasich, TAC Funding and Programing Committee Chair
Bobbi Retzlaff, MnDOT
Lynne Bly, MnDOT
Dave Thornton, MPCA
Shannon Lotthammer, MPCA
Frank Kohlasch, MPCA
Mary Jean Fenske, MPCA
Amanda Jarrett Smith, MPCA

Exempt Projects

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 the Conformity Rules) are excluded from the regional emissions analyses required in order to determine conformity of the Transportation Policy Plan and the TIP.

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

Projects that Do Not Impact Regional Emissions

Safety

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

Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

Other

- O-1: Specific activities that 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., and Federal-aid systems revisions
- O-2: Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action
- O-3: Noise attenuation
- O-4: Advance land acquisitions (23 CFR 712 or 23 CRF 771)
- O-5: Acquisition of scenic easements
- O-6: Plantings, landscaping, etc.
- O-7: Sign removal
- O-8: Directional and informational signs
- O-9: Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures or facilities)
- O-10: Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

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 Transportation Improvement Program. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with the MPCA, MnDOT, EPA, and FHWA (in the case of a highway project) or 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 hot-spot analysis. A final determination of the intersections that require an 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

- E-1: Intersection channelization projects
- E-2: Intersection signalization projects at individual intersections
- E-3: Interchange reconfiguration projects
- E-4: Changes in vertical and horizontal alignment
- E-5: Truck size and weight inspection stations
- E-6: Bus terminals and transfer points

Non-Classifiable Projects

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules) 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, Transportation Improvement Programs, or projects not from a conforming plan and Transportation Improvement Program, must include such regionally significant traffic signal synchronization projects.

Regionally Significant Projects

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

- A-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040

Appendix C

Metropolitan Council Transportation Improvement Program (TIP) Amendments: Streamlined Process

Conditions for Using a Streamlined Amendment Process

Any project that meets all of these criteria:

- 1) The federal funding for the project is from a program not administered by the Transportation Advisory Board and the Metropolitan Council.
- 2) The project is consistent with the adopted Transportation Policy Plan.
- 3) The project is not a regionally-significant project* or is a regionally-significant project currently in the TIP but is not changing the scope or any other elements that would potentially change the air quality conformity determination.

OR

For projects funded through the Transportation Advisory Board and the Metropolitan Council, any project that meets these criteria as well as criteria 2 and 3 above:

- 4) The project does not relate to a scope change before the committee.
- 5) The project changes do not relate to solicitation scoring based on cost effectiveness.

Process

The TIP amendment request is submitted as usual. Council staff will review each amendment request for these criteria. The Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination, clarify if the project would be eligible for the streamlined process criterion for regional significance (#3). If the project meets the overall criteria, Met Council staff emails the request for streamlining to the TAC Executive Committee, which approves or denies the streamlined process by email. If approved, the amendment moves as an action directly to TAB. If denied, the amendment would move through the full five-committee Council process (TAC Funding & Programming Committee, TAC, TAB, Transportation Committee, and the Metropolitan Council). Information about streamlined amendments could be presented as information to the Funding and Programming Committee and TAC.

Example projects that could use this process:

- Congressional earmarks
- Projects funded through statewide programs, such as Section 5310 transit projects or Safe Routes to School (before 2017).
- Cost increases that do not affect the federal amount or project scope.

*In this context, “regionally significant” refers to the air quality conformity definition, which is: *“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 alternatives to regional highway travel." [EPA Transportation Conformity Rules 93.101]

A project is generally considered regionally significant in the Twin Cities maintenance area if:

- It adds one or more travel lanes for over one mile,*
- It involves the addition of an interchange, or*
- It involves the reconfiguration of an interchange such that a movement is added or eliminated."*
- [Transportation Conformity Procedures for Minnesota: A Handbook for Transportation and Air Quality Professionals, Minnesota Interagency Air Quality and Transportation Planning Committee]*

Draft



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Twin Cities Metropolitan Area

Draft 2018-2021 Transportation Improvement Program

TAC. June 7, 2017



What is a TIP?

- Four-year list of transportation projects funded in whole or part with federal funding
- “Regional Capital Improvement Program” for use of federal transportation funds
- Must include all projects funded with federal transportation funds and projects that affect air quality prioritized by year
- Required for all Metropolitan Planning Organizations (MPOs)

Key Criteria for TIP and Amendment Approvals

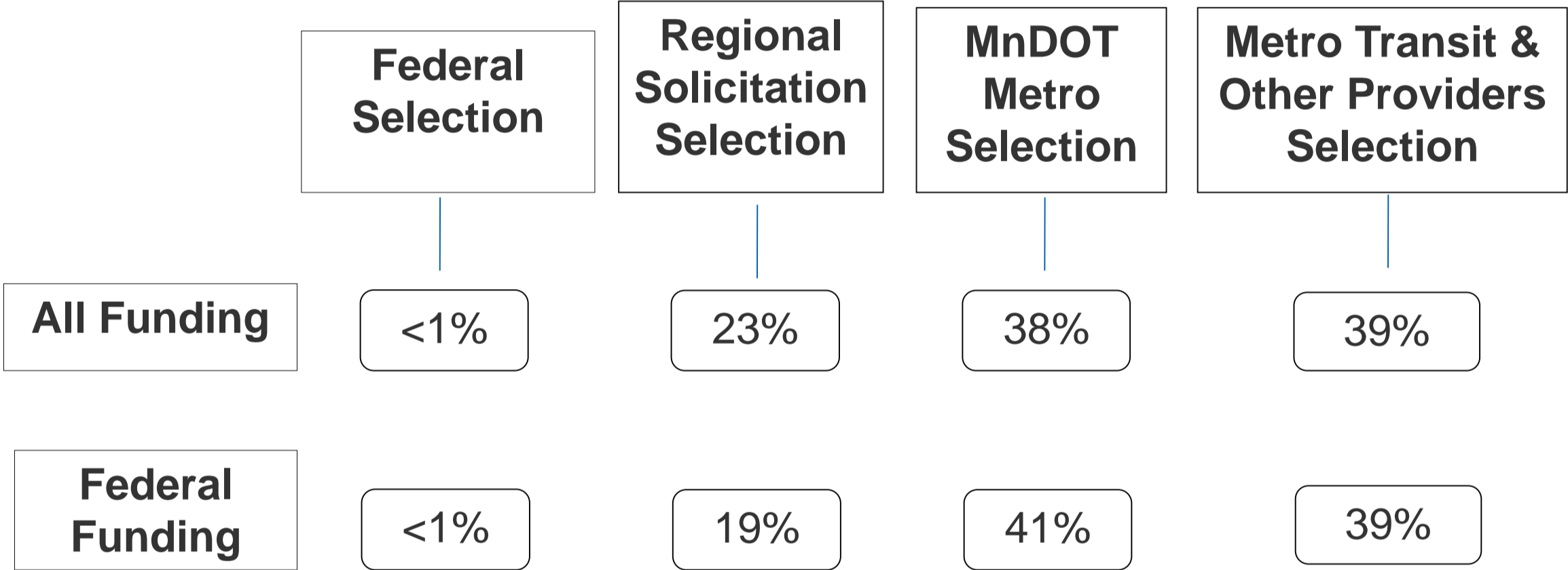
- Consistent with expected funding level – fiscally balanced
- Consistent with regional transportation plan (TRP)
- In conformity with Clean Air Act requirements
- Opportunity for public input

Schedule for 2018-2021 TIP

- TAB approves draft for public review – June 21, 2017
- Public review/comment period ends – Aug 6, 2017
- TAB considers comments, approval – Aug 16, 2017
- Transportation Committee – September 11, 2017
- Metropolitan Council concurrence – September 27, 2017
- MnDOT inclusion into STIP – September/October, 2017
- Federal approvals – November 2017

Twin Cities Transportation Capital Funding Process

Percentage of Funding Source 2018-2021 TIP



Source of Funds 4-Year Summary

- Federal Highway – \$ 1.13 Billion
- Federal Transit – \$793 Million
- Property Tax and State Taxes – \$976 Million
- Trunk Highway – \$530 Million
- Wright/Sherburne/Wisconsin - \$27 Million
- **Total – \$3.46 Billion**

Questions

Joe Barbeau

Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705

Transit Funding in the TIP

Funding & Programming: May 18, 2017

TAC: June 7, 2017

TAB: June 21, 2017



Transit in the TIP

- The TIP includes all transit projects with federal funding, both capital and operating
 - Projects planned to use federal formula funds
 - Transit projects funded with CMAQ through the regional solicitation
 - Federal Transit Administration and DOT competitive grants awarded to the Council and others
 - Met Council Transit CIP informs TIP projects

Transit in the TIP

- 2018-2021 TIP - Transit Projects
 - CMAQ projects (does not include recent awards):
 - D-Line Technology, Equipment and ABRT Buses, SWLRT Grade-Separated Trails and Tunnels for Ped & Bike, TDM/TMO
 - New Starts and Discretionary:
 - METRO Green Line Extension & Blue Line Extension Capital Projects

Transit in the TIP

– FTA Formula Funds:

- **General (5307)**

- All Federally Eligible Components of Council CIP and Some Operating Expenses

- **State of Good Repair (5337) – preservation only**

- High Intensity Fixed Guideway – Rail maintenance, LRV replacement, LRV Overhaul
- High Intensity Bus – Bus replacement, maintenance & maintenance facilities, passenger facilities maintenance

- **Bus and Bus Facility (5339) – preservation only**

- Bus replacement and Bus Facilities Maintenance





MnDOT STIP & CHIP Overview

Lynne Bly | Molly McCartney

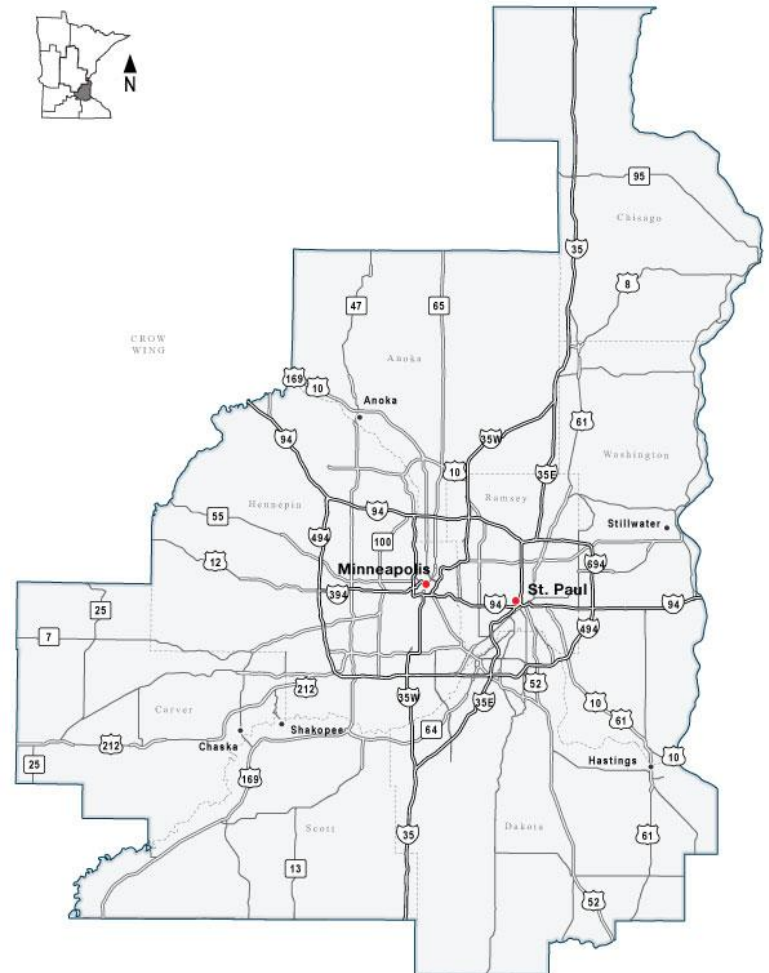
MnDOT - Metro District, Program Management

5/18/2017

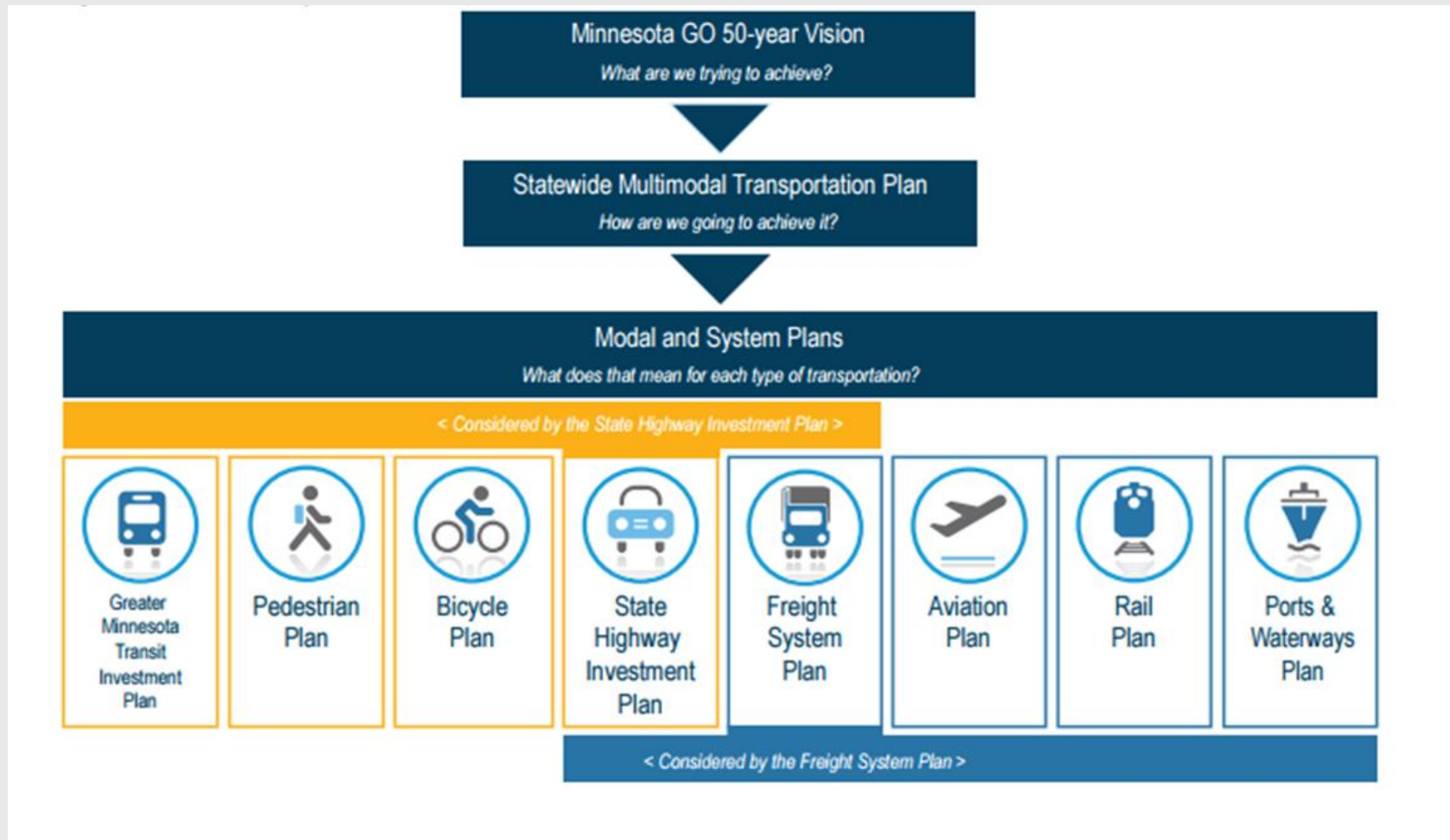
Using Images

Overview of:

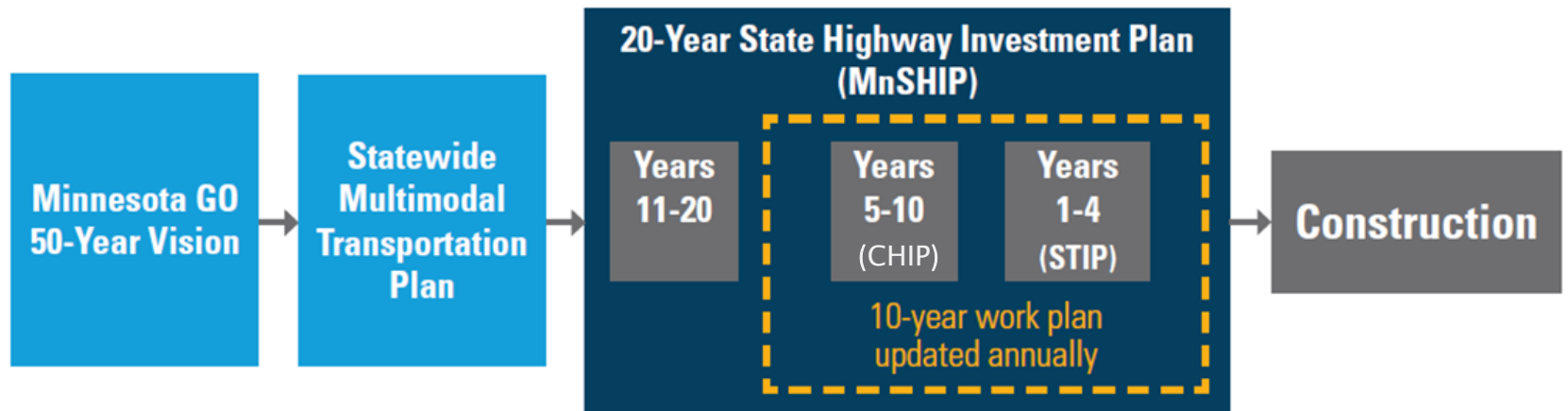
- ▶ Metro District's 2018-2021 Statewide Transportation Improvement Program (STIP)
- ▶ Draft 2022-2027 Metro District projects for Capital Highway Investment Plan (CHIP)



