

2014 - 2017

**TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE
TWIN CITIES
METROPOLITAN AREA**

**Draft
April 25, 2013**

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MPCA Review Letter Placeholder

2014 - 2017 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2014 through 2017 responds to procedures required by the Safe, Accountable, Flexible and Efficient Transportation Equity Act- a Legacy for User (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). The legislation requires that all federally-funded transportation projects within the entire seven-county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally-funded projects. The 2014-2017 TIP is fiscally constrained, is in conformity with the CAAA of 1990, and had adequate opportunity for public involvement.

The 2014-2017 TIP for the Twin Cities Metropolitan Area includes projects valued at approximately \$ 3.2 billion for highway, transit, enhancement, bike and walk projects, of which approximately \$1.7 billion is funded through the federal government, including the Federal Target funds, High Priority Project funds, and Misc. Federal funds allocated to regional projects.

The region has assumed it will receive approximately \$772 million in federal transit funds over the 2014-2017 period, that together with approximately \$380 million in Regional Capital Bonds as a match will total \$1.2 billion to be spent on transit projects. The region will receive \$169 million in federal transit funds in 2014.

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

The 2014-2017 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Policy Plan (TPP) adopted by the Metropolitan Council on November 10, 2010, with conformity determination established on February 23, 2011. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

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

1. INTRODUCTION

The 2014-2017 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is the multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area over the next four years. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board in cooperation with the Minnesota Department of Transportation (MnDOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

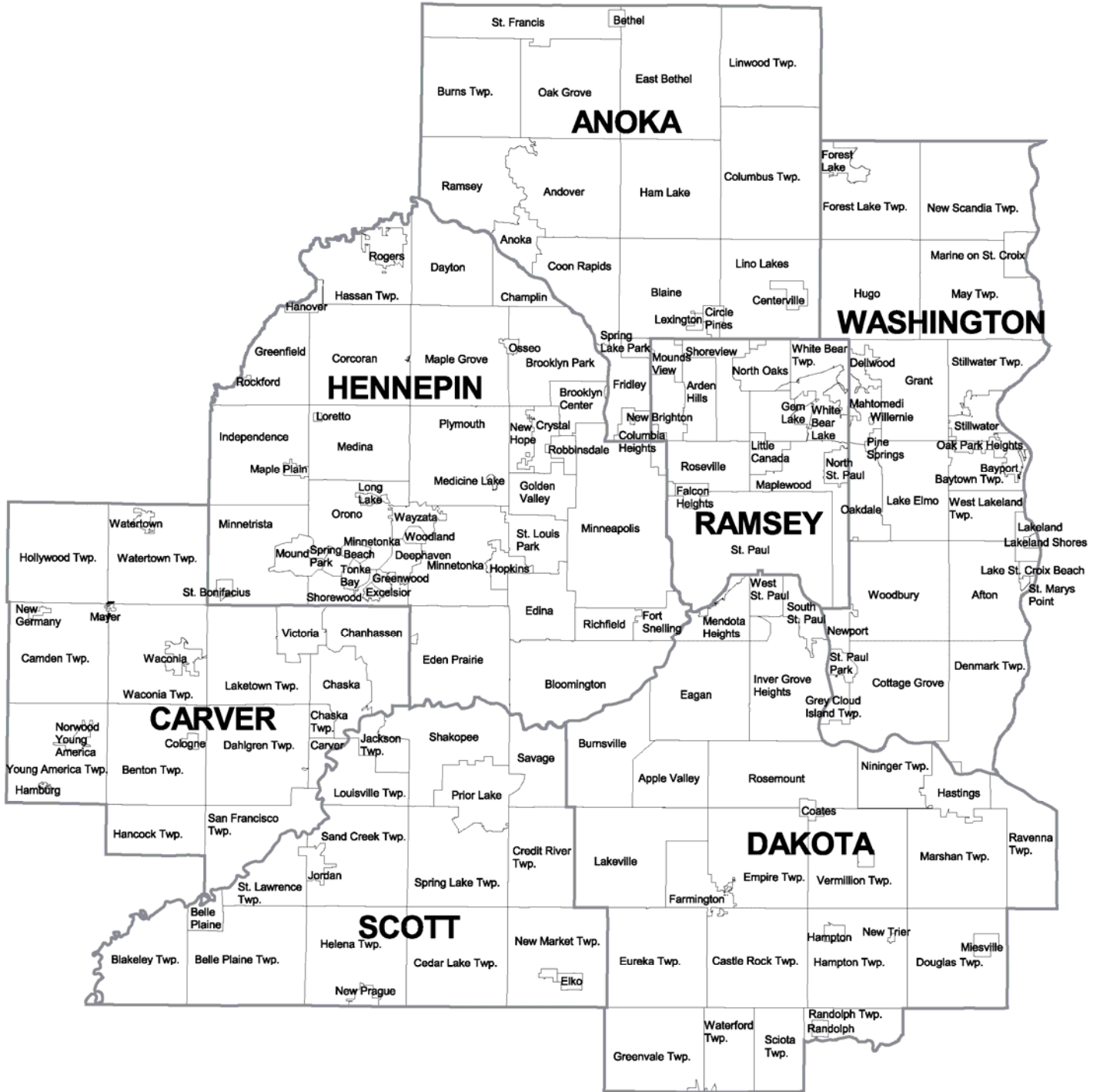
FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated every four years.
- Must 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 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.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation in preparation of the TIP.
- Include Metro Council's Program of Projects (POP)
- Indicate the priorities in the seven-county metropolitan area.
- Indicate year in which initial contracts will be let.
- Indicate the source of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice
- Twin Cities Metropolitan Area MPO certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities.

Figure 1

Twin Cities Metropolitan Area
Political Boundaries



The 2014-2017 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to MnDOT for inclusion in the State Transportation Improvement Program (STIP) to be approved by the Governor's designee.

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

- Identification of the project;
- Description of the scope of project;
- Estimated total cost and the amount of federal funds proposed to be obligated during each of the program years;
- Proposed source of federal and nonfederal funds; and
- Identification of the regional or state local agencies that are the recipients responsible for carrying out the project.
- Air Quality Analysis Category
- Identification of projects from ADA implementation plans

REGIONAL PLANNING PROCESS

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

The Twin Cities regional transportation planning process is defined in the Memorandum of Understanding between the Minnesota Department of Transportation and the Metropolitan Council adopted in 2008. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), transit operations and FHWA and FTA. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, intermodal interests and private citizens. A representative of the suburban transit providers is a member of the TAB's Technical Advisory Committee, and the suburban transit providers are informed of transit projects and participate in the planning efforts through capital and service improvement planning processes.

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

- A public meeting of the TAB on May 15, 2013, to adopt the draft TIP for the purpose of a public hearing and to initiate the public comment period on the draft TIP.
- A public hearing held by TAB on June 19, 2013, to hear comments on the draft TIP, which includes the FTA Program of Projects (POP).
- The public comment period to end on June 28, 2013.
- A public meeting held by the TAB on August 21, 2013, to consider comments received and subsequent changes, and to adopt the TIP and forward it to the Metropolitan Council for concurrence.

In preparation for these meetings, Council staff emails notification to appropriate contacts, places notification in the State Register, sends press announcements to the media, and publishes information on the Council's web site and in newsletters sent to local elected officials and legislators, as appropriate. Notification of the public hearing and of adoption of final TIP 2014-2017 by the Metropolitan Council is included in the State Register.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

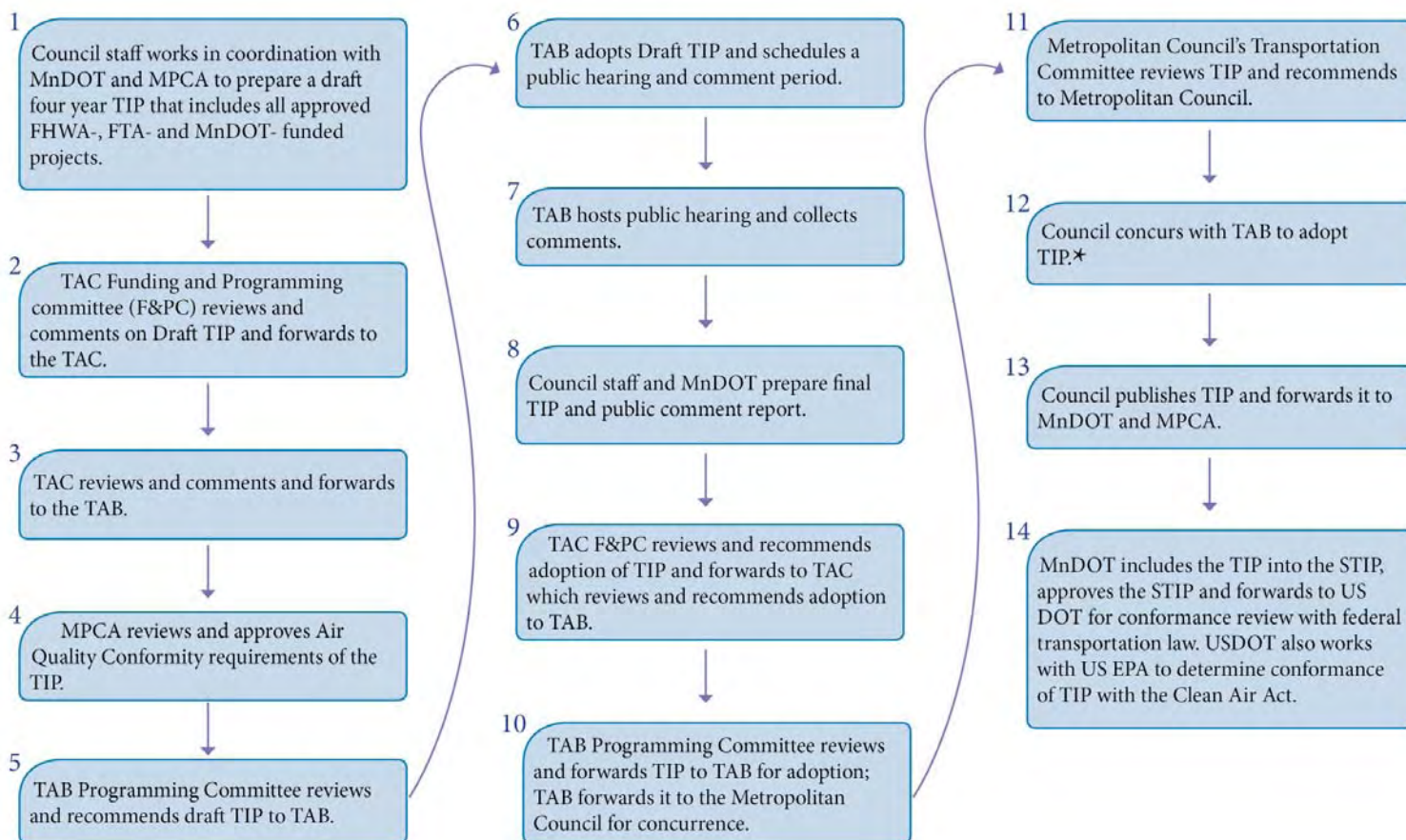
The planning base for the TIP comes from the following plans:

- The Regional Development Framework establishes the regional physical and policy framework for the Twin Cities seven-county region. The Framework is the first chapter of the Council's metropolitan development guide.
- The Metropolitan Council's 2030 Transportation Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 2010 and addressed all applicable SAFETEA-LU requirements and considerations.
- The Council adopted a new Public Participation Plan in 2007.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

More information about these plans and planning processes is available in the Transportation Planning and Programming Guide for the Twin Cities Metropolitan Area. The following chart from this guide summarizes the process used to develop the TIP for the region.

Figure 2: Transportation Improvement Program (TIP) Process



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

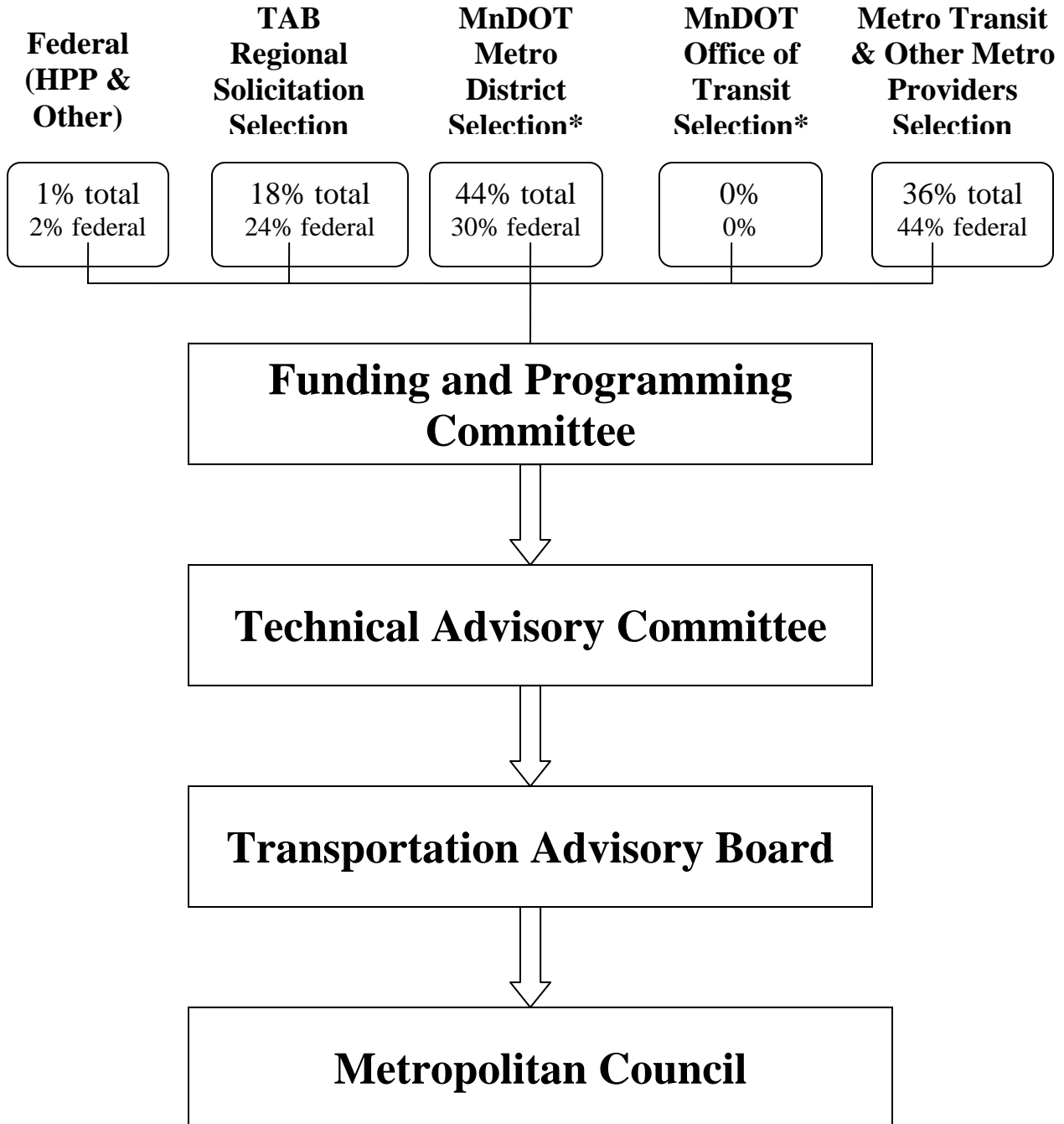
To select projects to be included in the TIP, the Metropolitan Council and its Transportation Advisory Board (TAB) conducts a regional solicitation for applications for federal transportation funding; this solicitation is a key biennial responsibility of the Council's Transportation Advisory Board. This process directs federal funds to a variety of locally-initiated projects that address transportation problems and help implement regional transportation and development policies. These locally-initiated projects from cities and counties reflect local and regional priorities and are products of local comprehensive and

transportation planning programs. These local projects must be consistent with the region's long-range Transportation Policy Plan.