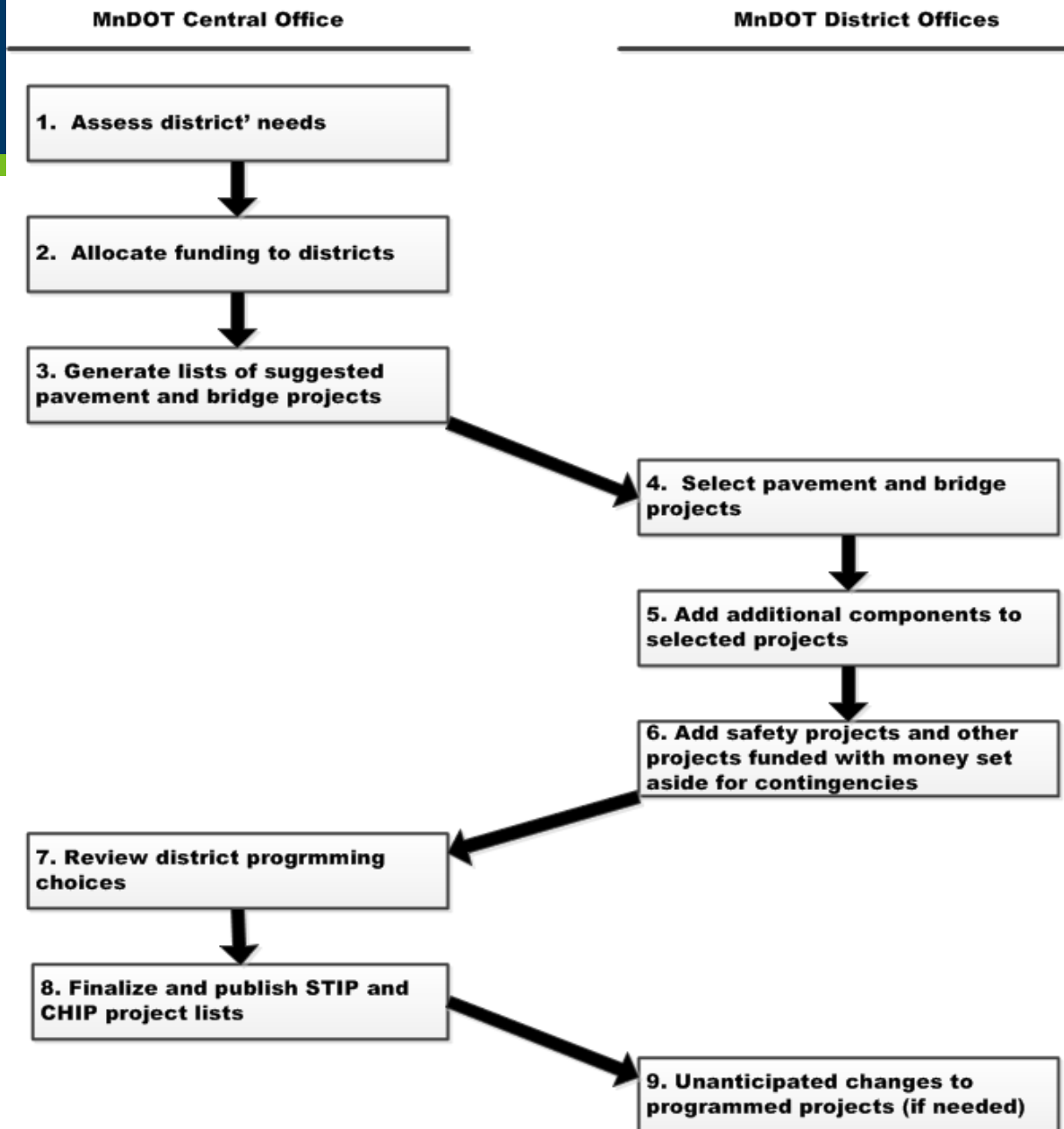
MnDOT Family of Plans



Planning to Programming



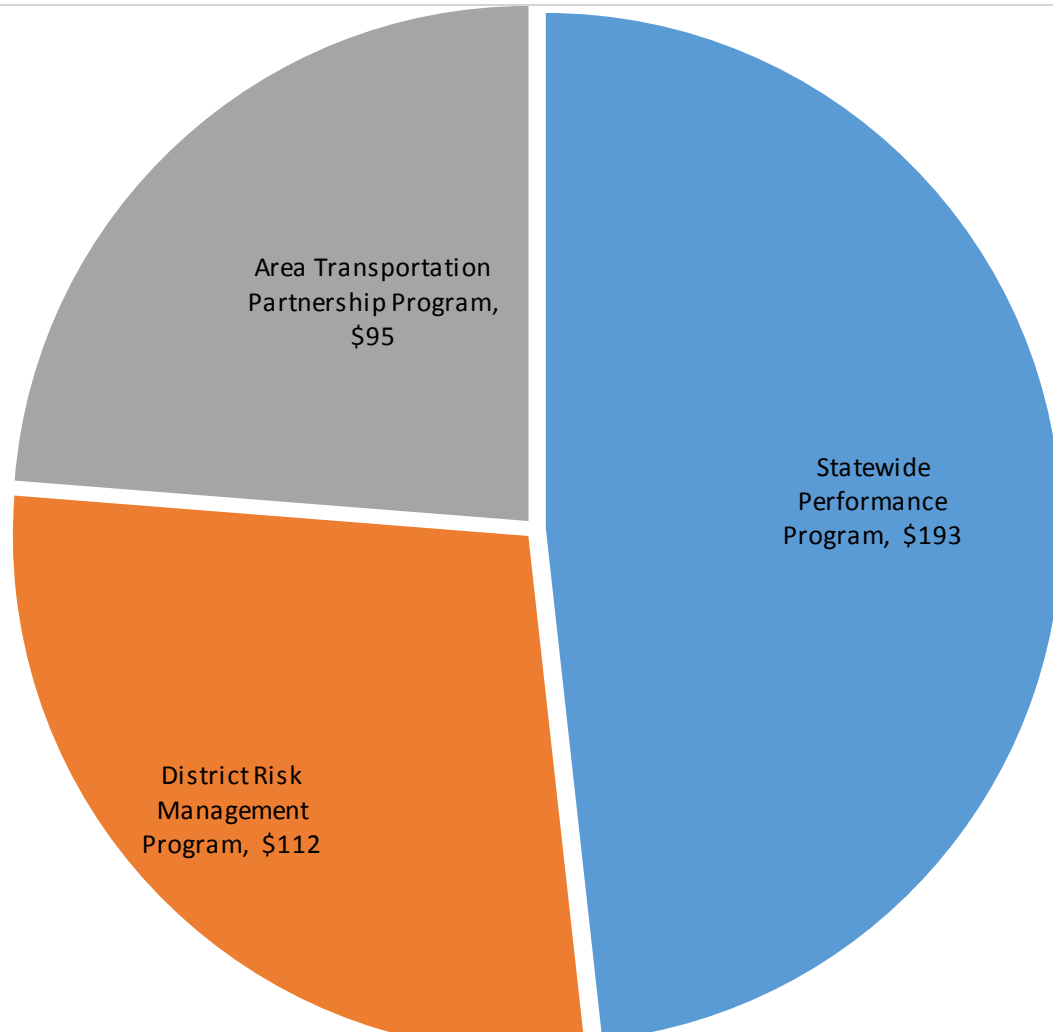
Overview of MnDOT's Standard Project-Selection Process





STIP info

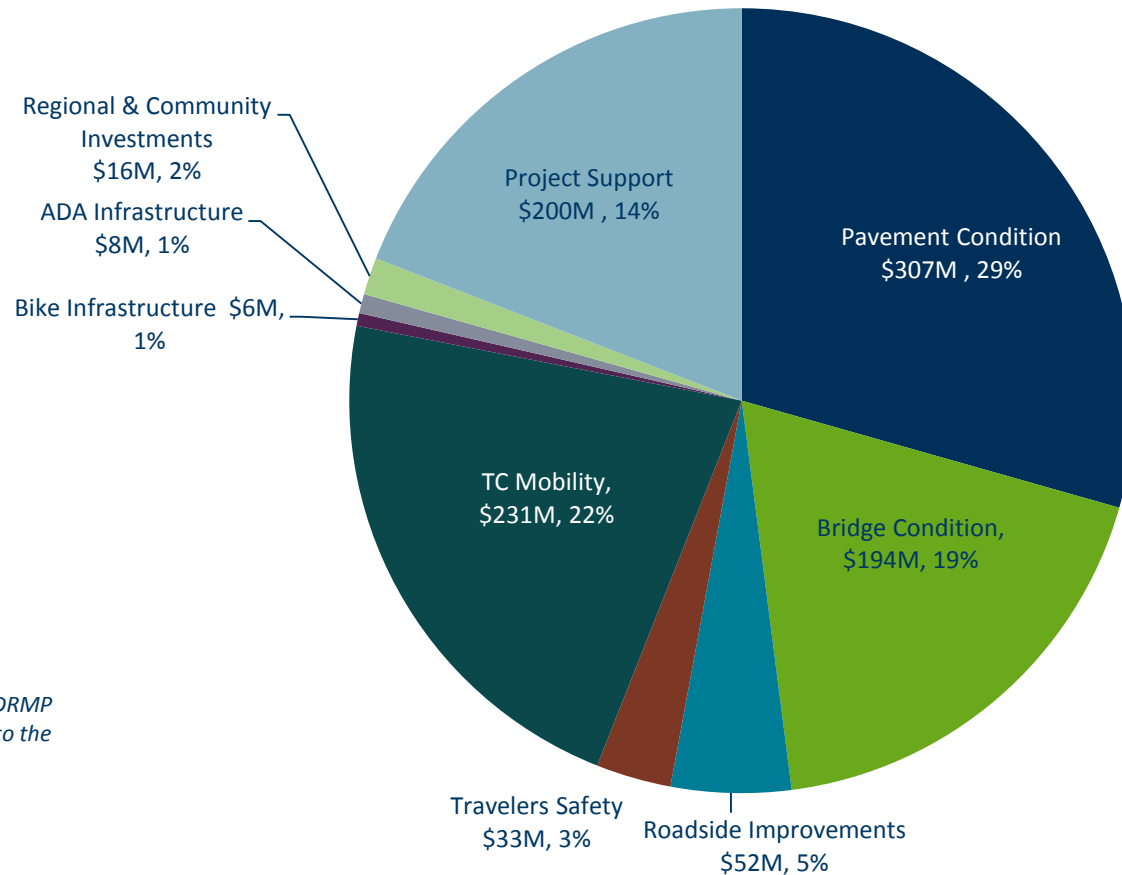
Metro District's Distribution (2021)



Metro Investments by Investment Category

2018-2021 STIP

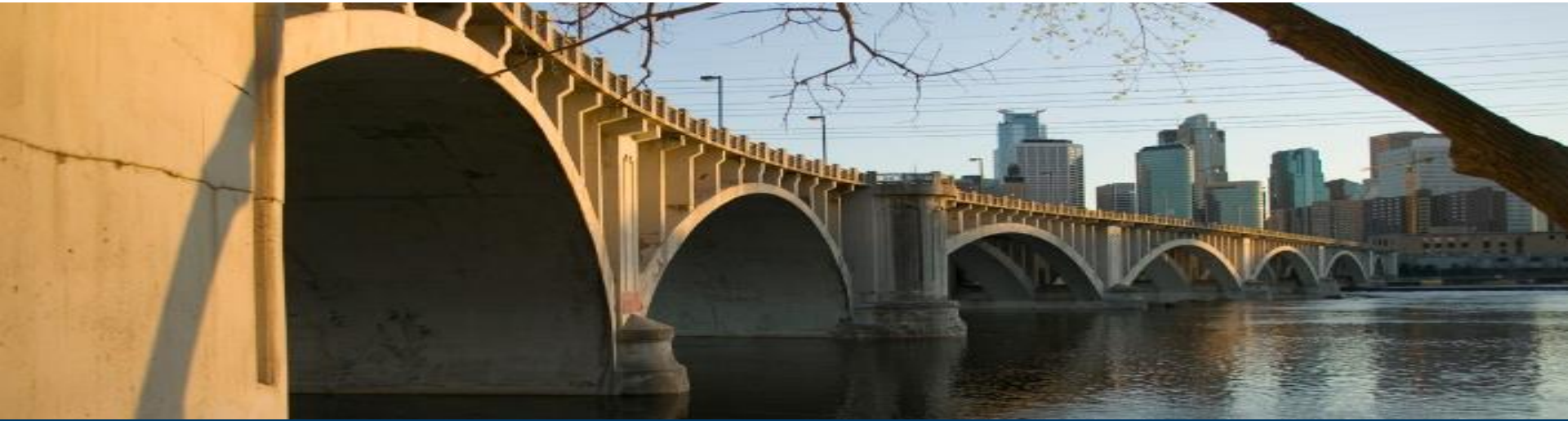
2018-2018 Metro CHIP Investments by Performance Area



**Includes SPP & DRMP
Totals rounded to the
nearest \$1M*

Using Images

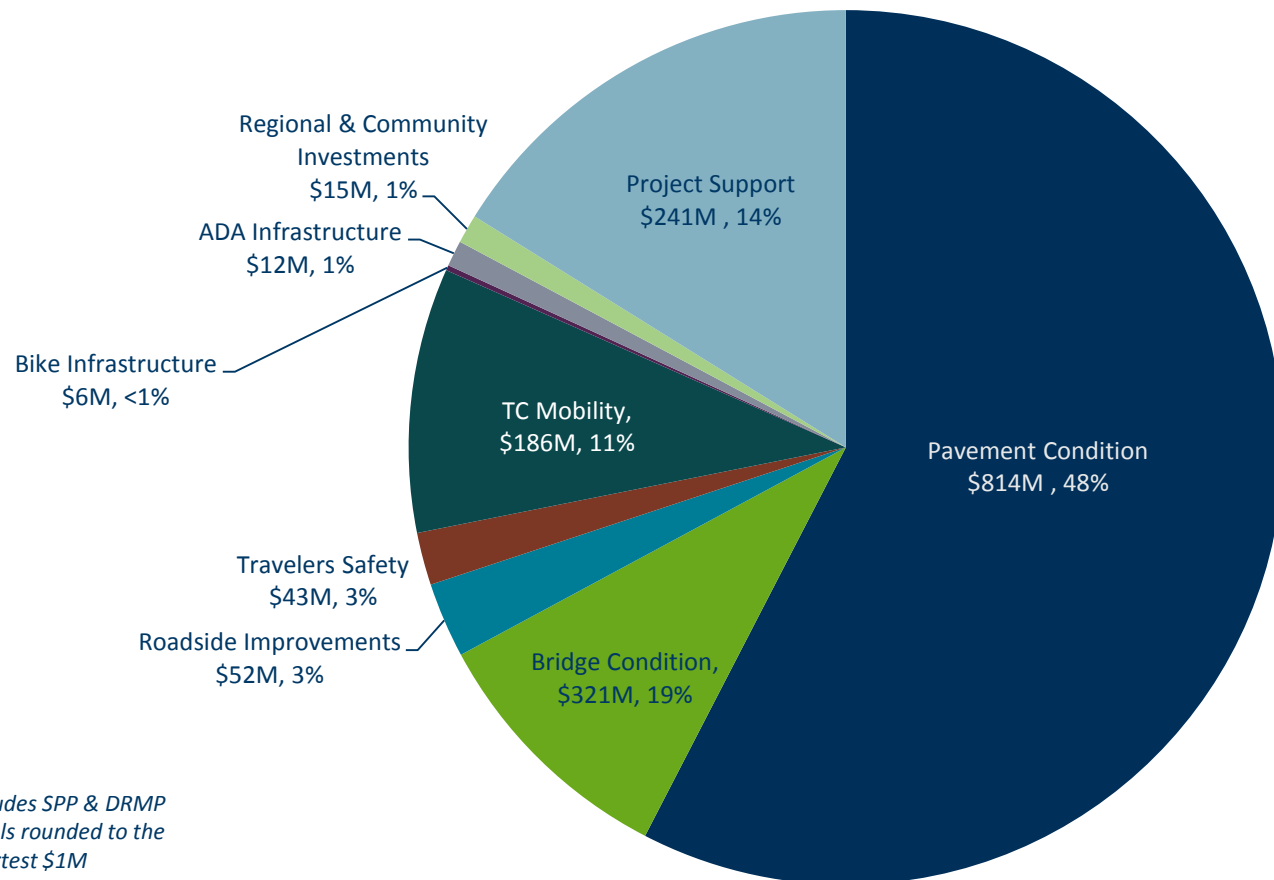
- Maps of STIP major projects



CHIP info

2022-2027 CHIP Investments

2022-2027 Metro CHIP Investments by Performance Area



**Includes SPP & DRMP
Totals rounded to the
nearest \$1M*

2022-2027 Major Projects

CHIP issues/risks

- 2017 MnSHIP Direction Shift
 - Increase investment in Pavement Condition
 - Reduce investment in Bridge, Safety, Bikes & Regional & Community Investment Categories
 - Adds investment categories of Freight, Jurisdictional Transfer, Facilities, Greater MN Mobility
 - Twin Cities Mobility investment ends after 2023, investment strategy shifts to preservation of the existing system



Future Needs

- Bridge Bubble
 - 2/3 of costly state bridge repairs are in the Metro Area
- Metro Growth
 - 60% of 2020-2040 growth is forecast for the Metro Area
- Multimodal Solutions
- New Transportation Package

Questions...



Transportation Economic Development Program Changes

Philip Schaffner

Policy Planning Director

- Established in 2010
- Coordinated program between MnDOT and DEED
- Purpose: fund transportation improvements with measurable economic benefits
- Previous Solicitations: 2010, 2012, 2013, 2015

- Next Solicitation is starting this month
- Applications due September 15, 2017
- Funding for projects starting construction 2018-2020
- Anticipated announcement of awards: December

Major Change to the Program

- Split the program into 2 parallel programs
 - MnDOT: Transportation Economic Development (TED) Program – only trunk highway eligible expenses
 - DEED: Transportation Economic Development Infrastructure (TEDI) Program – only non-trunk highway eligible infrastructure expenses
- Same deadlines, but separate applications
- Reflects differences in the 2 TED statutes

Other Changes to Program

- Longer application window (3 months, instead of 2)
- New required attachments:
 - Project Layout or conceptual drawing
 - Board/council resolution
- MnDOT funded projects must start construction within 3 calendar years of award

Required Local Match

- MnDOT TED unchanged:
 - Minimum 30% local or amount required by Cost Participation Policy
- DEED TEDI – no required local match
 - However, local share considered in project scoring

Other Changes

- Less restrictions on types of jobs (i.e. retail now eligible), but scoring still favors higher paying job creation/retention
- Formal scoring for non-public contributions of cash or ROW
- Revamped Project Readiness Criteria: now project risk assessment similar to TAB Regional Solicitation
- Use of transportation benefit-cost analysis:
 - DEED TEDI – will not use BCA
 - MnDOT TED – will still use BCA, but now only 50% of transportation score

Metro-Specific Changes

- Interchange Committee Approval required prior to submitting requests for interchange projects
- Recent council principal arterial intersection conversion and truck route studies now considered in MnDOT TED scoring

Other Transportation Scoring Considerations

- Addresses a sustained crash location or an issue identified in a district or county safety plan
- Project on the NHS
- Addresses asset management need
- Removes geometric barriers on an OSOW route
- Improves access to an intermodal facility
- Scenic Byway project
- Includes bike/ped/transit improvements
- Addresses a flooding risk
- Addresses a priority rail grade crossing

New Geographic Balance Bonus Points

- Metro applications will still be scored and ranked separately from Greater MN applications
- New opportunity for bonus points (up to 5, out of a total score of 100)
- Metro specific system:
 - Points based on whether any projects have been funded in the county in the last 2 rounds
 - Points based on whether any projects have been funding in the municipality or township in the last 3 rounds

Side by Side Summary

Factor	Pre-2017 TED	New DEED TEDI	New MnDOT TED
Eligible Projects	Both trunk highway and non-trunk highway	Only non-trunk highway	Only trunk highway
Required local match	Minimum 30%	No match required, but non-state leverage considered in project scoring	Minimum 30%
Maximum award	\$10 million	No maximum, but total funding amount available generally limited	\$10 million
Criteria	35% - Economic Development 35% - Transportation 20% - Financial Plan 10% - Project Readiness	25% - Job Creation 25% - Transportation 20% - Tax Base Increase 15% - Private Investment 15% - Non-state leverage	40% - Economic Development 40% - Transportation 20% - Project Risk Assessment Bonus Points: - Non-public funding - Geographic Distribution

- Metro Area Info Session

June 16, 10:30 am – 12:00 noon

MnDOT Metro District Waters Edge



www.mndot.gov/ted

Thank you

FEEDBACK ON 2016 REGIONAL SOLICITATION

Based on survey responses, scoring committee feedback, and comments heard at the committee meetings, staff has compiled the following key questions to help guide potential changes for the 2018 Regional Solicitation.