The Twin Cities TIP includes MnDOT's entire program, including projects that do not have any federal funding participation. It does not include projects with only local funding for Metropolitan Council, Metro Transit, Metropolitan Transportation Services, suburban transit providers, counties, and cities. It also does not include the significant amounts of money required for planning, design, engineering and right-of-way acquisition that local governments typically pay. Therefore the funding percentages in Figure 3 are not reflective of the total funding package for transportation in the seven-county region, but only the program of projects in the TIP. The funding percentages in Figure 3 represent the approximate share of total funds of all projects in the TIP (federal, state, and local) selected through five selection processes.

**FIGURE 3
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS**

Percentage of funding identified in the TIP by selection process for all projects (federal and state) 2014-2017. Top number represents % of total project funding; the bottom number represents % of federal funding.



*This TIP includes all projects selected by MnDOT, including those without federal funding. Projects selected by the MnDOT Office of Transit Section are generally incorporated into the TIP by amendment during the year.

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

The Metropolitan Council identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the Transportation Policy 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 Transportation Policy Plan and on MnDOT's Transportation System Plan and programming process.

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

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

FEDERAL LEGISLATION CHANGES

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012, as the two-year surface transportation authorization. As part of this legislation, many funding programs were consolidated or rescinded. Major changes to programs included in the TIP are discussed in the following section that describes the program areas.

Overall funding levels are consistent compared to previous TIPs. Funding for specific programs is shown in Tables 6, 8 and 9.

Future Changes

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

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 revealed the inclusion of portions of Wright and Sherburne counties in Minnesota and St. Croix County in Wisconsin in the Minneapolis-St. Paul area. As the metropolitan planning organization for the Twin Cities, the Metropolitan Council is required by federal law to become involved in the planning efforts of those communities. At the time of this TIP development, discussions are ongoing with these counties about how to best address these

requirements and inclusion in the update of the region's Transportation Policy Plan, which is expected to be completed in late 2014. TIPs adopted after the update of the Transportation Policy Plan would include portions of these counties as appropriate.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

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

National Highway Performance Program (NHPP) The National Highway System, signed into law on Nov. 28, 1995, consists of 161,000 miles of major roads in the United States. Included are all interstates and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. All NHS routes in the region are eligible to use NHPP funds. NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

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

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

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

Highway Safety Improvement Program (HSIP) The program is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

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

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

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

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

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

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

2. REGIONAL PLAN AND PRIORITIES

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

TRANSPORTATION AIR QUALITY CONTROL PLAN

The 1977 Clean Air Act Amendments (CAAA) required a State Implementation Plan (SIP) for air quality for all areas that have not attained the National Ambient Air Quality Standards (NAAQS). The 1990 Clean Air Act Amendments (CAAA) retained this requirement. The SIP is a planning document prepared by the MPCA, and submitted to the U.S. Environmental Protection Agency (EPA) for approval by its Commissioner as the Governor's representative. The SIP contains the programs and plans that will result in achievement of the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. At the time of passage of the CAA, the seven-county Twin Cities Area was designated as a nonattainment for NAAQS CO standards.

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

The TAQCP and the SIP contain the same measures to control CO but the SIP contains additional measures, including a mandated oxygenated gasoline program and a vehicle emissions and inspection program. The vehicle emissions and inspection program was terminated in 1999. All federally approved or financially funded functions must "conform" to the SIP, and be consistent with the Transportation Policy Plan and other officially adopted transportation plans of the MPOs under the 1977 and 1990 Clean Air Act Amendments. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

Conformity Determination Based on the U.S. Environmental Protection Agency Final Rule

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

must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. 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 of 1993, and as amended in 1995, 1997, 1999, 2000, 2008 and 2012, lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their State Implementation Plan (SIP).

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2014-2017 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S.DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions and other supporting documentation, shows that the TIP will not result in violations of National Ambient Air Quality Standards for carbon monoxide. The 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

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

REGIONAL DEVELOPMENT FRAMEWORK

The TIP is consistent with the 2030 Transportation Policy Plan, which is itself a system plan under the umbrella of the Regional Development Framework. The last Framework was adopted in 2004 and is scheduled for an update in 2014. The following summary reflects current planning policy as established in 2004. The most current forecasts are included to reflect better understanding of population and employment trends in the region. These forecasts will be used to guide the new Framework, which is currently under development as Thrive MSP 2040.

Accommodating Regional Growth

During the 1990s, the Twin Cities metropolitan area gained more population –353,000 – than any previous decade in our history. By the year 2030, the region is expected to grow by 600,000 within the boundaries of the seven-county metropolitan area.

Such robust growth is a sign of the region’s economic health and vitality. Growth will be expected to bring new jobs, greater ethnic diversity, expanded economic opportunities, and increased tax revenues. But accommodating growth is not always easy, as the increasing public concern about traffic congestion attests.

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

The Framework’s strategies are organized around four policies:

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

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

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

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

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

Regional Growth Forecasts

By the year 2030, the Metropolitan Council forecasts that the region will add about 600,000 people and about 294,000 households, as noted below in Table 1.

| Table 1: Metropolitan Area Forecasts, 2010-2030 | | | |
|--|-----------|-----------|-----------|
| | 2010 | 2020 | 2030 |
| Households | 1,198,000 | 1,362,000 | 1,492,000 |
| Population | 3,005,000 | 3,334,000 | 3,608,000 |
| Employment | 1,816,000 | 1,990,000 | 2,126,000 |

Source: Community Profile for the Twin Cities 7-County Region
<http://stats.metc.state.mn.us/profile/detail.aspx?c=R11000>

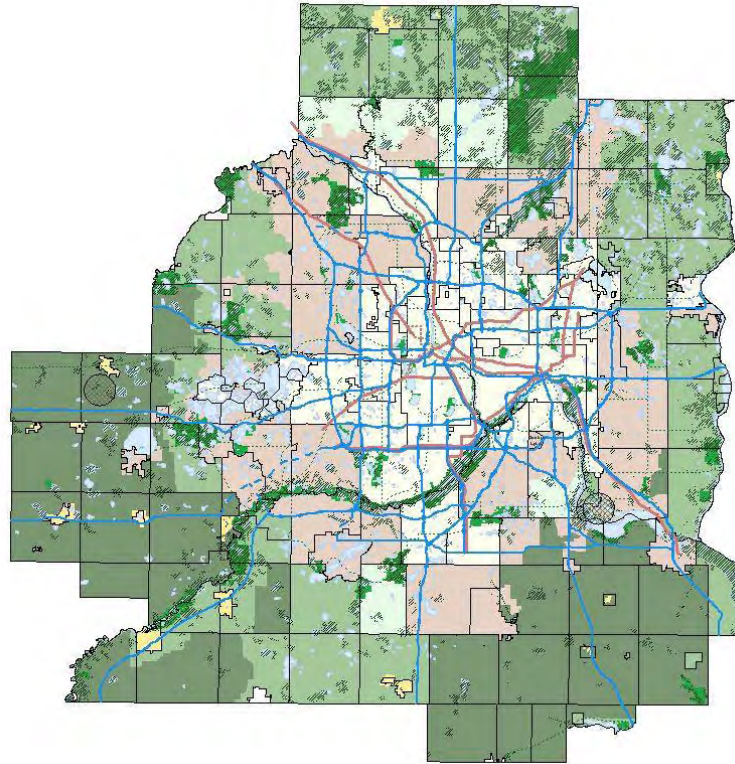
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess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

Transportation and Framework Planning Areas

The Framework sets out different strategies for communities based on the types of growth that are expected (see “Geographic Planning Areas” map, Figure 4). The Framework identifies an urban area and a rural area, each of which occupies approximately half of the region’s land area.

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

Figure 4
Development Framework *Geographic Planning Areas*



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

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

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

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

2030 Transportation Policy Plan

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

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

This chapter discusses the sources (federal, state, regional, local) and level of transportation funds available for projects and programs in the region, the process used to select projects and programs for inclusion in the TIP and the balance between selected projects and resources. A key element in this TIP fiscal constraint analysis is the balance between resources and projects. A discussion of the consistency of projects and programs with the region's long-range Transportation Policy Plan is also included.

The detailed description of projects approved for federal highway and transit funds, State Trunk Highway funds and Regional Capital Bonding projects are listed in the attached Appendix A.

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

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

This allocation process has four basic steps:

1. MnDOT's Office of Capital Programs and Performance Measurement determines the target level of funds available for the TIP period 2014-2017. These funding targets are sent to the ATPs for comment. Also included is guidance for TIP preparation.
2. The regions develop their draft TIPs using these funding targets.
3. OCPPM assembles the TIPs and ensures that there will be expected funding for all projects programmed by the region confirming that fiscal constraint is maintained. In addition, regionally significant projects not funded with FHWA or FTA funds must be included in the TIP.
4. OCPPM circulates the draft STIP to the region. The region may then modify and adopt the final TIP and submit it to MnDOT for inclusion into the STIP.

RESOURCES AVAILABLE 2014-2017

The region receives federal highway and transit funds, state trunk highway funds, and regional transit capital bond funds. In addition, all federally funded projects require a local match provided by the sponsoring agency. These can come from state trunk highway funds, regional bond funds, city or county funds or from other groups such as the Department of Natural Resources. These add to the resources available to pay for the projects in the TIP.

Transportation resources available to the region for highway, transit, and non-motorized mode projects are approximately \$3.2 billion over the 2014 to 2017 period (See Tables 4, 5 and 6). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan and small area transit systems. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems. The highway funds do include some funding for transit projects, such as from the federal CMAQ funds and associated local matches, as well as from transit advantages on highway projects. They also include funds for non-motorized investments listed in the detailed tables in Appendix A as Bike/Ped as well as bicycle and pedestrian elements of roadway projects. The approximate amounts programmed broken out by mode are listed in Table 2. (These numbers are approximate.) Many projects, particularly roadway projects, include investments designed for more than one mode but are listed with the primary mode served.

Table 2: Approximate Amount Programmed by Primary Mode Served*

| Mode | Approximate Amount Programmed in 2014-2017 | % of total in TIP |
|------------------------|---|--------------------------|
| Highway/Roads | 1.6 billion | 51.5% |
| Bike/Ped Only | 80 million | 2.5% |
| Transit/TDM | 1.2 billion | 39% |
| Other/Setasides | 234.9 million | 7% |
| Total | 3.2 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 reflected in this table but the detailed tables in Appendix A may list these elements. Therefore, overall spending on bicycle and pedestrian infrastructure is much higher than is reflected in the “Bike/Ped Only” figure, which is the approximate sum of funds for projects dedicated solely for bicyclists and/or pedestrians. “Other/Setasides” include all projects that do not directly serve a mode such as right-of-way purchase or environmental work and funds for which projects have not been selected like the 2015 and 2016 Regional Solicitation funding.

The traditional highway funding sources available to the region (including some funding to Chisago County, which is not in the Twin Cities MPO area) are outlined in Table 5. The total for four years is \$2 billion. The region’s “target” for federal highway and state trunk highway funds is \$1.4 billion. These targets set out the parameters that are used in the regional and MnDOT process for project selection. These funds come to the Area Transportation Partnership regions based on a formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The four year total includes \$934 million of Federal Formula funds and \$468 million of State Trunk Highway funds.

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

Within the TIP timeframe, \$164 million of funds will be used to advance construct projects in the region (Table 4). The advanced construction funds that have been or will be used by the region by year are shown below (Table 3).

Table 3: Advance Construction Funds

| | Advance Construction | AC Pay Back |
|---------------|----------------------|-----------------|
| 2013 | 90 M | 25 M |
| 2014 | 126M | 27 M |
| 2015 | 38M | 70 M |
| 2016 | 1M | 72 M |
| 2017 | 0M | 26 M |
| Post 2017 | 0M | 35 M |
| Totals | \$ 255 M | \$ 255 M |

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost, although this can be significantly higher. Local funding represents \$327 million over four years.

Transit funds available to the region in 2014-2017 are summarized in Table 6. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show the highway funds allocated to transit. The establishment of the level of federal transit funds available for use by the region is done in a different manner from the highway funds. There are six different federal transit section funds that can come to the region. The region estimates a total of \$772 million in federal transit funds will be received by the region in the next four years.

Section 5307 refers to capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. The total funding for projects listed to apply for 5307 formula funds are approximately \$253 million.

Section 5309 is New Starts and Small Starts funding appropriated by Congress to major transit capital projects. The funding is awarded 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. The level of funds shown in Table 6 reflects the detailed tables in Appendix A.

Section 5310 funds are provided to MnDOT as the state's agent. The Section 5310 funds provide lift-equipped vehicles for nonprofit organizations that provide transportation for seniors and individuals with disabilities. This funding also includes the former Section 5317 New Freedom transit program, which was rescinded with MAP-21.

Section 5311 funds are provided to MnDOT as the state's agent. The Section 5311 funds provide operating assistance for small city operators.

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$379 million will be used to match federal transit funds as well as fund 100% of various capital transit investments.

Table 4
Twin Cities Transportation Program
Source of Funds

4-Year Summary

| | | |
|---|--------|-----------------------|
| Federal Highway | | \$ 965 Million |
| • Target | \$ 934 | |
| • High Priority Funds | 29 | |
| • Misc. Federal Funds | 2 | |
| • Additional MAP-21 | 0 | |
| • Additional MnDOT Allocation | 0 | |
| | | |
| Federal Transit | | 772 Million |
| • Formula/Discretionary | 772 | |
| | | |
| Property Tax and Other State Taxes | | 707 Million |
| • Local and TRLF | 327 | |
| • Regional Transit Bonds/Bond Transit Adv. | 380 | |
| | | |
| Trunk Highway | | 739 Million |
| • Target | 468 | |
| • Legislative Allocation (Bonds) & lapsed projects | 271 | |
| | | |
| TOTAL: | | \$ 3.2 Billion |
| | | |
| Advance Construction-additional authorization available against future funds | | 164 Million |