Application Categories:

1. Should interchange projects have their own application category?
2. Should the use of two transit application categories (Transit Expansion and Transit Modernization) be continued?
3. If so, how can more clarity be provided to applicants about what types of projects should be applied for in Transit Expansion versus Transit System Modernization?

Qualifying Criteria and Rules:

4. Should different project elements on the same transit route be allowed to apply in both transit categories in consecutive Regional Solicitation cycles?
5. Should the \$5.5M maximum federal award in the Multiuse Trails and Bicycle Facilities category be reduced?
6. Should applicants be required/allowed to attach a one-page project overview pdf of their project?
7. Should TAB continue to fund at least one project from each of the five-eligible roadway functional classifications?

Scoring Criteria:

8. Should the point distribution, criteria, and measures for the Roadway System Management application category be revamped to better-reflect the types of projects applying to it and to allow bundling of projects?
9. Should any measures for the Travel Demand Management projects be revamped to better-reflect the types of projects applying in the category?
10. Should more points be given to the freight measures of roadway projects?
11. Should the “infrastructure age” criterion be removed from Roadway Expansion and Roadway System Management since many of these projects include new elements compared to the Roadway Reconstruction application category?
12. What improvements can be made to the way cost effectiveness is measured?

Scoring and Project Selection Practices:

13. Should the scoring committees have the flexibility to consider an alternative to prorating scores when high-scoring outlier projects diminish the separation given to most projects?
14. Do scoring measures that auto-calculate need to be scored by outside scorers or can it be done by Council staff?
15. Should the methodology to distribute funds within a mode be tied back to priorities in the Transportation Policy Plan?
16. What other ways should regional balance of awarded funds be measured?

Measures:

17. How should the results of recently completed and ongoing studies (e.g., Principal Arterial Intersection Conversion Study, Regional Truck Highway Corridor Study, and Bicycle Barriers Study) be incorporated into the scoring?
18. Should the “average distance to other arterials” measure be removed from Roadway Expansion, Roadway Reconstruction, and Roadway System Management due to the difficulty in accurately comparing projects?
19. Should the 70 points for “housing performance score” be reduced?
20. Should the “equity” measure be modified to better-incorporate the potential negative impacts of projects of various populations? If so, how?

1: INTERCHANGE PROJECTS

Should interchange projects have their own application category?

Interchange applications were successful during the 2016 Regional Solicitation. In the Roadway Expansion category, five of the seven projects funded were interchange projects (the other funded projects included one lane expansion and one new underpass).

The success that interchange projects had in the Roadway Expansion category prompted survey respondents to suggest a new application category be made just for interchanges. The below table summarizes the Roadway Expansion category by project type (i.e., interchange vs. non-interchange).

	Funded	Not Funded	Average Score	Application Ranks
Interchange	5 (71%)	2 (29%)	538	1-3, 5, 7, 9-10
Non-Interchange	2 (14%)	12 (86%)	379	4, 6, 8, 11-21
	Difference:		159	-

Any changes that come about should allow for incorporation of the Principal Arterial Intersection Conversion Study into the scoring.

Possible Actions:

- Create a new interchange category
- Guarantee funding for at least one non-interchange expansion project each funding cycle.
- Modify the scoring in Roadway Expansion.
- No action.

Feedback from the Funding & Programming Committee included:

The Funding & Programming Committee asked which measures most contributed to the difference in the total scores between interchange projects and non-interchange projects. While no measure is responsible for most the 159-point difference in average score, the following measures stand out as the most significant that favored interchange projects, on average:

- 2A-Current Daily Person Throughput: Measure worth 110 points
- 2B-Forecast 2040 Average Daily Traffic Volume: Measure worth 65 points
- 5A-Vehicle Delay Reduced: Measure worth 100 points
- 6-Safety: Measure worth 150 points

However, the advantage that interchange projects have is relatively spread out across measures and would not likely be corrected by adjusting one or two measures.

Measures where non-interchange projects scored better, on average, than interchange projects included:

- 1B-Connection to Jobs: Measure worth 30 points
- 3B-Housing Performance Score: Measure worth 70 points
- 9-Cost Effectiveness: Measure worth 100 points

2: TRANSIT CATEGORIES

Should the use of two transit application categories (Transit Expansion and Transit Modernization) be continued?

Confusion regarding which proposals fit into which category lead to the question of whether the two transit application categories should still be used. If not, should they be merged or new transit categories be created?

Possible Actions:

- Combine transit categories into one application type.
- Create new transit application categories (e.g., transitway-related projects and non-transitway projects).
- No action.

Feedback from the Funding & Programming Committee included:

- Both application types (Transit Expansion and Transit Modernization) are important, as they accommodate different project types.
- Transitway and non-transitway projects could be separated or scored separately within the existing categories.
- Examples of each type of project should be included in the application.
- Requested that a working group of technical experts be formed.

3: TRANSIT EXPANSION VERSUS TRANSIT SYSTEM MODERNIZATION

How can more clarity be provided to applicants about what types of projects should be applied for in Transit Expansion versus Transit System Modernization?

Some applicants expressed uncertainty as to whether a transit application fit in the Transit Expansion or Transit System Modernization category. Each application states “If a project has both transit expansion and transit system modernization elements, then the project should apply in the application category that requires the majority of the project costs.” This may provide uncertainty for some projects. Another source of uncertainty could be whether an improvement that indirectly enables expansion (such as bus storage space) is an expansion. The definition of these measures could be adjusted to clear up confusion.

Possible Actions:

- Establish Transit Expansion as any project that expands capacity in the form of more frequent service, expanded routes, more park-and-ride spaces, or new routes.
- The response may depend on the direction given on question #2.

Feedback from the Funding & Programming Committee included:

- Requested that a working group of technical experts be formed.

4: FUNDING FROM TRANSIT EXPANSION AND SYSTEM MODERNIZATION

Should different project elements of the same transit route be allowed to apply in both transit categories in consecutive Regional Solicitation cycles?

Several 2016 applications requested funding in the Transit System Modernization category for upgraded transit stations along arterial bus rapid transit (ABRT) routes that were funded in the Transit Expansion category in 2014 for new bus purchases. Survey feedback questioned whether this should be allowed given other limitations to funding multiple projects in the same corridor and whether you can modernize a facility before the new buses are in use.

Conversely, the purpose of ABRT is to provide incremental improvements on an existing, high-use transit corridor. Both the bus purchases in 2014 and the station upgrades in 2016 had independent utility (i.e., they did not rely on other investments for them to have value).

Possible Actions:

- Write language assuring that a project is not broken into two pieces to be funded in two solicitations.
- Write language stating that modernization funds cannot be spent on yet-to-exist elements.
- Increase the maximum award size in the transit categories.
- No action.

Feedback from the Funding & Programming Committee included:

- It would be difficult to fund one of the highest regional transit priorities (bus rapid transit projects) if this was not allowed.
- Each project should show independent utility.

5: MAXIMUM AWARD FOR MULTIUSE TRAILS AND BICYCLE FACILITIES

Should the \$5.5M maximum federal award in the Multiuse Trails and Bicycle Facilities category be reduced?

Prior to the 2016 Regional Solicitation, the maximum federal award for the Multiuse Trails and Bicycle Facilities category was a topic of much discussion. TAC recommended that the maximum be \$3.5M, but TAB approved keeping the maximum at \$5.5M. The rationale for reducing the maximum was that more projects could be funded and that an award of \$3.5M was high enough to fund most large trail bridge projects when added to the 20% local match. The rationale that led to the eventual retention of the \$5.5M maximum was that past Regional Solicitation history had applicants that requested the full \$5.5M, so that there is a demand for these larger projects.

The result of the 2016 Regional Solicitation was that three projects at \$5M or more federal were funded, all to the same applicant. If the maximum would have been \$3.5M, the extra funds could have been used to fund an additional four trail projects for this high-demand category (only 12 of 39 requests were funded).

Possible Actions:

- Reduce the maximum award for Multiuse Trails and Bicycle Facilities.
- Increase the point value for cost effectiveness so that small projects can better compete with larger projects.
- No action.

While the Funding & Programming Committee members tended to favor a reduced maximum, one member is interested in more information, given the fact that TAB kept the \$5.5M maximum, citing it as key to funding large projects.

6: APPLICANT SUMMARIES

Should applicants be required/allowed to attach a one-page project overview pdf of their project?

An applicant commented in the survey that applicants should be allowed to provide a one-page project overview to present key “attachment” information to scorers, who may not always read all the longer attachments. The short summaries could also be used by TAB to better understand the types of projects submitted.

Along with some survey respondents, staff is interested in reducing the length of applications and suggests consideration of this option with a limit to other attachments that can be included. Some application files end up being several-hundred pages, which becomes cumbersome for scorers. Consideration could also be given to limiting attachments to 8.5” X 11,” as large attachments make the PDF applications difficult to navigate.

A one-pager could serve as an opportunity for an applicant to provide any “highlight” information it would like, including:

- Maps
- Links to plans and large maps.
- Photos or other illustrations.
- Expanded summary or list of attributes.

Possible Actions:

- Allow or require for one-pager.
- Include limits to size and number of attachments.
- No action.

Funding & Programming Committee members generally liked the idea of having applicants include a one-pager, though there was feedback that the format and content should be prescriptive and that applicants should be careful not to be too specific to the point that additional scope changes are needed.

7: FUNDING FOR ALL ROADWAY CLASSIFICATIONS

Should TAB continue to fund at least one project from each of the five-eligible roadway functional classifications?

In response to concerns that A-minor connectors (two-lane roadways that connect rural town centers) are not competitive in Roadway scoring, TAB established a rule that at least one project from each roadway classification (principal arterials and four A-minor classifications) must be funded. Four of the five functional classifications were funded due to their high scores. However, to fund at least one A-minor connector, 15 higher scoring projects had to be skipped over to get the #28 ranked project out of 33 projects in the Roadway Reconstruction/Modernization application category.

Possible Actions:

- Eliminate requirement to fund all roadway classifications.
- No action.

Funding & Programming Committee members generally felt that the provision to fund at least one project from each functional classification should remain so that all parts of the A-minor arterials system receive funding. One member suggested that a similar practice could be used in the transit categories.

8: ROADWAY SYSTEM MANAGEMENT

Should the point distribution, criteria, and measures for the Roadway System Management application category be revamped to better-reflect the types of projects applying to it and to allow bundling of projects?

Roadway System Management (RSM) projects differ from other roadway projects in that they tend to be low-cost improvements implemented across several corridors or systemwide. Most of the measures in the RSM application category match those in the other roadway categories, for which they were designed. “Date of Construction” (as discussed in item #11) may not be appropriate. Survey respondents provided feedback that it may be impractical to score emissions and congestion with the Synchro model, as is done for Roadway Expansion and Reconstruction/Modernization. Further, safety may have too many points (200) assigned to it for this application category. Given the differences between RSM projects and traditional roadway projects, it may be worth exploring whether the point values are appropriately distributed, whether scoring methodologies should change, whether any additional criteria or measures should be added, and whether any measures should be deleted. RSM projects strongly align with regional highway investment policy and should continue moving forward.

Additionally, “bundling,” while discouraged in construction categories may be worth encouraging in the RSM category. RSM projects tend to be about “networks” as opposed to “corridors” and the application category should be designed to avoid compromising the effectiveness of projects.

Possible Actions:

- Several actions could occur, including allowing bundling, removing scoring measures, or shifting point values.
- Remove signal retiming projects that can use Synchro to assess congestion reduction from other system management improvements.

The Funding & Programming Committee suggested a working group be formed to discuss this topic. One member suggested that a different model (MOVES) would better-capture the emissions impacts of some elements in this category, compared to the model (Synchro) currently in use.

9: TRAVEL DEMAND MANAGEMENT

Should any measures for the Travel Demand Management projects be revamped to better-reflect the types of projects applying in the category?

Travel Demand Management (TDM) projects tend to relate to carpooling, telework strategies, bike sharing, car sharing, and technology meant to limit single-occupancy vehicle travel during peak hours. Projecting the usage of these project types is difficult to do in a fair manner. Unreliable usage numbers in turn impact the reliability of the congestion reduction and air quality measures.

Possible Actions:

- Several actions could occur, including removing scoring measures, and shifting point values.

The Funding & Programming Committee had limited discussion on this topic.

10: FREIGHT

Should more points be given to the freight measures on roadway projects?

Freight is assessed in a few measures in the Regional Solicitation. Applicants are required to obtain a heavy commercial traffic count within the project area and this is worth 50 points (30 in Roadway System Management and 35 in Bridge). The specific freight benefits related to the project (e.g., adding wider shoulders or longer turn lanes) is worth 15 points (10 in Roadway System Management). Finally, existing manufacturing/distribution employment, combined with total jobs, within one mile of the project is worth 30 points. Given the importance of freight in the FAST Act, survey comments suggested that more points should be given to freight than 85 out of 1,100. The results of the Regional Truck Highway Corridor Study could be used as a replacement to some of the freight measures moving forward.

Possible Actions:

- Increase points allocated to freight.
- Incorporate the results of the Regional Truck Highway Corridor Study.
- No action.

Funding & Programming Committee feedback included:

- The freight measure only worth 15 points should either be increased or the measure should be eliminated.

11: INFRASTRUCTURE AGE

Should the “infrastructure age” criterion be removed from Roadway Expansion and Roadway System Management since many of these projects include new elements compared to the Roadway Reconstruction application category?

Scoring “Infrastructure Age” has been challenging in the Roadway Expansion category, given that some roadway expansion applications are for new roadways. There had been discussion of new roadway projects receiving a score of zero, but committee members found that to be unfair. Perhaps even more difficult is scoring the measure for Roadway System Management projects, which often have brand new infrastructure along with various types of existing infrastructure of various ages.

Staff feels that this measure is not only difficult to score, but not particularly vital to project selection. Staff does believe that “Infrastructure Age” is both practical and vital in the Roadway Reconstruction/Modernization category.

Possible Actions:

- Removal of infrastructure age from Roadway Expansion and/or Roadway System Management.
- Add a “hold harmless” exemption for new roadways in Roadway Expansion like is already part of the Housing Performance score for townships.
- No action.

Funding & Programming Committee feedback:

- Members generally agreed with leaving the age criterion in Roadway Modernization and eliminating it from Roadway Expansion and Roadway System Management.

12: COST EFFECTIVENESS

What improvements can be made to the way cost effectiveness is measured?

For 2016, Cost Effectiveness was set apart as its own measure, dividing total score by total project cost. At times, there has been sentiment to use the federal request to determine cost effectiveness.

Advantages of using federal requested amount:

- Encourages leveraging the federal dollars with local funds.
- Reduces variability in the total cost estimates.
- Reduces the incentive to “game” the score by estimating a low total project cost.
- Rewards projects that have significant local contributions.

Disadvantages of using federal requested amount:

- May provide an advantage to larger projects / sponsors who can provide a larger local match.

Further, for the purposes of this measure, noise walls are not counted as part of the cost, in recognition that it’s difficult to predict the presence of noise walls that far in advance. One application included a \$3.9M noise wall, while another’s noise wall made up 40% of the cost.

The Cost Effectiveness measure was impacted in Transit Expansion by a LRT station that had no operating costs and a 70-year useful life. Is there benefit to simplifying transit Cost Effectiveness?

Finally, there could be an opportunity to reward private contributions in this category.

Possible Actions:

- Base cost effectiveness on federal request.
- Exempt privately-contributed funds from the cost for scoring this measure.
- No action.

There was limited Funding & Programming Committee feedback.

13: OUTLIERS

Should the scoring committees have the flexibility to consider an alternative to prorating scores when high-scoring outlier projects diminish the separation given to most projects?

Several survey respondents commented that one outlier project greatly impacted some scoring measures. The most notable example was the Ridership measure in Transit System Modernization. This measure was worth 300 points and none of the 12 projects that did not come out on top scored more than 96 points. There are several other examples in which the second-place project scored fewer than half the possible points.

Over the past two Solicitations, scoring committee members have suggested spacing scores at equal intervals or using the second- or third-ranked score as the basis for pro-rating the other scores. While this can spread lower scores out better, it is also an artificial diminishment of a high-performing application's attributes in a given measure.

Outliers were much less prevalent in the 2014 Regional Solicitation, though a few measures were adjusted through strategies discussed above.

Possible Actions:

1. Continue prorating scores regardless of the existence of outliers.
2. Continue prorating scores, but mute the impact of outliers by basing the proration of the other applications of an average of the top two scores instead of just the top score.
3. Stop prorating scores in certain measures. Staff urges caution before selecting this option because a) many prorated measures do not have significant outliers and b) it is not possible to know, in advance of the application deadline, which measures will have outliers.
4. Keep the prorated measures as written but provide the scoring committees the flexibility to determine whether a different approach is appropriate.

Funding & Programming Committee Members generally favored giving flexibility to scoring committees, perhaps with some guidance as to when or how it can be applied.

14: AUTO-CALCULATED MEASURES

Do scoring measures that auto-calculate need to be scored by outside scorers or can it be done by Council staff?

There was some survey feedback that many scoring measures are essentially auto-calculated and scoring them perhaps not the best use of a professional expert's time.

Staff agrees that several experts are scoring measures that are subject to little-to-no interpretation. Further, staff would be able to score these with minimal workload impact. Note, however, that newcomers to the scoring process are usually provided easier scoring measures to introduce them to the process.

Some survey commenters also felt that their expertise should have been better-utilized. The demand (i.e., the number of interested potential scorers), particularly in transit and bicycle/pedestrian measures, far exceeds the supply (i.e., the number of scoring measures). Staff tries to place scorers in appropriate/requested categories but it is not possible to please all scorers. A possible alternative would be to have Council staff score some of the auto-calculated measures and have two volunteers team up to score some of the more involved measures.

Funding & Programming Committee Members generally preferred to let staff score the auto-calculated projects. It was suggested that this could free up scorers to pair up on more difficult measures.

15: FUNDS DISTRIBUTION WITHIN THE MODES

Should the methodology to distribute funds within a mode be tied back to priorities in the Transportation Policy Plan?

Following the completion of scores, staff provides "starting points" for funding scenarios. The first priority in establishing these starting points is to fall within the TAB-established modal funding ranges. However, less direction exists regarding how to distribute funds within those ranges. In recent Regional Solicitations, staff has started by using the number of applications provided in each category within a mode as an approximation of demand. That is, if one-half of roadway applications are in the Reconstruction/Modernization category, then roughly one half of the roadway funding will be provided to that category in the scenario. This is subject to change based on TAB constraint (e.g., the mandated amount of funding to bridges) or scoring circumstances (e.g., a thin scoring margin in one category).

Feedback on this currently-used approach has been mixed, as some find it to be an arbitrary starting point and suggest that, in theory, Roadway Expansion could see more funding than Roadway Reconstruction/Modernization despite Transportation Policy Plan (TPP) guidance to prioritize reconstruction projects.