Table 5
Federal Highway and State Highway Funds
Assumed to be Available to Region-2014-2017
(Millions)

| | 2014 | 2015 | 2016 | 2017 | Total |
|--|-------------|-------------|-------------|-------------|--------------|
| Federal Highway Funds | 252 | 228 | 229 | 225 | 934 |
| BAP Reduction/Redistribution | 0 | 0 | 0 | 0 | 0 |
| Additional MAP-21 | 0 | 0 | 0 | 0 | 0 |
| State Funds | 124 | 130 | 131 | 83 | 468 |
| Target for Region | 376 | 358 | 360 | 308 | 1402 |
| Additional MnDOT Allocations | 0 | 0 | 0 | 0 | 0 |
| Legislative Allocation(Bonds) & anticipated lapsed projects | 166 | 17 | 5 | 83 | 271 |
| High Priority Projects | 17 | 11 | 1 | 0 | 29 |
| Misc Federal Funds | 2 | 0 | 0 | 0 | 2 |
| Local Funds | 230 | 42 | 33 | 22 | 327 |
| Total Funds Available | 791 | 428 | 399 | 413 | 2031 |
| Advance Construction (Additional authorization available against future funds) | 126 | 37 | 1 | 0 | 164 |

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

Table 6
Federal Transit and Matching Funds Available
And Requested by Region 2014-2017
(In Millions)

| | 2014 | 2015 | 2016 | 2017 | Total |
|------------------------------|--------------|--------------|--------------|--------------|----------------|
| Section 5307 | 68.8 | 79.5 | 42.4 | 62.3 | 253.0 |
| Section 5309 | 98.4 | 203.7 | 100.0 | 100.0 | 502.1 |
| Section 5337 | 1.6 | 2.5 | 6.6 | 6.5 | 17.2 |
| Total Federal Funds | 168.8 | 285.7 | 149.0 | 168.8 | 772.3 |
| Local/Regional Capital Bonds | 34.5 | 117.6 | 112.2 | 115.4 | 379.7 |
| Total Funds Available | 203.3 | 403.3 | 261.2 | 284.2 | 1,152.0 |

PROJECT SELECTION PROCESS AND CRITERIA

The processes followed for selection of projects to use the resources described above vary depending on the type of funds. The sources of 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.

Funding Category

Project Selection Process Followed

Federal Highway Funding

- Surface Transportation Program (STP), Transportation Alternatives Program (TAP), Congestion Mitigation/Air Quality (CMAQ) Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
- Highway Safety Improvement Program (HSIP) Competitive regional solicitation process conducted by MnDOT and TAB
- National Highway Performance Program (NHPP) MnDOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)

Federal Transit Funds

- Section 5307 Regional transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban transit provider assistance Appropriated by Congress
- Section 5309 MnDOT Office of Transit/Statewide Competitive Process
- Section 5310 MnDOT Office of Transit/Categorical Allocation
- Section 5311
- Sections 5337 and 5339 Regional transit Capital Improvement Program (CIP) developed by Metropolitan Council

State Trunk Highway Funds

MnDOT Metro Division Process with CIC assistance

Regional Transit Capital Bond Funds

Regional transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban transit provider assistance

State Transportation Revolving Loan Fund (TRLF)

Statewide competitive solicitation process conducted by MnDOT

State Aid and MnDOT Bridge Bonds

Projects selected through MnDOT process.

COMPETITIVE REGIONAL PROJECT SELECTION PROCESS

A substantially new competitive process was developed by the region to select projects for use of highway federal funds after passage of ISTEA in 1991. Projects using the following funding programs are selected through this process: STP, CMAQ, TAP, Highway Safety Improvement Program, and Railroad Safety. This process prioritizes approximately 24 percent of the federal highway funds that are available

to the region. The regional partners designed the process to insure federal highway funds would help the region implement its plans and high priority projects and programs. The priorities are based on the goals and policies in the Regional Development Framework and Transportation Policy Plan. Specifics of the process are described below.

In 2011, projects were solicited in the following categories:

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

Subcommittees of the TAC’s Funding and Programming Committee evaluated all categories of projects in 2011 except for HSIP and RRX, which were evaluated through a process administered by MnDOT staff. Recommended projects were reviewed and approved by the Funding and Programming Committee. Using these rankings, the Funding and Programming Committee recommended allocation options to be considered by TAC and recommended to TAB. The TAB approved the ranked list of projects submitted during the 2011 Regional Solicitation.

Separate qualifying and prioritizing criteria were used for each category. A numerical rating was completed for each project in each category. The qualifying and prioritizing criteria used were selected to be consistent with and implement regional priorities and plans. Examples of the most commonly used qualifying criteria are listed below, followed by the subject matter of the prioritizing criteria used.

Examples of Qualifying Criteria

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

Categories of Prioritizing Criteria

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

Regionally Selected Projects

A summary of the projects selected by category through the regional competitive process in 2011 is included in Table 7. This table only records the federal funds allocated to the projects. MnDOT solicited projects for the Highway Safety Improvement Program and the Railroad Safety projects. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once MnDOT staff evaluated the projects, the Funding and Programming Committee selected the projects to be funded. The Transportation Alternatives Program (TAP), Congestion Mitigation/Air Quality (CMAQ), and Surface Transportation Program (STP) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process.

These totals do not equal the amounts shown in Table 8 and 9 for a number of reasons; only federal amounts are shown in Table 7, and projects selected in the solicitations could have already been authorized, dropped, or moved to another program year.

Table 7
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY THROUGH TAB IN 2011 for Fiscal Years 2015 and 2016
(Federal Funds/in millions)

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

*MAP-21 eliminated the Bridge Improvement and Replacement program; these projects are now funded through STP.

Notable projects selected in this solicitation include:

- \$20.5 million for construction of an interchange at Highway 101 and County Highway 144 in Rogers, with trail and sidewalk improvements.
- \$11.4 million for a pedestrian/bicycle trail between Tracy and France avenues in Edina.
- \$11.4 million to reconstruct county highway 116 in Andover and Ham Lake into a four-lane road, with a separated bike/pedestrian feature and improved rail crossing.
- \$11.2 million to reconstruct county highway 81 in Brooklyn Park into a multi-lane highway with median and multiuse trail.
- \$10 million to extend the eastern end of Pierce Butler Route in St. Paul, with bike lanes and sidewalks.
- \$9.3 million to rehabilitate the 10th Ave. S.E. bridge over the Mississippi River in Minneapolis.
- \$9.1 million for reconstruction of Hennepin/Lyndale Avenue near Dunwoody Blvd., I-94, and Loring Park in Minneapolis, with pedestrian and bicycle improvements.
- \$8.4 million for reconstruction of Scott County highway 17 into a four-lane highway with a multi-use trail between county highways 78 and 42.
- \$8.1 million to reconstruct county highway 34/Normandale Blvd., in Bloomington into a four-lane highway with multiuse trails.
- \$8.8 million for limited stop transit service on Chicago and Portland avenues in Minneapolis and Richfield, and American Blvd. in Bloomington.
- \$7.5 million for limited stop transit service in St. Paul and Maplewood.

PROJECT SELECTION FOR ADDITIONAL FEDERAL HIGHWAY FUNDS BY MNDOT METRO DIVISION WITH ADVICE FROM THE CAPITAL IMPROVEMENT COMMITTEE PROCESS

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

The Council and MnDOT have cooperatively identified priorities to be used to direct the inclusion of major projects into the TIP. The priorities and projects are drawn from the regional plans of the Council and MnDOT. Projects are identified to follow the four broad regional plan priorities in the order of importance: preservation, management, improvements, and expansion. The preservation and management projects are considered the highest priority, and those needs are attempted to be met first within the available resources. With any remaining funds, improvement and then expansion projects are selected.

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307, 5337 AND 5339 PROJECTS AND SECTION 5309 NEW STARTS/MAJOR CAPITAL INVESTMENT PROJECTS

The federal transit funds come to Metro Transit as the principal transit provider in the region. The agency uses the federal funds for bus, light rail vehicle and locomotive purchases; bus and rail rebuilding; shelters; garages; guideway improvements such as shoulder bus lanes, light rail track and systems; and maintenance and operations. These projects are identified in Metro Transit's 5-year Capital Improvement Program, which is a tool used to implement the regional transportation plan. Metro Transit also submits projects for funding with federal transit funds and Regional Capital Bonds. The Metropolitan Council was awarded a full funding grant agreement as part of 5309 New Starts/Major Capital Investment funding for

construction of the region's second light rail transit line. The Central Corridor light rail line construction will be completed during the timeframe of this TIP.