Staff does not feel that using number of applications as an approximation of demand is necessarily the ideal way to spread funds within a mode. However, the TPP may not necessarily provide clear guidance on how to distribute funds between modes and within modes. Further, conflicting interpretations of how to adhere to the TPP could be at play. It would be possible to make stronger ties to the TPP including the matching up the application category names to the ones used for these project types in the TPP.

There was limited Funding & Programming Committee feedback.

16: REGIONAL BALANCE

What other ways should regional balance of awarded funds be measured?

In theory, the Regional Solicitation funds projects that are of most benefit to the region. However, there has been some sentiment that project awards are not adequately spread throughout the region. While “regional balance” is a secondary lens used by TAB, it is not a part of scoring. However, there is one policy that addresses the issue; the funding of at least one roadway project in each of the five roadway classifications.

Thus far, distribution of regional funds has been discussed in simple terms of total federal dollars vs. county population. Determining the appropriate geographic spread of funds may need to take other elements into consideration.

Possible Actions:

Possible “regional balance” criteria include:

- Population.
- Vehicle-Miles Travelled (VMT).
- Commute patterns.

Possible geographies include:

- Thrive land use classifications.
- Council districts.
- Inside vs. outside of 494/694.
- NE/SE/NW/SW quadrants.

There was limited Funding & Programming Committee feedback. Council staff is preparing maps that display different ways to display regional balance.

17: ONGOING STUDIES

How should the results of recently completed and ongoing studies (e.g., Principal Arterial Intersection Conversion Study, Regional Truck Highway Corridor Study, and Bicycle Barriers Study) be incorporated into the scoring?

The following studies were recently completed or are in process:

- Principal Arterial Intersection Conversion Study. Completed.
- Regional Truck Highway Corridor Study. Completed.
- Congestion Management Safety Plan IV. Ongoing.
- Bicycle Barriers Study. Ongoing.
- Park-and-Ride Study. Ongoing.

These studies are meant to inform the Transportation Policy Plan (TPP), which informs the Regional Solicitation. Therefore, staff believes it makes sense to consider incorporating elements of these studies into the measures and scoring guidance. However, the timing of study completion could prove challenging.

There was limited Funding & Programming Committee feedback. Staff will bring back ideas on how to incorporate recently completed studies.

18: SPACING

Should the “average distance to other arterials” measure be removed from Roadway Expansion, Roadway Reconstruction, and Roadway System Management due to the difficulty in accurately comparing projects?

The “average distance to other arterials” measure has proven difficult for both applicants and staff, as a great deal of post-application re-mapping has had to occur during the past two Solicitations. Further, four measures populate the “Role in the Regional Transportation System and Economy” criterion, where points are spread very thinly.

Staff also questions the value of measuring the average distance to parallel roadways, particularly for Roadway Reconstruction projects, and given that measure is calculated through oddly-shaped polygons on maps.

Possible Actions:

- Remove this measure and reallocate the points to the new regional studies that have just been completed or to other measures.
- No action.

Funding & Programming Committee Members discussed removing this measure and using the points under Role in the Regional Transportation and Economy to go toward new measures that incorporated recently completed regional studies.

19: THE IMPACT OF THE HOUSING PERFORMANCE SCORE

Should the 70 points for “housing performance score” be reduced?

Concern has been expressed during recent Solicitation creation and survey feedback that housing performance score is not directly related to the project and provides scores that carry no nexus to a proposed project’s value or effectiveness. The score is also inconsistent in its impact on more regional projects that benefit more than the city in which they are located, as discussed when the scoring process was made more complex for interchanges located near city boundaries. Housing, however, has been in the Regional Solicitation since the 1990s.

Possible Actions:

1. Reduce the points for this measure in one or more of the application categories and reallocate the points.
2. No action.

Funding & Programming Committee Members generally felt the point value should be reduced in favor of applying the points to measures that directly measure the merits of the project.

20: EQUITY MEASURE: CAPTURING THE TRUE IMPACT

Should the “equity” measure be modified to better-incorporate the potential negative impacts of projects of various populations? If so, how?

In the survey, concern was expressed that the negative impacts on traditionally disadvantaged communities are difficult for a scorer to capture.

Staff believes that the measure has been valuable in helping shape project applications with an eye toward serving the traditionally under-served populations. However, while applicants have done a good job at highlighting the positive attributes of their projects, a far more difficult task is assuring that negative externalities are captured and reflected in scoring.

Staff research shows that a few MPOs have tried to capture negative impacts of projects. Scoring rubrics also exist that provide additional guidance to scorers.

1. Explore changes to this measure to reflect any potential harm that the project could do on under-served populations.
2. No action.

There was limited Funding & Programming Committee feedback.



TRANSPORTATION **POLICY PLAN**

2016 Transportation System Performance Evaluation

Technical Advisory Committee

June 7, 2017

Proposed Timeline

Date	Activity
January - December 2017	Staff TPP development; consult with external stakeholders
January – December 2017	Bring draft changes and recommendations through committees
January 11, 2018	Draft to TAC-Planning
February 7 and 21, 2018	Draft to TAC and TAB
March 12 and 28, 2018	Draft to Transportation Committee and Council to release for public comment
April 23, 2018	Public hearing at Transportation Committee
May 14, 2018	Public comment period closes
June 20, 2018	Info item at TAB: public comment
June TBD, 2018	Committee of the Whole: public comment
July 9 and 25, 2018	Final <i>2040 TPP Update</i> to TC and Council for adoption

Regional Planning Framework

Thrive MSP 2040

- Outcomes: Stewardship, Prosperity, Equity, Livability, Sustainability
- Principles
- Land Use Policies and Demographic Forecasts

Transportation Policy Plan

- Goals and Objectives
- Performance Measures and Targets
- Strategies

Highway Investment Direction

- MnDOT Plans and Investments
- Regional Highway System

Transit Investment Direction

- Bus and Support System
- Transitway and CTIB Investments

Bike and Ped Investment Direction

- Regional Bicycle Transportation Network

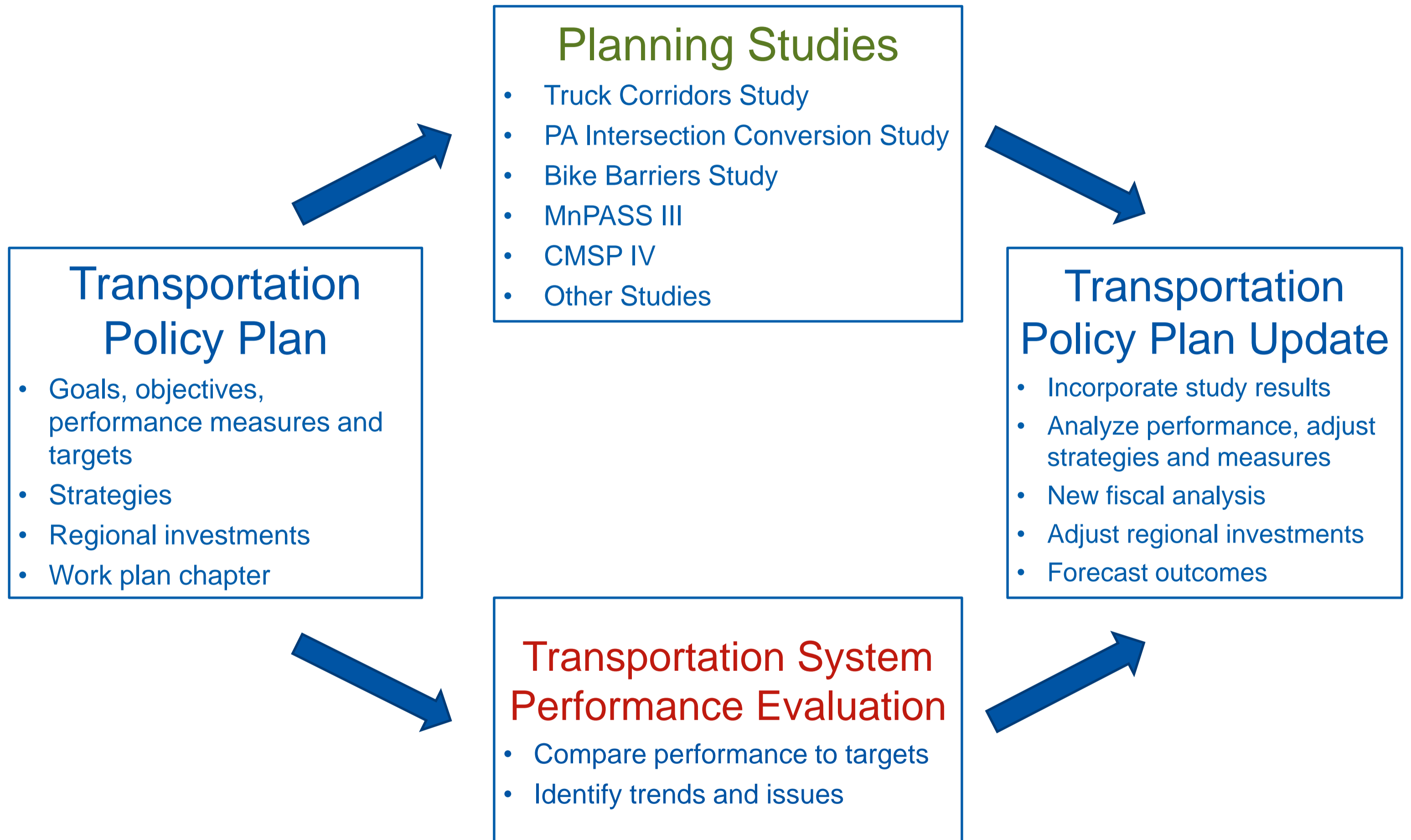
Freight Investment Direction

- Regional Truck Corridors

Regional Solicitation

- Investment Categories
- Evaluation Criteria and Measures

Planning Work and the TPP



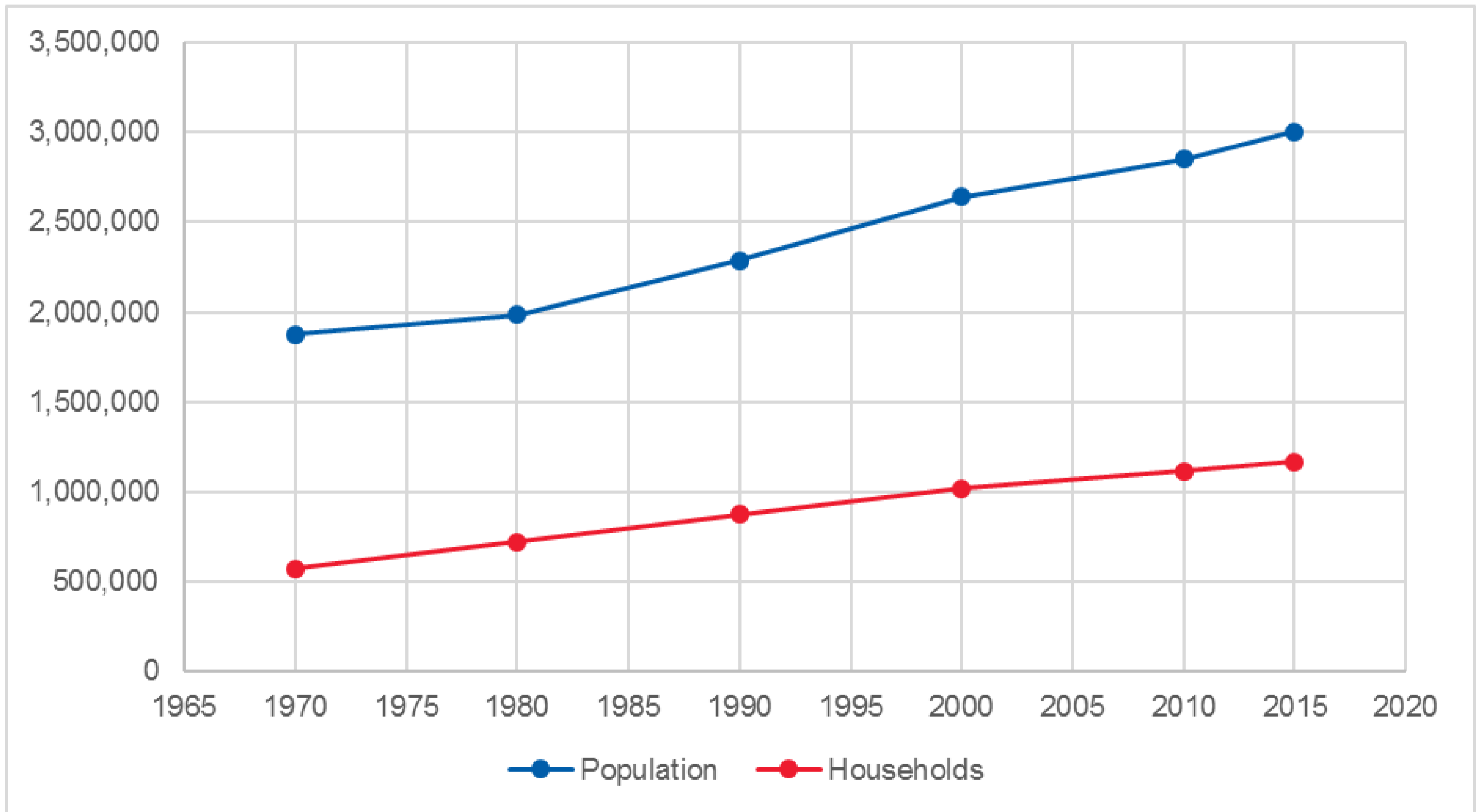
Overview

- Comprehensive review of the regional transportation system performance
 - Demographics
 - Highway
 - Aviation
 - Bicycle and Pedestrian
 - Transit
 - Freight
- Prepared to inform the 2018 update of the ***Transportation Policy Plan***
- Incorporates performance measures relevant to ***2040 TPP*** goals and ***Thrive MSP 2040*** outcomes

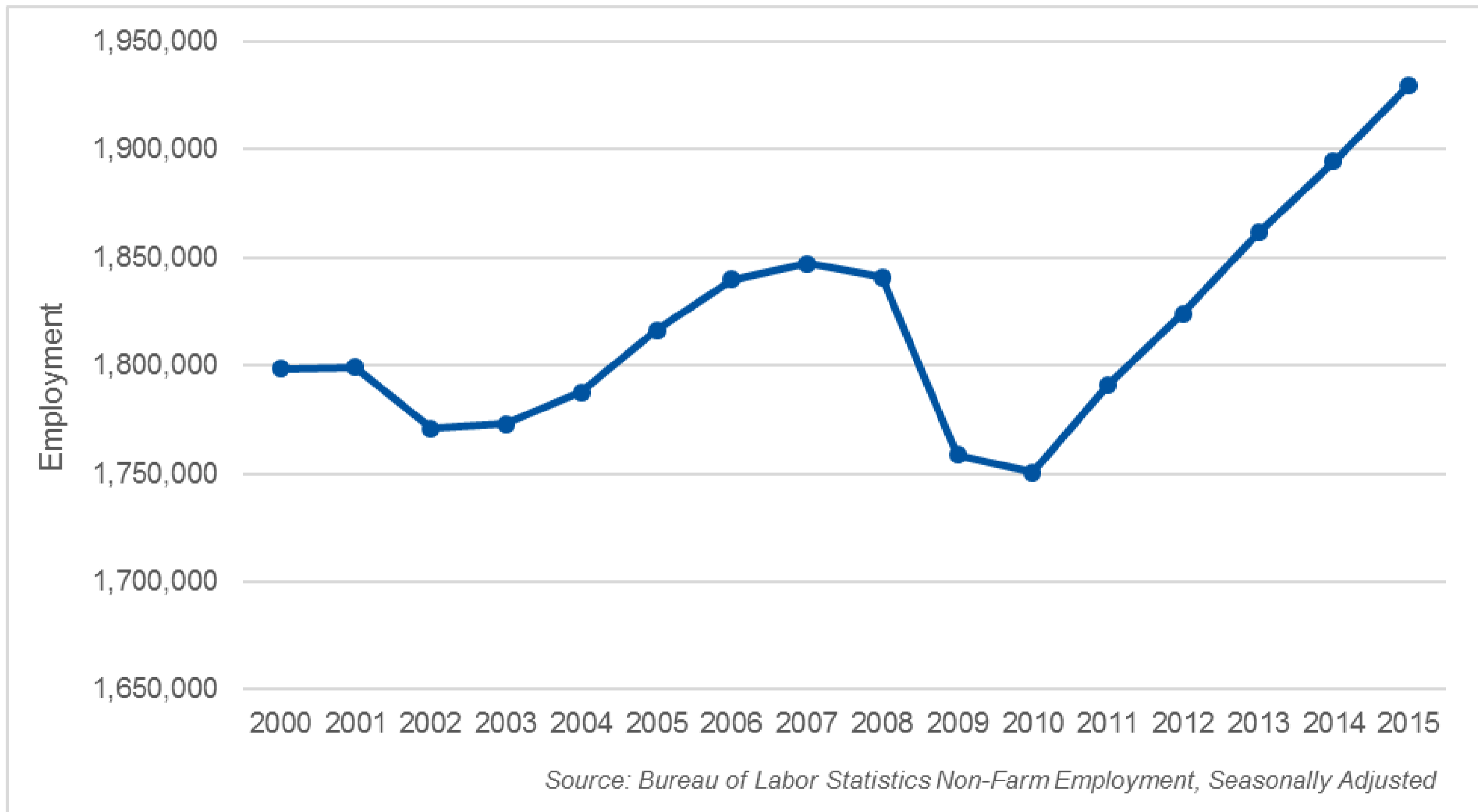
Legislative Requirement

- Before each TPP update, the TSPE is required to:
 - Evaluate transportation system's ability to effectively and efficiently transport goods and people
 - Evaluate trends and impacts
 - Assess success in meeting regional transportation benchmarks
 - Compare transit system performance to peer regions