MnDOT OFFICE OF TRANSIT

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

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

MAP-21 requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2014 to 2017 closely match the funds available. The MnDOT process of fund allocation to the Area Transportation Partnership (ATP) regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Federal Highway and State Trunk Highways. MnDOT sets funding targets for each of the regions to use as they developed their draft regional TIP. The draft TIPs submitted to MnDOT can be over programmed by the region as a means of requesting additional federal and state funds. MnDOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels.

The allocation of Federal Highway and state Trunk Highway funds to the major funding programs are shown in Table 8 for the 2014 - 2017 TIP period. These reflect the programs followed in the selection processes described earlier.

The total federal highway, trunk highway and local funds allocated over four years is \$2 billion. High priority project funds allocated by Congress are also included in this amount; these projects represent \$35 million in resources, including the state and other funds needed to deliver the projects.

Table 9 shows how these federal funds are allocated to the major funding programs in 2014. By comparing this total to the 2014 figure from Table 5 it can be seen that revenues balance with expenditures.

Federal guidance only requires transit funds match the approved project costs in the first year of the TIP. The projects funded with federal transit and local matching funds for 2014 have a total value of approximately \$203 million (Table 6). Additional funds are programmed for transit from CMAQ and STP funds and are shown in the project listings in Appendix A.

Table 8
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS (in millions)
2014-2017

| | TOTAL | FEDERAL | STATE | OTHER(+ BONDS) | AC** |
|----------------------------|-----------------|----------------|----------------|-------------------|----------------|
| CMAQ | \$145.1 | \$107.1 | \$1.5 | \$36.5 | \$3.9 |
| TAP | \$48.0 | \$34.1 | \$0 | \$13.9 | \$1.8 |
| STP | \$324.7 | \$225.5 | \$12.2 | \$87.0 | \$27.5 |
| NHPP | \$890.0 | \$516.5 | \$76.3 | \$297.2 | \$130.1 |
| HPP | \$35.2 | \$29.2 | \$1.9 | \$4.1 | \$0 |
| 100% State Funded | \$387.3 | \$0 | \$361.1 | \$26.2 | \$0 |
| HSIP | \$58.5 | \$52.0 | \$0.8 | \$5.7 | \$0 |
| Bond Proj with no Fed \$\$ | \$128.7 | \$0 | \$2.7 | \$126.0 | \$0 |
| Misc Fed | \$0.8 | \$0.8 | \$0 | \$0 | \$0 |
| TOTAL | \$2018.3 | \$965.2 | \$456.5 | \$596.6 | \$163.3 |

Table 9
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS (in millions)
2014 Annual Element

| | TOTAL | FEDERAL | STATE | OTHER(+ BONDS) | AC** |
|----------------------------|----------------|----------------|----------------|-------------------|----------------|
| CMAQ | \$44.4 | \$31.4 | \$1.0 | \$12.0 | \$0.1 |
| TAP | \$14.7 | \$10.2 | \$0 | \$4.5 | \$1.7 |
| STP | \$90.6 | \$45.1 | \$0.1 | \$45.4 | \$27.4 |
| NHPP | \$411.4 | \$155.7 | \$22.6 | \$233.1 | \$96.3 |
| HPP | \$21.0 | \$16.9 | \$0 | \$4.1 | \$0 |
| 100% State Funded | \$115.0 | \$0 | \$98.5 | \$16.5 | \$0 |
| HSIP | \$14.2 | \$12.2 | \$0.2 | \$1.8 | \$0 |
| Bond Proj with no Fed \$\$ | \$78.3 | \$0 | \$0 | \$78.3 | \$0 |
| Misc Fed | \$0.8 | \$0.8 | \$0 | \$0 | \$0 |
| TOTAL | \$790.4 | \$272.3 | \$122.4 | \$395.7 | \$125.5 |

**Advanced construction is shown in Tables 8 and 9 but the AC amounts are not included in the totals.

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN AND PRIORITIES

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

- Preservation, safety, and mobility, in this order, for the principal and "A" minor arterials making up the Regional Highway System owned and operated primarily by MnDOT and the seven metropolitan counties. Mobility investment priorities are active traffic management, Congestion and Safety Management Plan (CMSP), and Strategic Capacity Enhancement projects.

- Preservation, operation, maintenance, and expansion, in this order, for the entire transit system.
- Investment in the bicycle and pedestrian system with priority for separate bicycle and pedestrian improvements based on their ability to accomplish regional transportation objectives for bicycling and walking.
- Projects supporting multiple modes such as bus-only shoulders on highways, high-occupancy vehicle and high-occupancy toll (HOV/HOT) lanes, priced dynamic shoulder lanes, HOV bypasses at highway interchanges, bicycle and pedestrian connections to transit stations and corridors, and rail/truck intermodal terminals.
- Investments in a wide range of Travel Demand Management (TDM) initiatives that help to avoid and manage congestion.

The highway projects identified in Table 10 are consistent with and are either programmatically or specifically identified in the 2030 Transportation Policy Plan. The 2030 TPP identifies preservation as a program and states it will include projects like routine resurfacing and bridge improvements. Funds assigned to preservation projects are \$752 million and 44% of total federal and state funds available to the region. The 2030 TPP identifies highway safety as a program and states it will include capacity, Highway Safety Improvement Program (HSIP), and cooperative agreement projects. Approximately \$196 million or 11% will be spent on safety projects. The 2030 TPP identifies mobility programs and projects. The mobility programs are active traffic management and opportunities identified through the congestion management and safety plan (CMSP). The plan's mobility projects are strategic capacity enhancements such as MnPass lanes and other capacity issues that cannot be addressed by CMSP or MnPass projects like completion of Trunk Highway 610. The combined federal and state funds allocated to mobility projects represent approximately \$354 million or 21%. A significant part of these funds labeled mobility are, in fact, required to reconstruct the highways as the mobility projects are carried out. It is difficult to separate one part of the work from another. In addition to these three areas, the TIP includes several highway-related "set-asides" that reserve funds for right-of-way and supplemental agreements, activities that are difficult to identify in advance. Right-of-way needs for projects vary significantly by locale and based on court decisions. Supplemental agreements consist of contract changes due to unforeseen costs, such as poor or polluted soils, or for cost overruns. The combined funds allocated for highway set-asides are \$177 million or 10% of the total funds available.

The "other" category in Table 10 includes agreements with local governments, enhancements, transit and non-motorized projects. These projects represent 13% or \$225 million. Local agreements cover work in MnDOT right-of-way and MnDOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. Finally, transit projects are included. Many projects selected for funding can be found in the Transportation Policy Plan or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

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

The Transportation Policy Plan emphasizes the need for bike and walk projects. Specific facilities are not identified relative to bike, walk or enhancement projects in the plan. There are policies that define need

in these areas. The criteria used to select projects are intended to encourage projects that fulfill these policies. Therefore, the projects selected are consistent with the Transportation Policy Plan.

Table 10
2014-2017 ALLOCATION OF FEDERAL HIGHWAY AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

| | 2014 | 2015 | 2016 | 2017 | Total | |
|--|------------|------------|------------|------------|-------------|---------------|
| | | | | | \$ | % |
| Preservation | 232 | 186 | 192 | 142 | 752 | 44.1% |
| Safety | 31 | 62 | 54 | 49 | 196 | 11.5% |
| Mobility | 139 | 46 | 42 | 127 | 354 | 20.8% |
| Setasides for R/W, Cost Overruns, Supplemental Agreements | 63 | 47 | 40 | 27 | 177 | 10.4% |
| Other (agreements, enhancements, transit) | 96 | 45 | 38 | 46 | 225 | 13.2% |
| TOTAL FED/STATE FUNDS | 561 | 386 | 366 | 391 | 1704 | 100.0% |
| Local Funds | 230 | 42 | 33 | 22 | 327 | |
| TOTAL FUNDS AVAILABLE | 791 | 428 | 399 | 413 | 2031 | |
| Advance Construction | 126 | 37 | 1 | 0 | 164 | |

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and projects authorized in the previous fiscal year, 2013 (Table A-14). Over the past twelve years, the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 11. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. During the past year, major projects completed included:

- Union Depot in St. Paul
- Cedar Avenue BRT
- Lowry Avenue Bridge

The status of major transit capital projects appears in Table 12. Replacement bus contracts have been regularly let. Central Corridor Transitway and the Minneapolis Interchange are major transitway projects currently under construction.

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

PROJECTS AUTHORIZED IN FISCAL YEAR 2013

Another measure of plan implementation is the projects and project values authorized in the previous fiscal year. These projects were in the 2013-2016 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 11 and 12), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2013 are recorded in Table A-14. The total value of these project authorizations is approximately \$747 million. FTA funded projects are not included in this total because funds for these projects are applied for on an ongoing basis.

[Note: This list will be verified and updated as needed after the end of the state fiscal year in June 2013.]

Table 11
STATUS OF MAJOR HIGHWAY PROJECTS

| <u>Project Highway and Bridge</u> | Cost Estimates (000s) | Current program years | Program Year-Last TIP | Assumed year open to traffic | Project status/comments |
|---|------------------------|-----------------------|-----------------------|------------------------------|--|
| TH 169/I-494 Interchange Reconstruction | \$172,000 | | 2012 | 2013 | Under Construction |
| TH 52 Lafayette Bridge over the Mississippi River | \$185,000 | | 2012 | 2014 | Chapter 152, Tier I Bridge Replacement, Under Construction. |
| TH 61 Hastings Bridge over the Mississippi River | \$275,000 to \$335,000 | | 2012 | 2014 | Chapter 152, Tier I Bridge Replacement. Under Construction. |
| I-35E from I-94 to TH 36 (incl. Cayuga Bridge) | \$118,000 | | 2013 | 2015 | Chapter 152, Tier 1 Bridge Replacement |
| I-694 and TH 51 and TH 10 Interchange Reconstruction and Bridge Replacement | \$43,945 | | 2012 | 2014 | Chapter 152 Bridges combined with mobility project; add one through lane |
| TH 36, St. Croix Bridge | \$488,335 | | --- | 2016 | New 4-lane bridge and approaches, TH95 interchange. Cost share with Wisc. Chapter 152 provides funding for MN share. |

[Note: In process of being updated]

Table 12
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

| Project Title | Total Project Cost | Federal Participation | Grant Application | Type | Project Status |
|---------------------------------------|--------------------|-----------------------|--|---------------------------------|-------------------------|
| Central Corridor Transitway | 957,000,000 | 474,000,000 | <i>To be applied, funds identified in Appendix A</i> | State Bond Funds Local Match | Under Construction |
| Minneapolis Interchange | 79,300,000 | 10,000,000 | | Local Match | Under Construction |
| Southwest Corridor Light Rail Transit | 600,000,000 | 300,000,000 | | Local Match | Preliminary Engineering |

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

[Note: In process of being updated]

Appendix A

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

| | <u>Federal Highway-Funded Projects</u> | <u>Page</u> |
|--|--|-------------|
| A-1 | Congestion Mitigation Air Quality (CMAQ) Projects | A-4 |
| A-2 | Transportation Alternatives (TA) Projects | A-8 |
| A-3 | Surface Transportation Program (STP) Projects | A-12 |
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| <u>Federal Transit-Funded Projects</u> | | |
| A-10 | Transit Section 5307 | A-45 |
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| A-13 | All Projects by Route Number (Not Including Transit) | A-53 |
| A-14 | Projects Obligated in Previous Fiscal Year | A-100 |

Appendix A KEY TO TABLES

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

| | | |
|----------------|---|------------------------------|
| Year | The State Fiscal year the project is scheduled to be let. | |
| PRT | The major project this project is a part of - see attached list. | |
| Route | The highway the project is located on. A "999" means multiple routes or a location has yet to be determined. | |
| Project Number | The MnDOT project number. | |
| Description | The location and work to be accomplished by the project. | |
| Agency | The agency with jurisdiction over the project. | |
| Category | The project type: Preservation, Replacement, Management, Expansion, Transit, Trails or Other. | |
| PRG | MnDOT Program categories | |
| | AM Agreements | SR Safety Rail |
| | BI Bridge Improvement | BT Bike Trails, Trails |
| | BR Bridge Replacement | MC Major Construction |
| | RC Reconstruction | RD Reconditioning |
| | RS Resurfacing | RX Road Repair |
| | SC Safety-Capacity | SH Safety Hazard Elimination |
| | TM Traffic Management | TR Transit |
| AQ | TIP air quality category. See Appendix B for description of codes. | |
| Total \$ | Total estimated cost of project. | |
| Fed \$ | Federal funding for the project. In some instances the federal funding is greater than the funding allocated by the STP selection process. This was necessary to completely fund the larger projects. | |
| DEMO \$ | Total federal demonstration funding for the project. | |
| State \$ | MnDOT state funding for the project. | |
| Local \$ | Total contribution from the local agency involved in the project. | |