Demographics: Pop. & Households

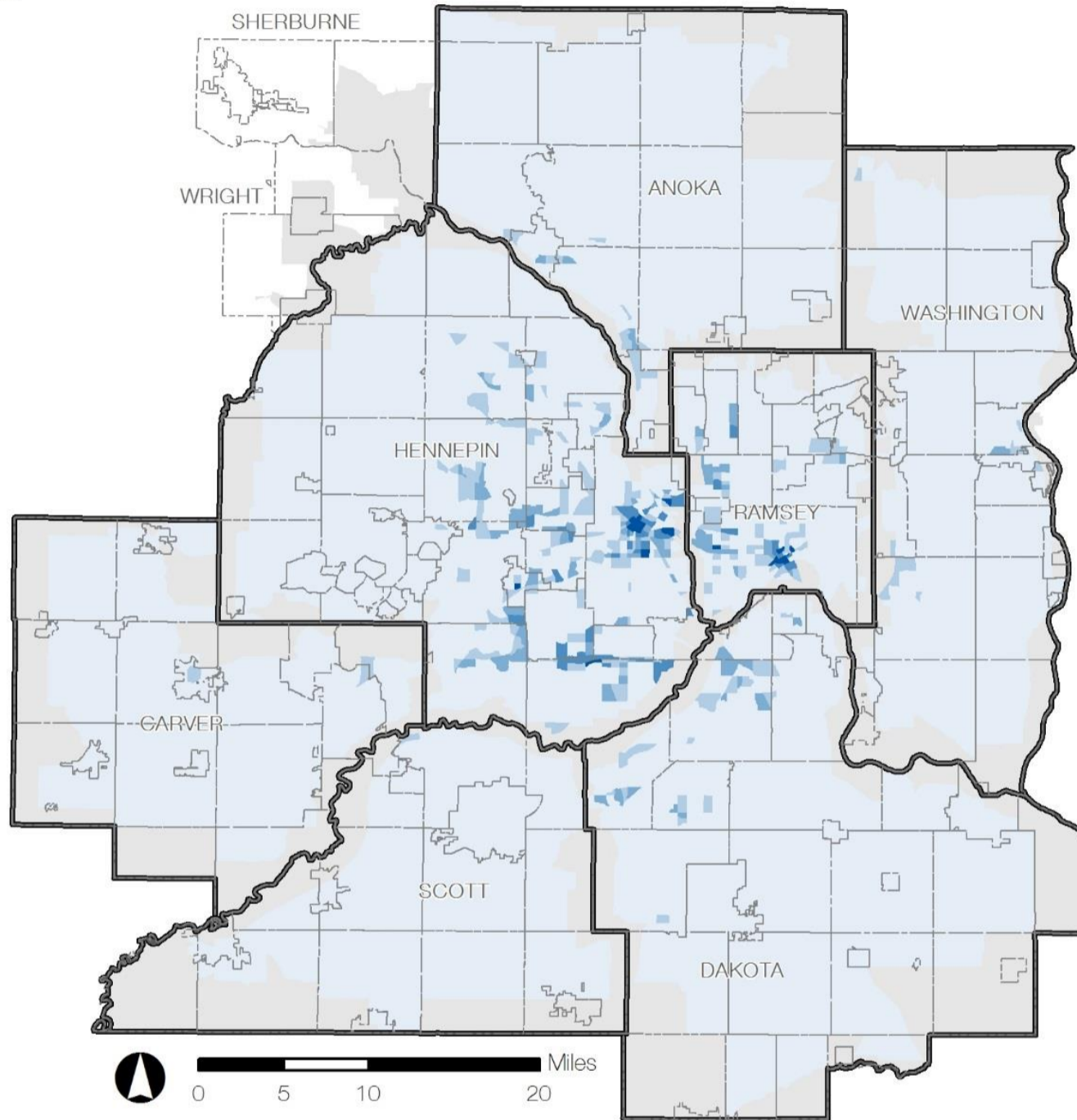
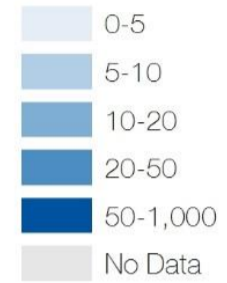


Demographics: Jobs



Demographics: Jobs & Pop. Location

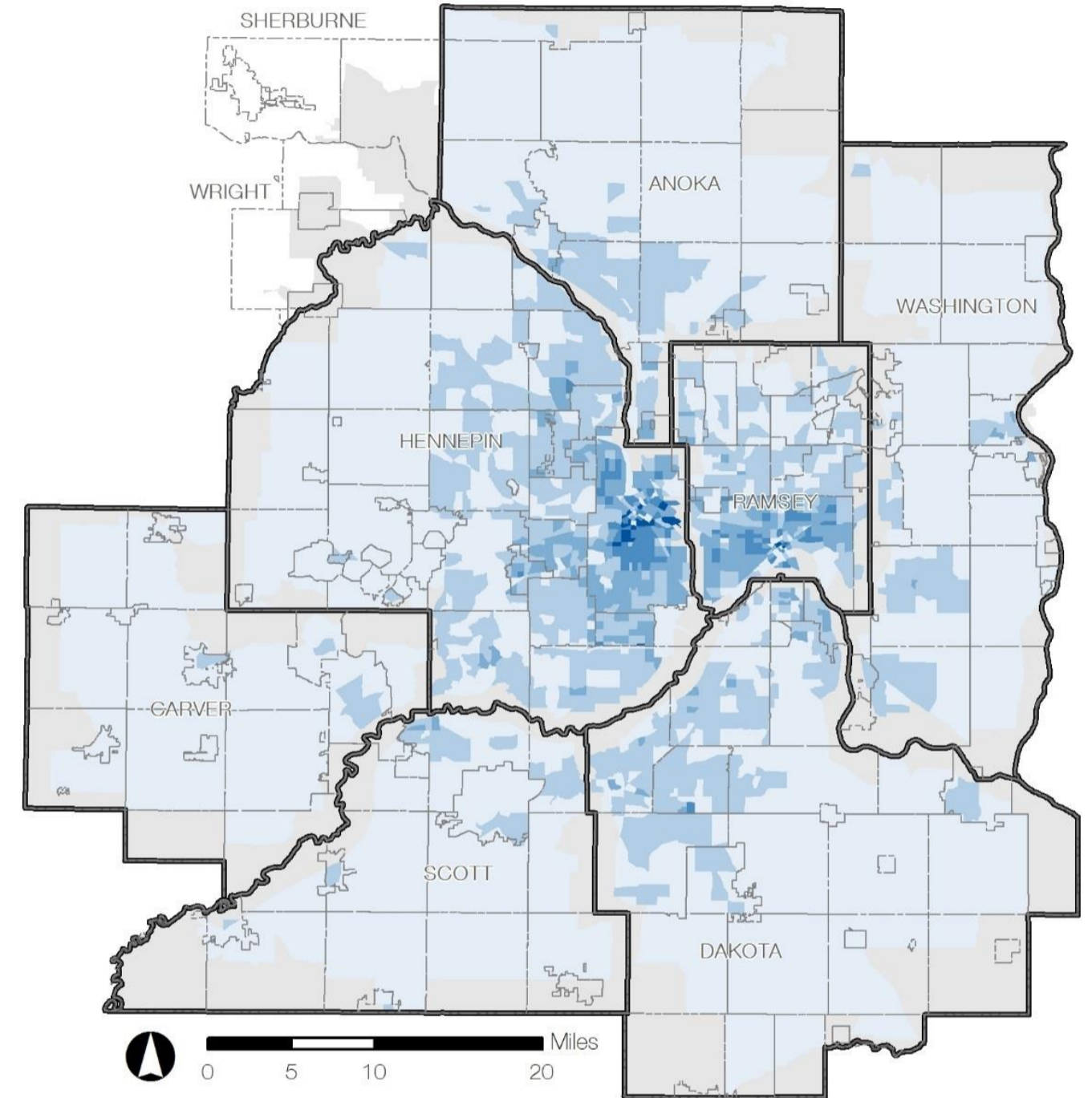
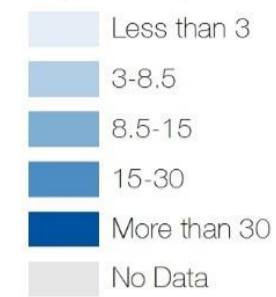
Employment per Acre



Source: 2014 Transportation Analysis Zone (TAZ) Data

February 2017

Population per Acre



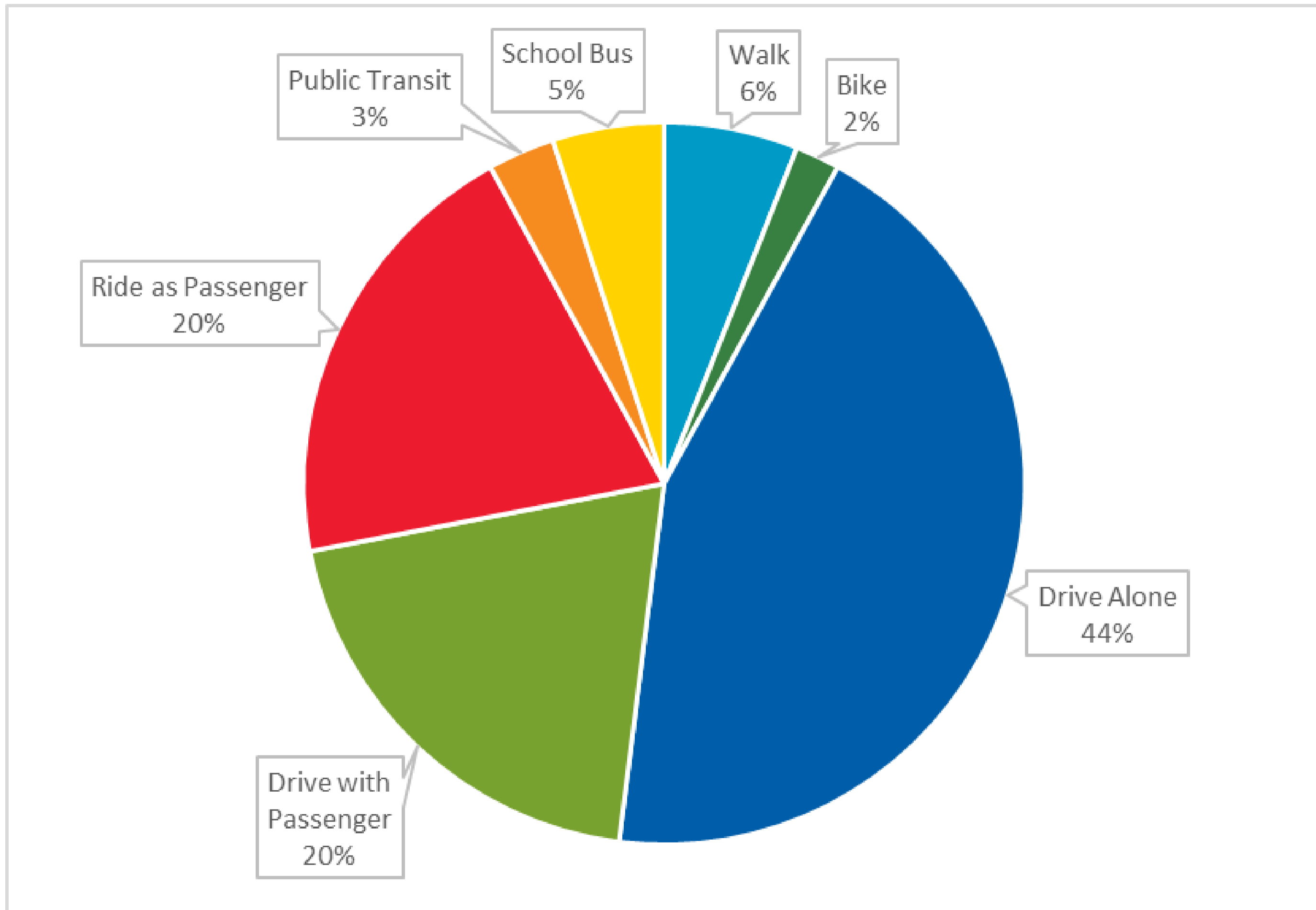
Source: 2014 Transportation Analysis Zone (TAZ) Data

February 2017

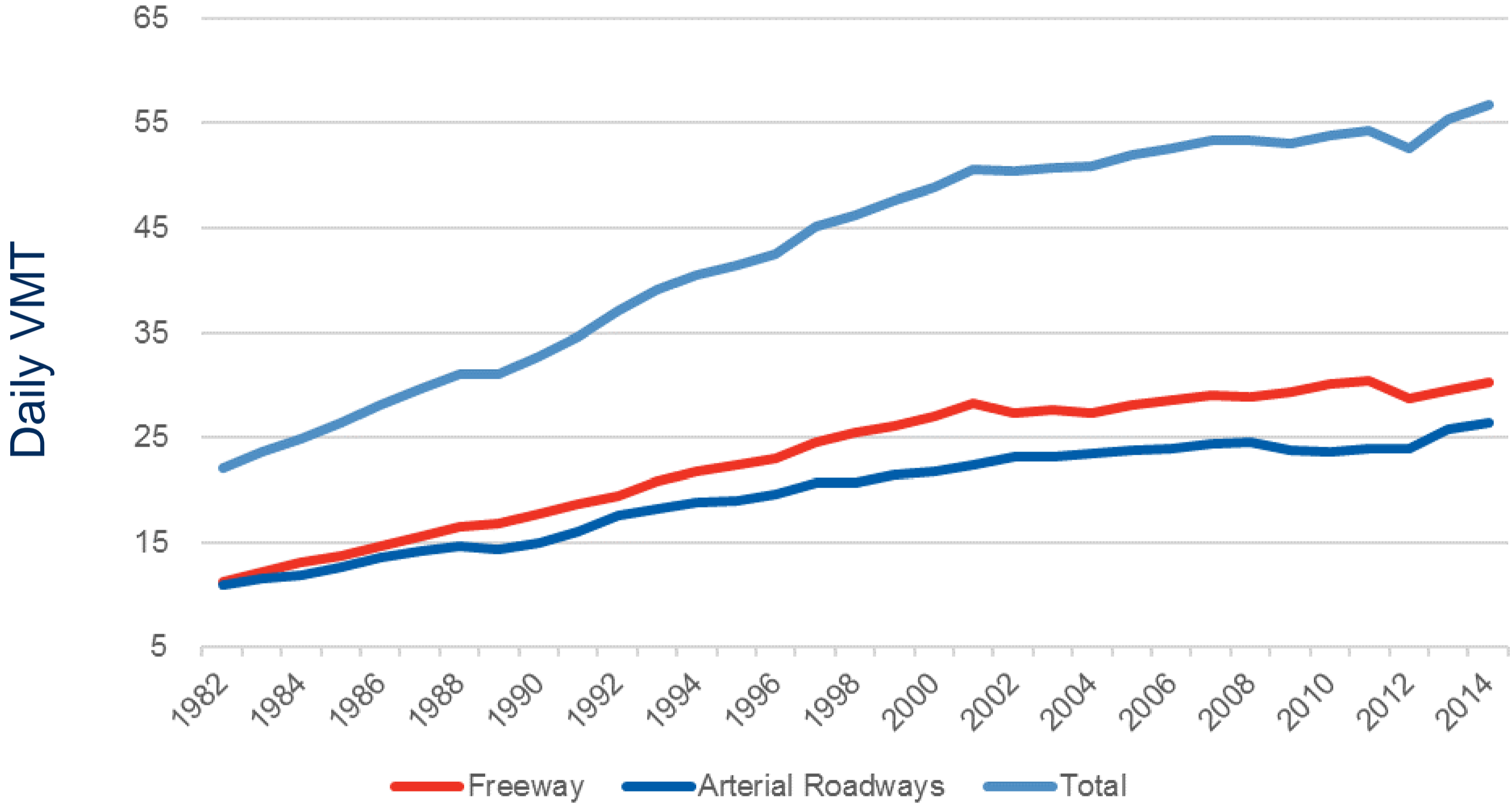
- Employment / Acre

Population/Acre

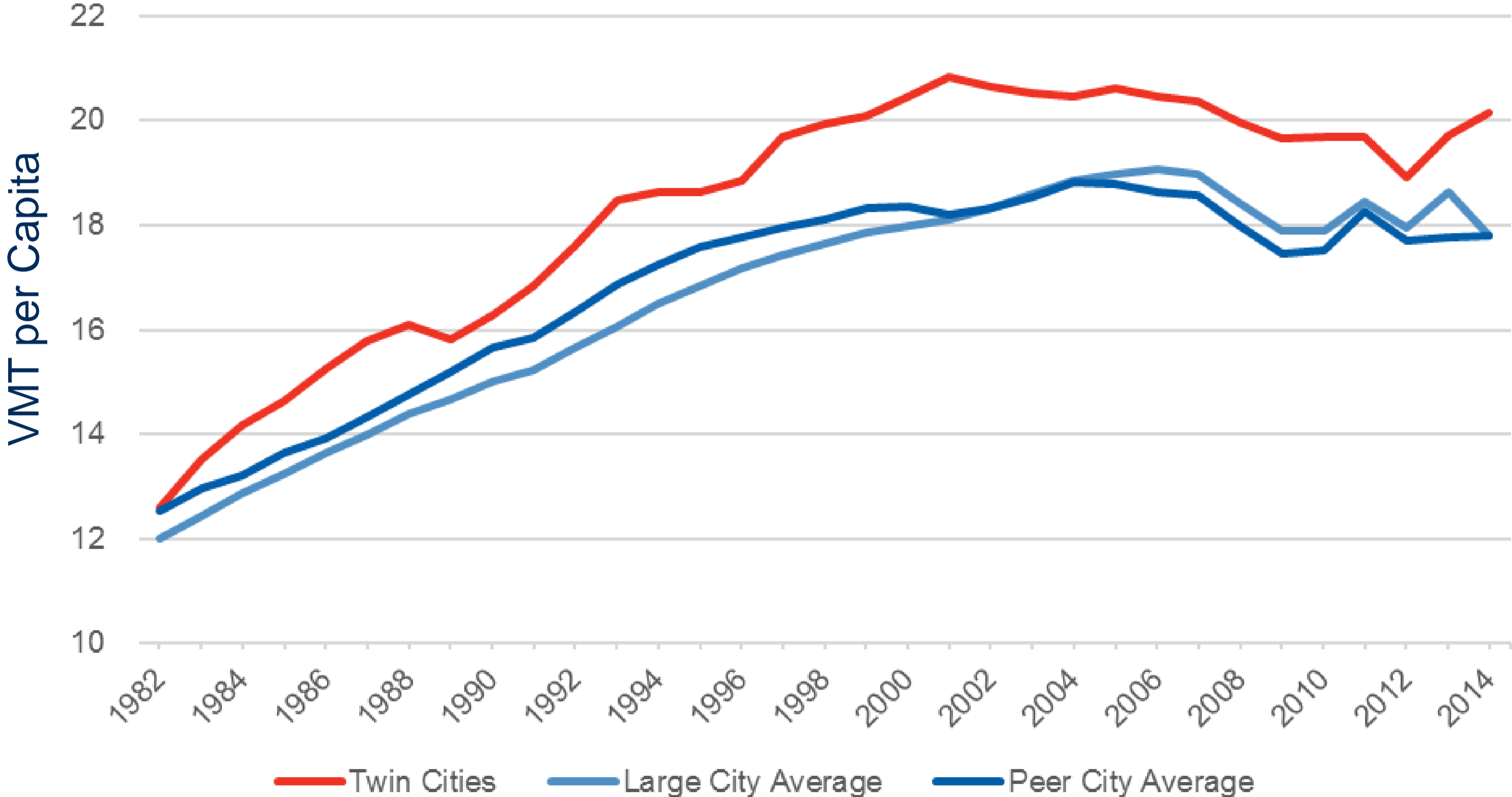
Travel: Mode Use



Vehicle Miles Traveled (VMT)



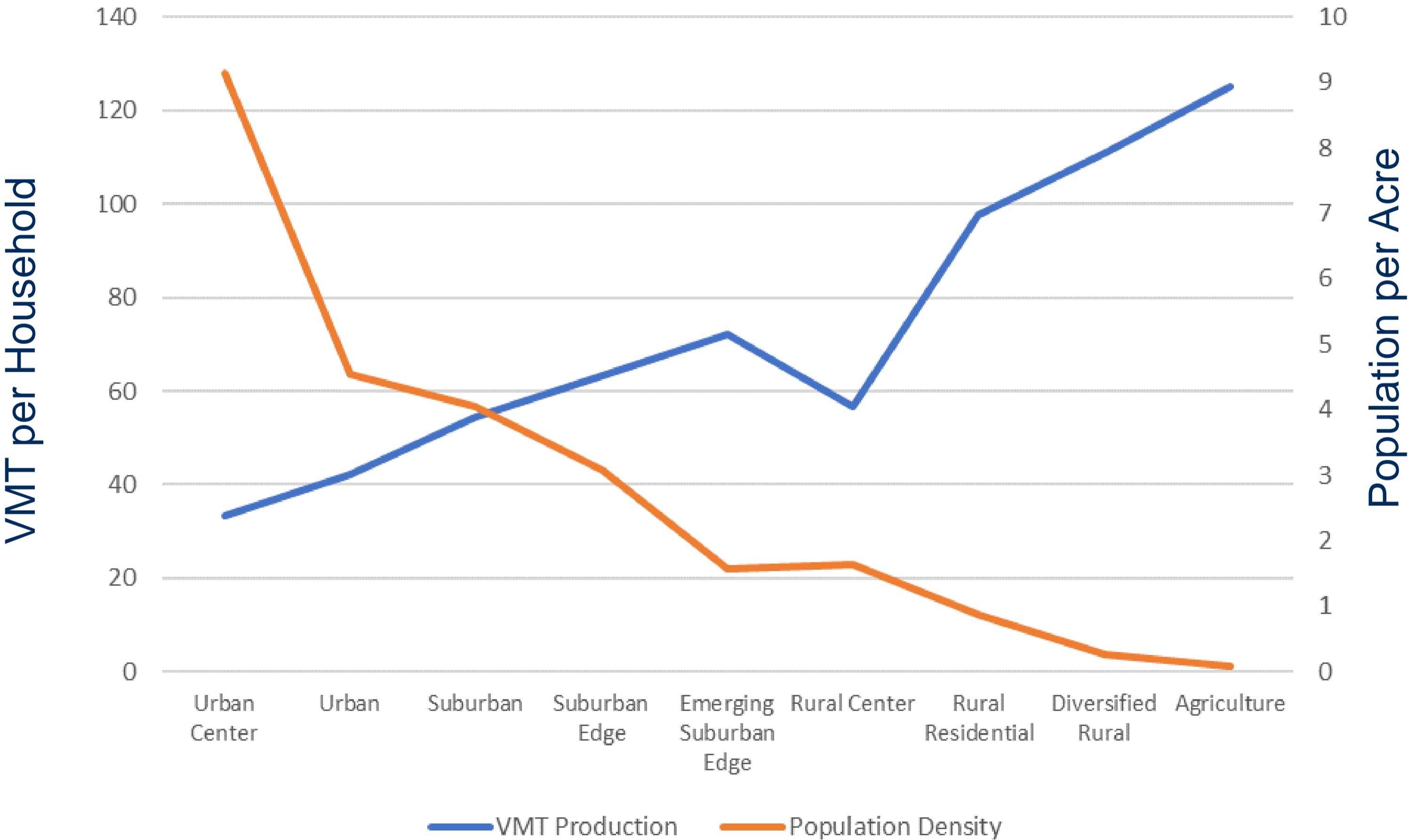
VMT per Capita



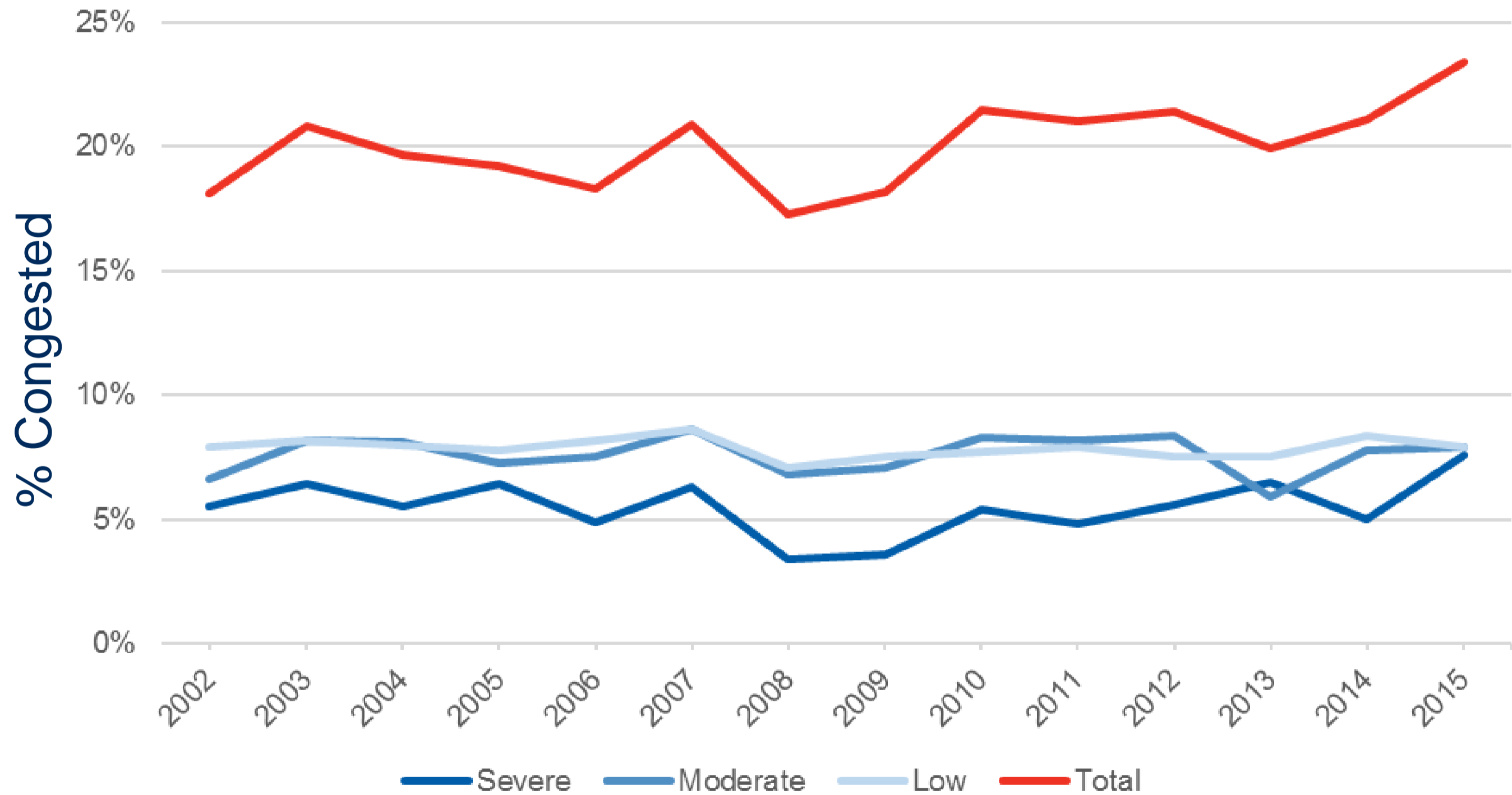
Highway System Peer Regions

- Baltimore
- Cincinnati
- Cleveland
- Dallas
- Denver
- Milwaukee
- Pittsburgh
- Portland
- Seattle
- St. Louis

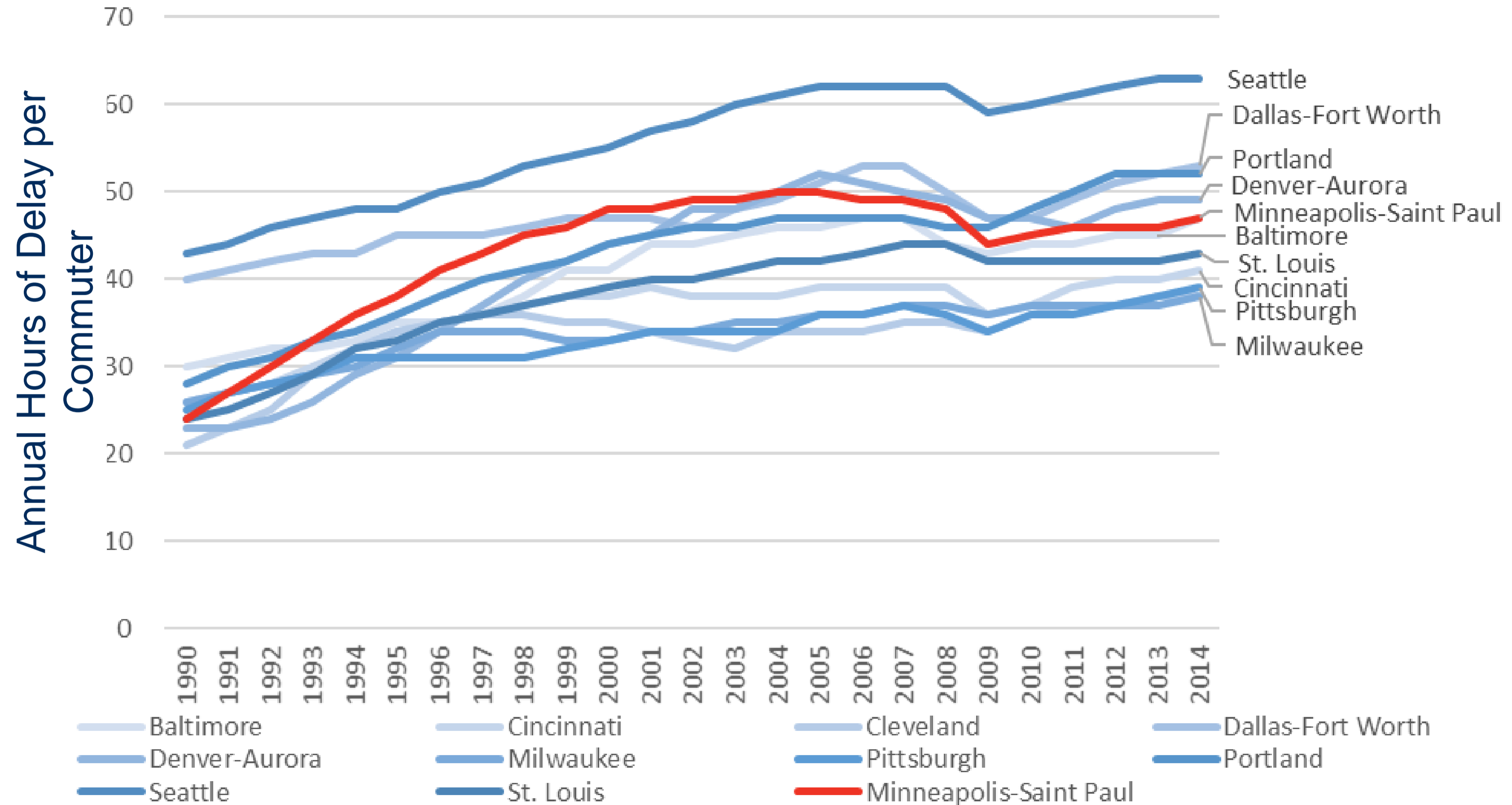
Travel and Density



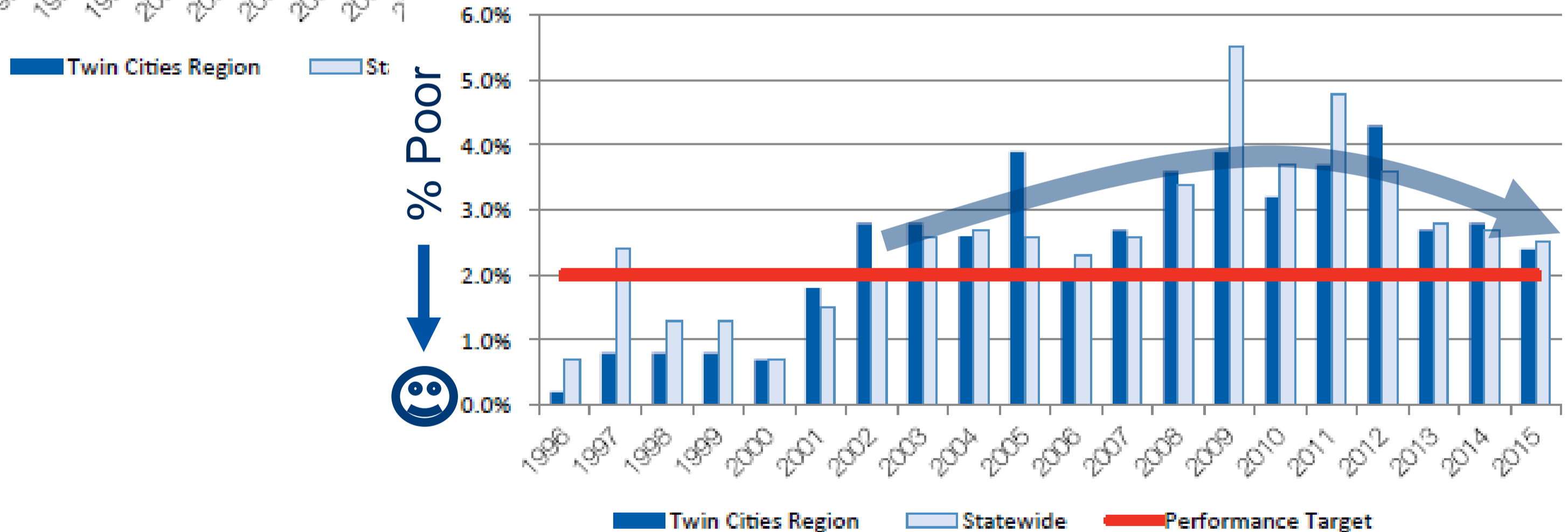
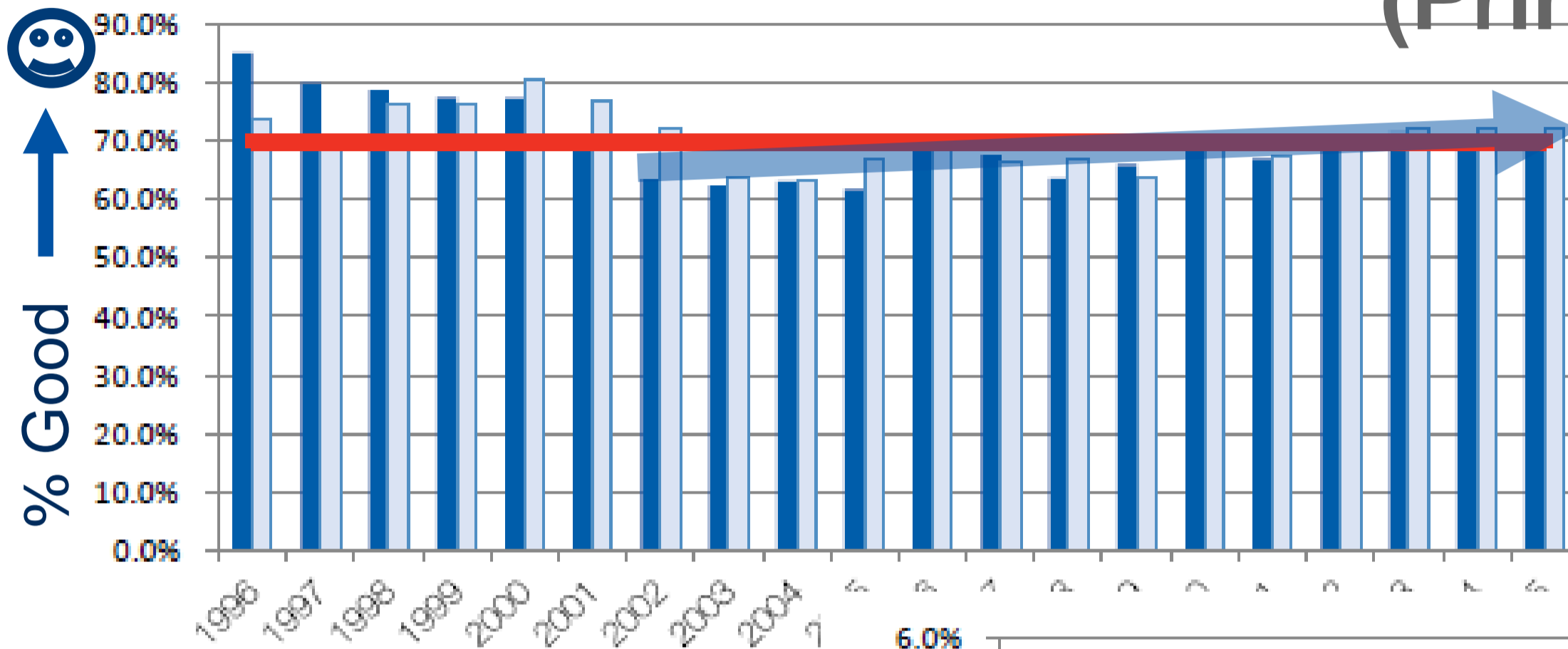
Highways: Congestion



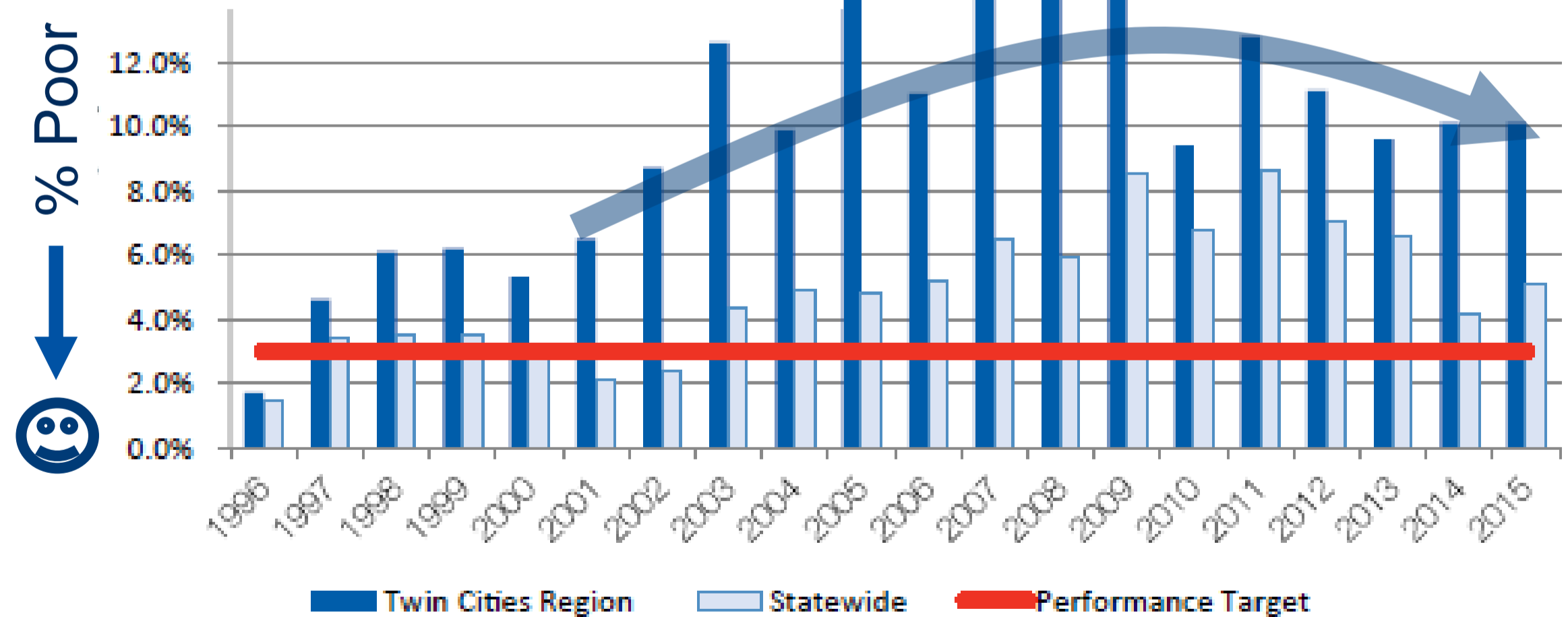
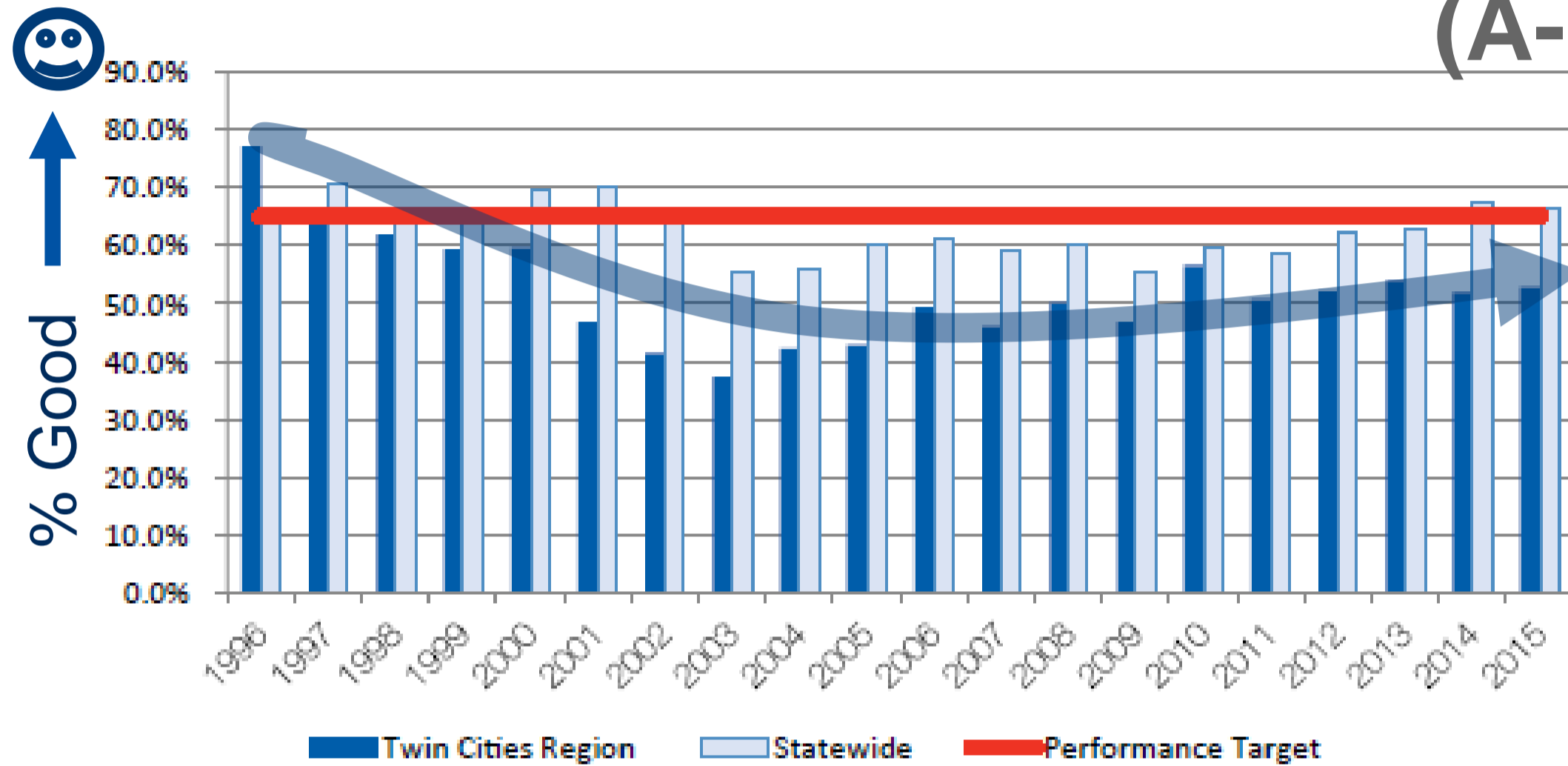
Highways: Annual Delay



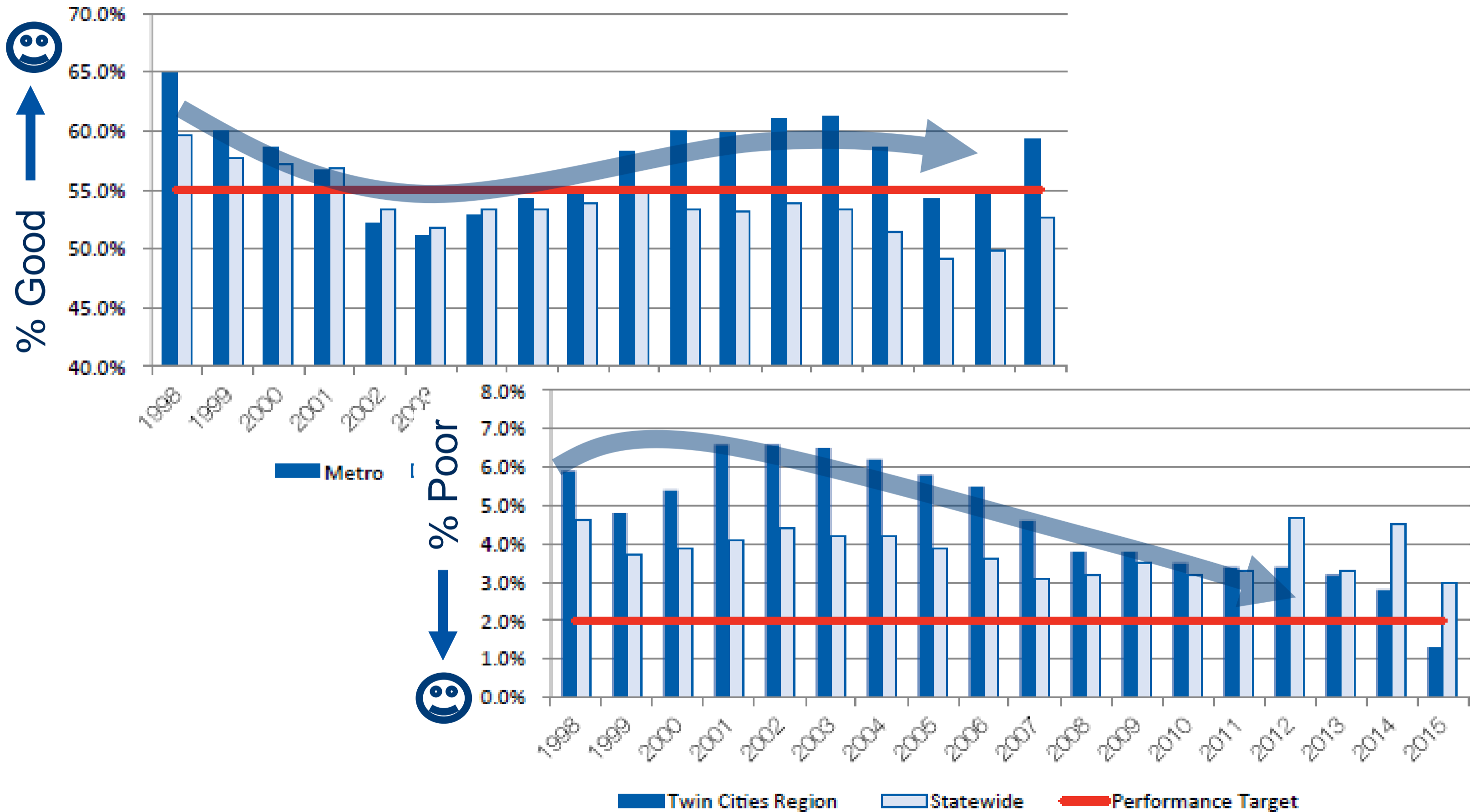
Highways: Pavement Condition (Principal Arterials)



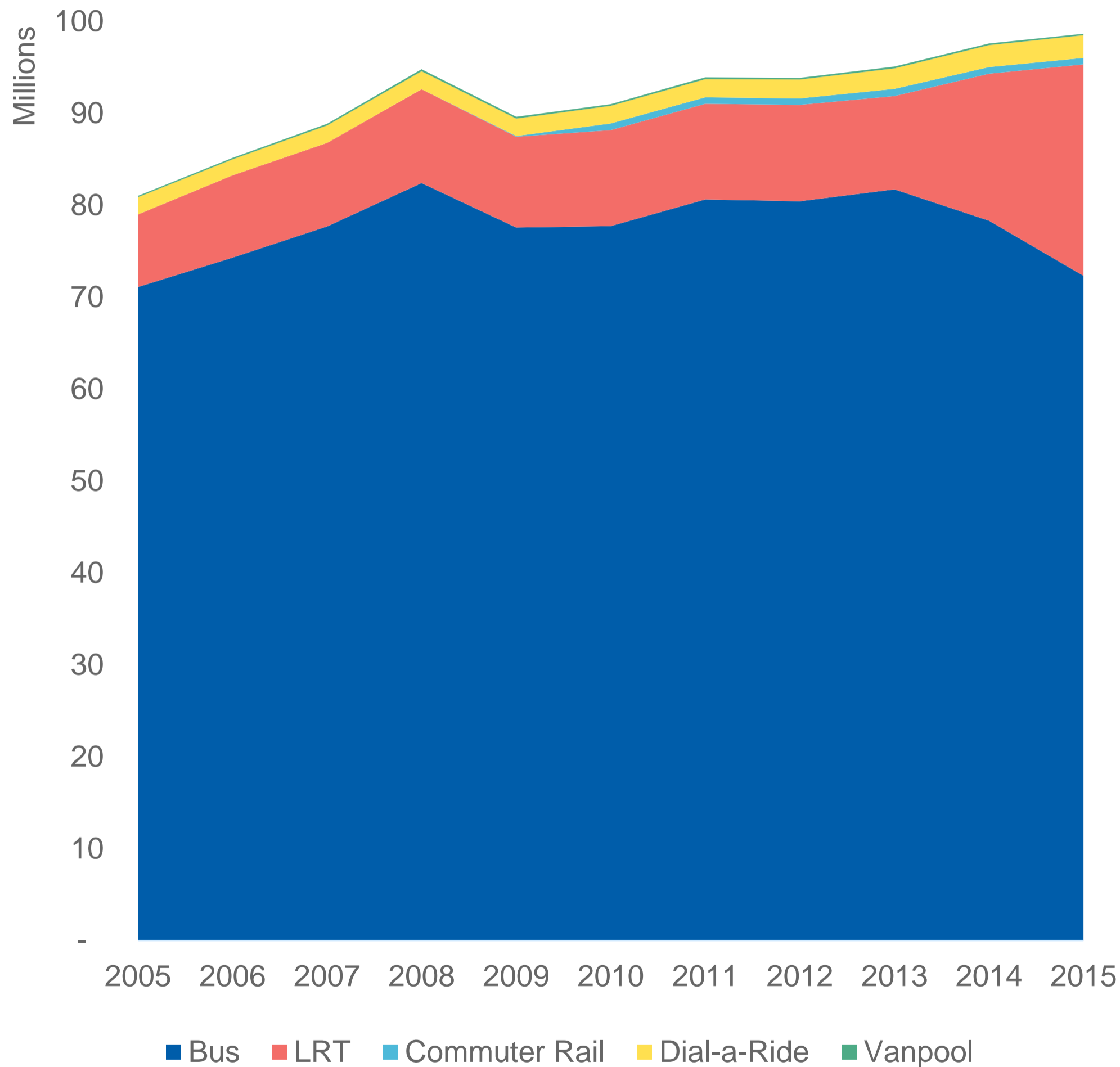
Highways: Pavement Condition (A-minor Arterials)



Highway System: Bridges



Transit System: Ridership



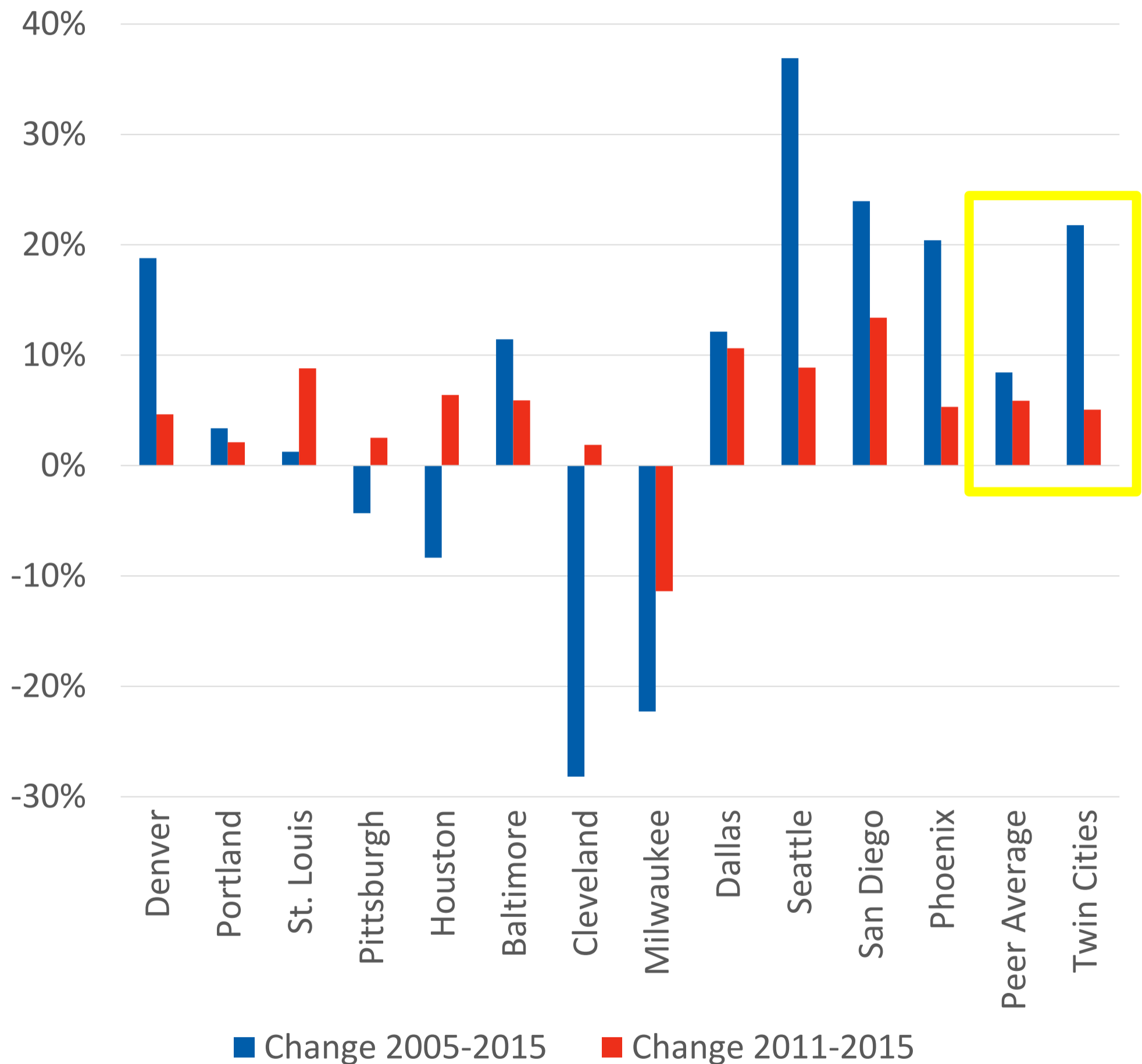
Ridership has generally increased in the last decade:

- Bus ridership up and down
- Light rail ridership up

Transit System Peer Regions

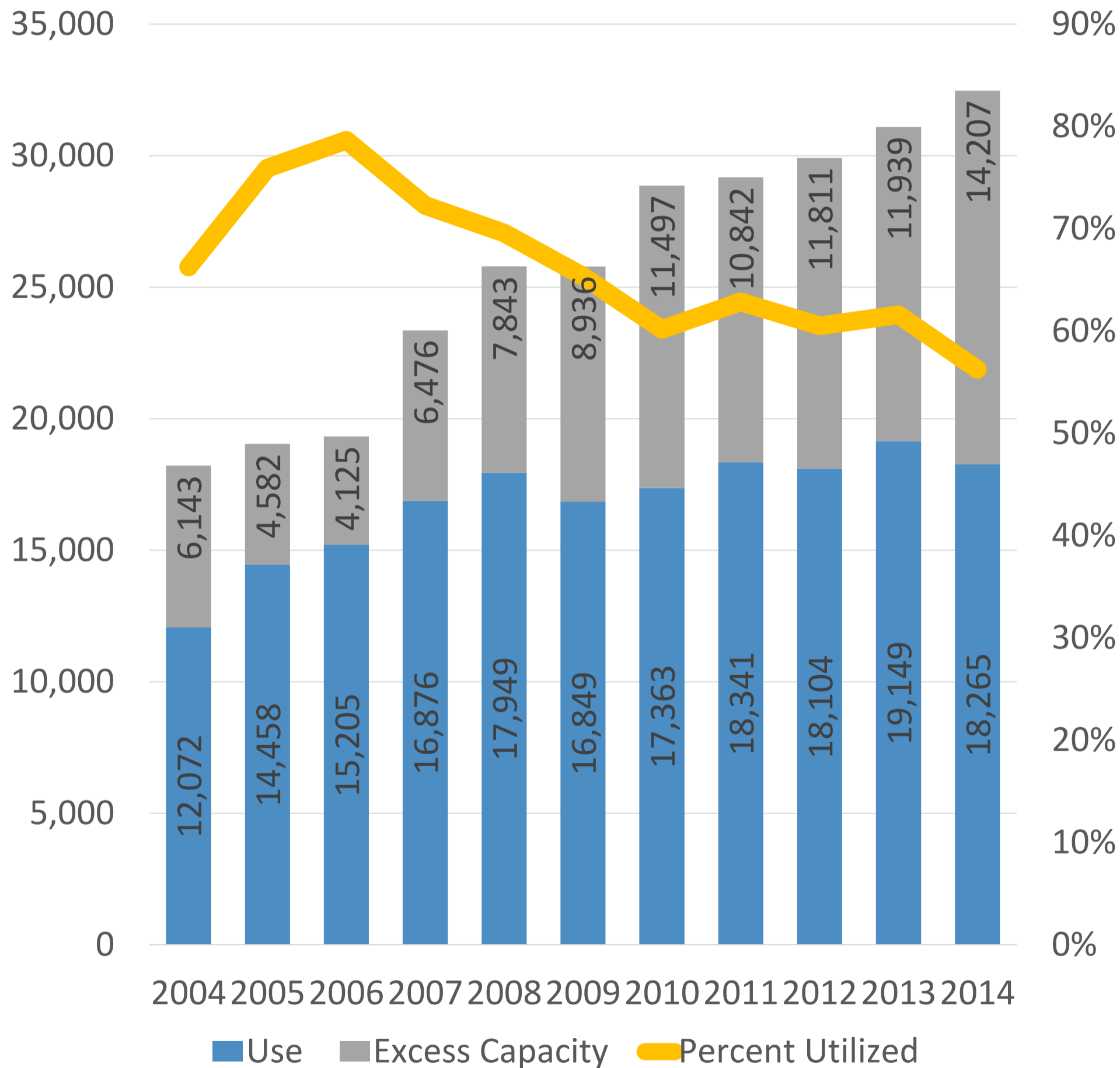
- Baltimore
- Cleveland
- Dallas
- Denver
- Houston
- Milwaukee
- Phoenix
- Pittsburgh
- Portland
- San Diego
- Seattle
- St. Louis

Transit System: Peer Ridership



- Ridership growth has outpaced the peer average since 2005
- Twin Cities: 3rd
- Ridership growth in peer regions has outpaced Twin Cities since 2011
- Twin Cities: 8th

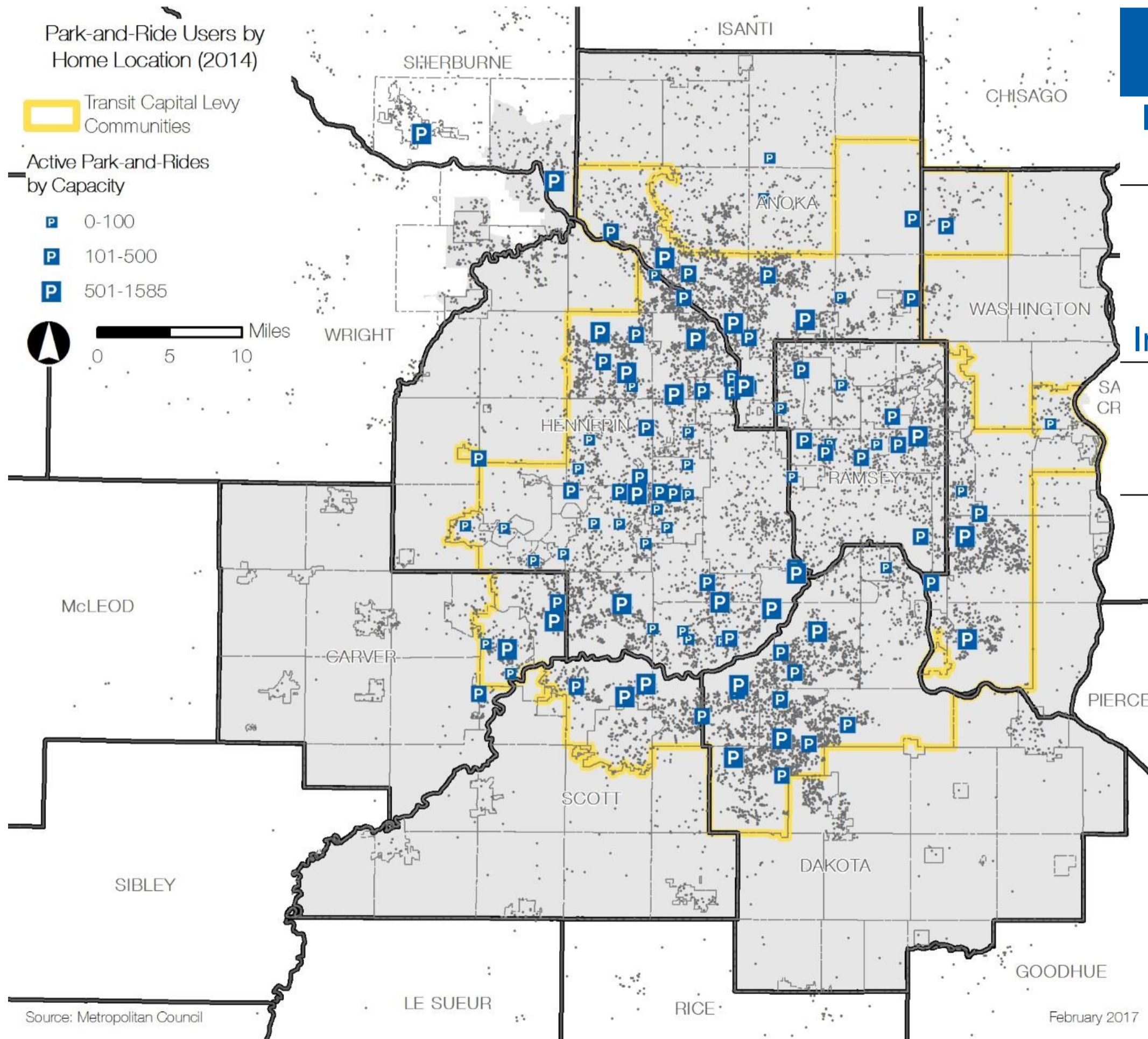
Transit System: Park-and-Rides



- Growth in park-and-ride capacity has outpaced use
- Over 100 park-and-rides in the system, majority less than 100 spaces

Transit System: Park-and-Rides

(2014)



Minnesota User Home Origins	Count	% of Total
Inside Transit Capital Levy Communities	12,606	74.0%
Outside Transit Capital Levy Communities but Inside 7-County Metro	1,656	9.7%
Outside of the 7-County Metropolitan Area	2,784	16.3%
Grand Total	17,046	100%

Transit System: Improvements

Improving Transit Performance with Investments – Case Studies:

- A Line
 - 33 percent more riders in corridor
- METRO Green Line
 - \$5+ billion in development
- METRO Red Line Cedar Grove Online Station
 - Lower cost, faster trip, more riders
- Route 11 High-Frequency
 - 20 percent more riders



Aviation System

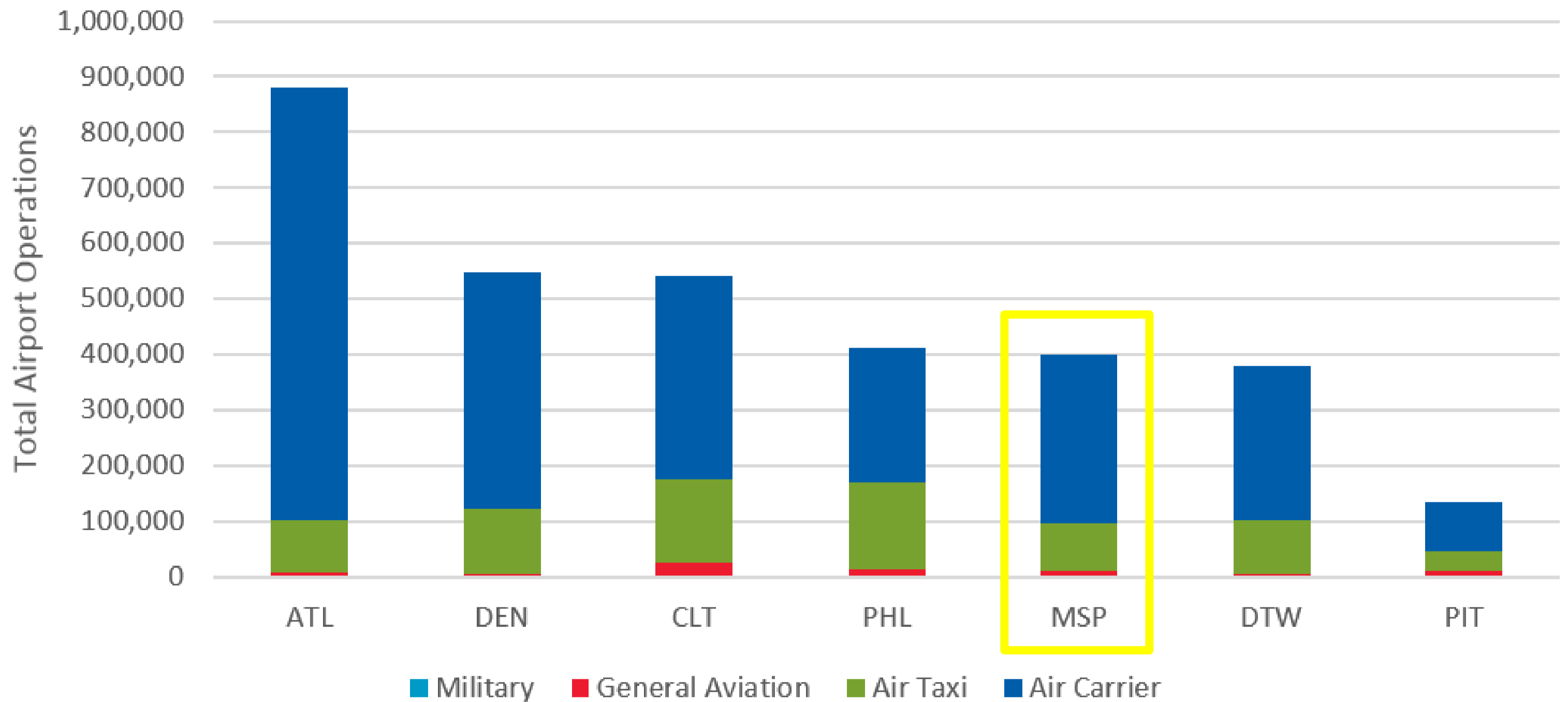
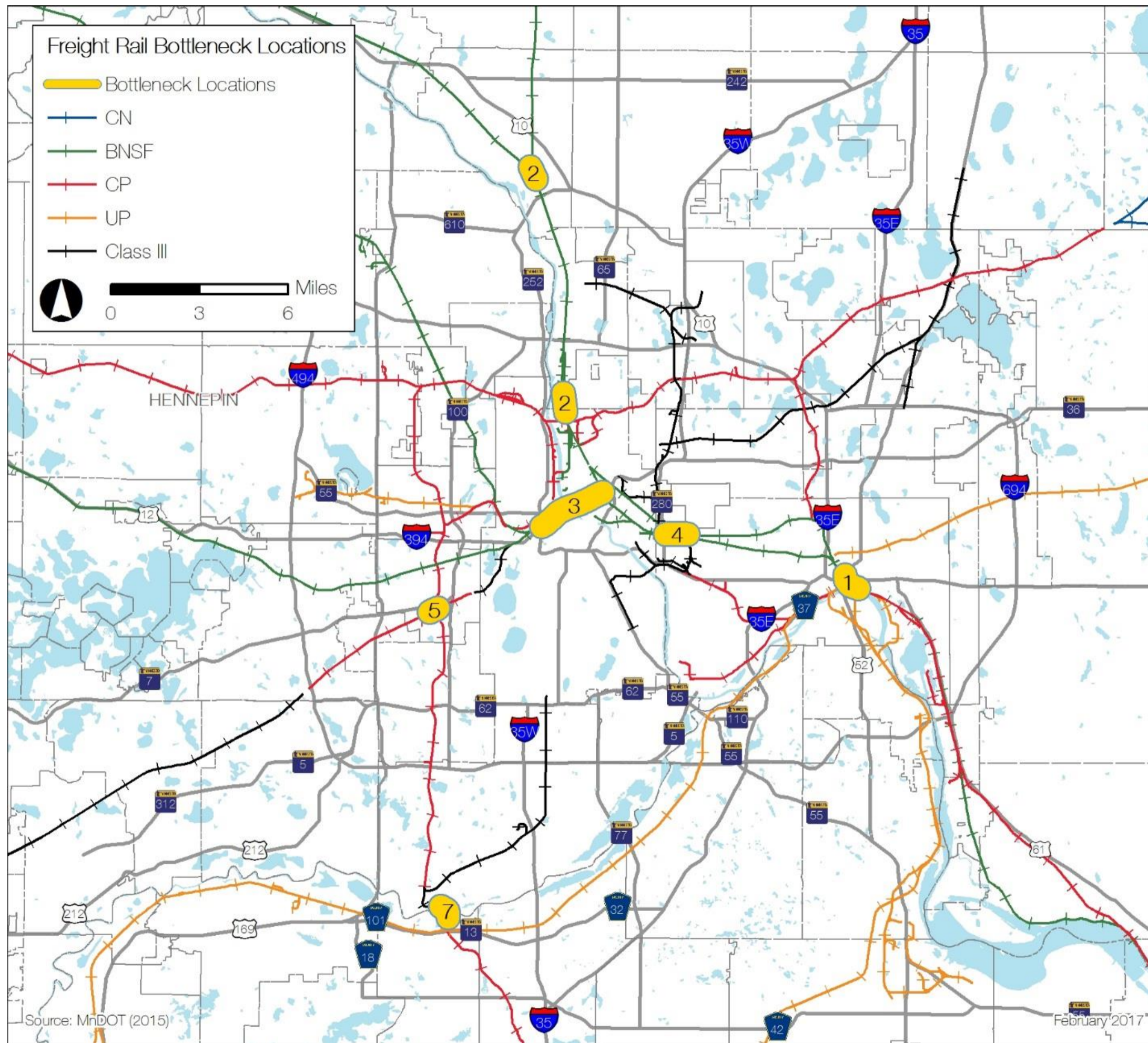


Figure 7-2: Total Annual Airport Operations by Type for MSP and Peer Airports (2015)

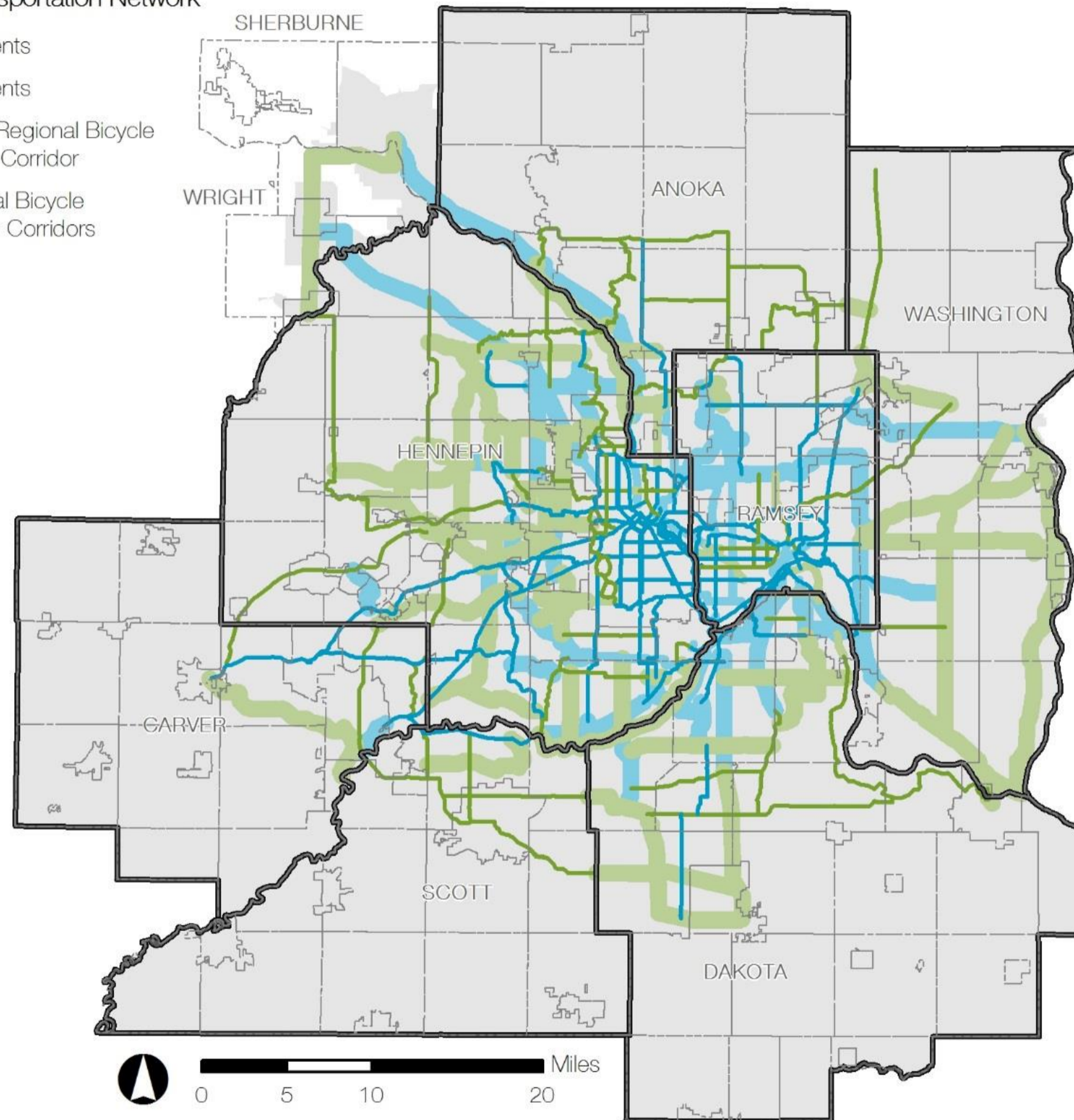
Metro Area Freight System (Rail, Air, Water)



Bicycle and Pedestrian System

Regional Bike Transportation Network

- Tier 1 Alignments
- Tier 2 Alignments
- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors



Source: Metropolitan Council

February 2017

Bicycle and Pedestrian System

- Bicycling and walking volumes are increasing in the Twin Cities
 - 16 percent increase between 2007–2013
 - 53 percent increase in Minneapolis
- Regional Traffic Fatalities
 - 26.2 percent of the overall traffic fatalities within the state
 - 55 percent of statewide pedestrian fatalities
 - 43 percent of statewide bicyclist fatalities

Transportation System Performance Evaluation

Questions?

Transportation Public Participation Plan

Technical Advisory Committee
June 7, 2017



Federal Requirement

- Responds to the federal requirement under 23 §CFR450.316.
- Serves as a framework for:
 - Public involvement
 - Outreach and engagement
 - How we do participation and what the goals are

What Guides Participation

- Thrive MSP 2040
- Public Engagement Plan
- Transportation Policy Plan

Key principles:

- Transportation is about people
- Participation (or engagement) should:
 - be meaningful, facilitate discussion, be inclusive , underrepresented communities
- Use multiple method, be accommodating, provide many opportunities

Goals and Outcomes

Measured against:

- Thrive
- Transportation Policy Plan
- Public Engagement Plan

If participation and engagement efforts:

- Are consistent with the vision, outcomes and goals of Thrive and the TPP
- Are collaborative and includes perspectives from all parts of the region
- Amplify the outreach and engagement goals of Thrive and the Public Engagement Plan
- Elevate the involvement of our stakeholders in participation and engagement as identified in the TPP

....Then we've achieved our goals and will continue to make improvements

Technical Advisory Committee

June 7, 2017



Transportation Management Area (TMA) Planning Certification Review

Recommendations about the Transportation Public Participation Plan from the USDOT – additional detail on:

- Defining and clarifying methods to engage stakeholders and the public
- Visualization techniques
- Clear processes for public comment
- Detail for evaluating the Transportation Public Participation Plan's overall effectiveness

Next Steps:

- Second 45-day comment period
- Final approval
- Transportation Policy Plan process (reflects plan)
- Implementation

Technical Advisory Committee
June 7, 2017



Thank You!

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651-602-1588

Technical Advisory Committee
June 7, 2017