**MnDOT Metro District Construction Projects
2014-2017 Parent Projects**

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

Twin Cities Metropolitan Area
2014 - 2017 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: |
|------|----------|-------|--------------|------|---|---------------|-----------|---------|----------|-----------|---------------------|-----|
| 2014 | BB | | TRS-TCMT-10B | TR | CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS | 3,402,600 | 2,722,080 | 0 | 0 | 680,520 | MET COUNCIL-MT | T10 |
| 2014 | BB | | TRS-TCMT-11B | TR | CMAQ: PURCHASE 15 BUSES FOR EXPRESS SERVICE | 8,250,000 | 6,600,000 | 0 | 0 | 1,650,000 | SOUTHWEST TRANSIT | T10 |
| 2014 | BB | | TRS-TCMT-13H | TR | CMAQ:AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-SERVICE BETWEEN CARVER & DOWNTOWN MPLS/U OF M & DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS | 1,032,750 | 826,200 | 0 | 0 | 206,550 | CITY OF CARVER | T1 |
| 2014 | BB | | TRS-TCMT-14 | TR | CMAQ: PURCHASE SIX BUSES & FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS | 3,606,923 | 2,885,538 | 0 | 0 | 721,385 | MVTA | T10 |
| 2014 | CMAQ | | 107-030-005 | TM | **AC**AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5 (AC PROJECT, PAYBACK IN 2017) | 1,300,500 | 921,626 | 118,774 | 0 | 260,100 | CITY OF BLOOMINGTON | O8 |
| 2014 | I 94 | | TRS-TCMT-14F | TR | CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-FOUR 60 FT BUSES FOR EXPRESS SERVICE | 2,794,500 | 2,235,600 | 0 | 0 | 558,900 | MET COUNCIL-MT | T10 |
| 2014 | I 94 | | TRS-TCMT-14G | TR | CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-EXPRESS SERVICE FOR 3 YEARS | 958,117 | 766,494 | 0 | 0 | 191,623 | MET COUNCIL-MT | T1 |
| 2014 | LOCAL 99 | | TRS-TCMT-14A | TR | CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL | 13,839,259 | 7,000,000 | 0 | 0 | 6,839,259 | MET COUNCIL-MT | T1 |
| 2014 | LOCAL 99 | | TRS-TCMT-14C | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 875,000 | MET COUNCIL-MT | AQ1 |
| 2014 | MN 999 | | 8825-388 | TM | TH55, TH13 & TH 149-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY | 1,172,475 | 937,980 | 0 | 234,495 | 0 | MNDOT | E2 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|-------|--------------|------|---|---------------|-----------|-------|----------|----------|---------------|-----|
| 2014 | US | 61 | 1913-75 | TM | FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61 | 3,744,000 | 2,995,200 | 0 | 748,800 | 0 | MNDOT | O8 |
| 2015 | BB | | TRS-TCMT-15A | TR | CMAQ: PURCHASE FIVE BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON SNELLING AVENUE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH STREET IN MPLS | 3,709,150 | 2,967,320 | 0 | 0 | 741,830 | METRO TRANSIT | A20 |
| 2015 | BB | | TRS-TCMT-15B | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON SNELLING AVE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH ST IN MPLS | 4,332,691 | 3,466,153 | 0 | 0 | 866,538 | METRO TRANSIT | A20 |
| 2015 | BB | | TRS-TCMT-15C | TR | CMAQ: PURCHASE 3 COACH BUSES FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M | 1,800,000 | 1,440,000 | 0 | 0 | 360,000 | SHAKOPEE | T10 |
| 2015 | BB | | TRS-TCMT-15D | TR | CMAQ: THREE YEARS OF STARTUP OPERATING FUNDS FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M | 1,600,533 | 1,280,426 | 0 | 0 | 320,107 | SHAKOPEE | T10 |
| 2015 | BB | | TRS-TCMT-15E | TR | CMAQ: PURCHASE SIX BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON WEST 7TH STREET IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT | 3,510,980 | 2,808,784 | 0 | 0 | 702,196 | METRO TRANSIT | A20 |
| 2015 | BB | | TRS-TCMT-15F | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON WEST 7TH ST IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT | 3,123,839 | 2,499,071 | 0 | 0 | 624,768 | METRO TRANSIT | A20 |
| 2015 | CSAH | 23 | 019-623-029 | TM | CMAQ: CSAH 23 & CSAH 42-FIBER OPTIC INSTALLATION, TRAFFIC SIGNAL MGMT SYS, SIGNAL TIMING | 1,153,900 | 923,120 | 0 | 0 | 230,780 | DAKOTA COUNTY | T6 |
| 2015 | CSAH | 32 | 019-632-032 | TM | CMAQ: INSTALL FIBER OPTIC CABLE FOR SIGNAL INTERCONNECTION ALONG CSAH 32 IN EAGAN INCLUDING TRAFFIC MONITORING EQUIPMENT, FLASHING YELLOW ARROWS AND RETIMING AND COORDINATION | 519,200 | 415,360 | 0 | 0 | 103,840 | DAKOTA COUNTY | S7 |
| 2015 | LOCAL | 99 | 141-030-021 | TM | CMAQ: UPGRADE OF THE TRAFFIC SIGNAL CONTROL SYSTEM AT 262 LOCATIONS IN MPLS ENHANCING THE ITS AND SIGNAL COORDINATION CAPABILITIES THROUGH NEW CONTROLLERS, ADVANCED DETECTOR TECHNIQUES AND TMC UPGRADES | 3,245,000 | 2,596,000 | 0 | 0 | 649,000 | MINNEAPOLIS | E2 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|--------------|------|--|---------------|-----------|-----------|----------|-----------|----------------------------|-----|
| 2015 | LOCAL 99 | | TRS-TCMT-15 | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 875,000 | MET COUNCIL-MT | AQ1 |
| 2015 | MN 51 | | 6216-133 | TM | FROM DAN PATCH AVE/MIDWAY PKWY IN FALCON HEIGHTS/SAINT PAUL TO I694 IN ARDEN HILLS-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS | 708,225 | 566,580 | 0 | 141,645 | 0 | MNDOT | E2 |
| 2015 | PED/BIKE | | 091-090-028 | EN | **AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PROJECT, PAYBACK IN FY16) | 11,424,000 | 2,400,000 | 3,760,000 | 0 | 5,264,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2016 | BB | | TRS-TCMT-16A | TR | CMAQ: PURCHASE FOUR BUSES FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON | 1,607,320 | 1,072,082 | 0 | 0 | 535,238 | METRO TRANSIT | A20 |
| 2016 | BB | | TRS-TCMT-16B | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON | 8,842,206 | 5,927,918 | 0 | 0 | 2,914,288 | METRO TRANSIT | A20 |
| 2016 | BB | | TRS-TCMT-16C | TR | CMAQ: PURCHASE FIVE BUSES FOR LIMITED STOP SERVICE ON E 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD | 2,009,150 | 1,476,725 | 0 | 0 | 532,425 | METRO TRANSIT | A20 |
| 2016 | BB | | TRS-TCMT-16D | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON EAST 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD | 7,514,836 | 5,523,275 | 0 | 0 | 1,991,561 | METRO TRANSIT | A20 |
| 2016 | LOCAL 99 | | 107-030-006 | TM | CMAQ:INSTALLATION OF INTERCONNECT INFRASTRUCTURE, COMMUNICATIONS EQUIPMENT AND MANAGEMENT SOFTWARE, IMPLEMENTATION OF PHASING MODIFICATIONS AND DEVELOPMENT AND INSTALLATION OF NEW COORDINATED TIMING PLANS THROUGH BLOOMINGTON | 1,120,000 | 896,000 | 0 | 0 | 224,000 | BLOOMINGTON | E2 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|----------|-------|---------------|------|---|--------------------|--------------------|------------------|------------------|-------------------|----------------------------|-----|
| 2016 | LOCAL 99 | | TRS-TCMT-16 | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 875,000 | MET COUNCIL-MT | T1 |
| 2016 | MN 252 | | 2748-62 | TM | FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS | 839,039 | 671,232 | 0 | 167,807 | 0 | MNDOT | E2 |
| 2016 | PED/BIKE | | 091-090-028AC | EN | **AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PAYBACK 1 OF 1) | 3,760,000 | 3,760,000 | 0 | 0 | 0 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2016 | US 169 | | 2750-82 | TM | FROM MN610 IN BROOKLYN PARK TO US10 IN ANOKA-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS | 1,152,197 | 921,758 | 0 | 230,439 | 0 | MNDOT | E2 |
| 2017 | CMAQ | | 107-030-005AC | TM | **AC**AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5 (AC PAYBACK 1 OF 1) | 118,774 | 118,774 | 0 | 0 | | CITY OF BLOOMINGTON | O8 |
| 2017 | LOCAL 99 | | 880M-CMAQ-17 | NA | METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2017 | 33,726,532 | 26,981,226 | 0 | 0 | 6,745,306 | MN/DOT | NC |
| Totals | | | | | | 149,043,696 | | 3,878,774 | | 36,539,214 | | |
| | | | | | | | 107,102,522 | | 1,523,186 | | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

TABLE A-2
Transportation Alternative Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|-------------|------|---|---------------|-----------|---------|----------|----------|----------------------------|-----|
| 2014 | EN | | 164-213-007 | EN | ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY-STREETScape, LIGHTING | 1,425,000 | 1,040,000 | 0 | 0 | 385,000 | SAINT PAUL | S18 |
| 2014 | PED/BIKE | | 019-090-011 | EN | **AC**THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRAIL (AC PROJECT, PAYBACK IN 2017) | 1,275,000 | 408,000 | 612,000 | 0 | 255,000 | DAKOTA COUNTY | AQ2 |
| 2014 | PED/BIKE | | 019-090-013 | EN | **AC**MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK PARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY (WAS 091-090-057) (AC PROJECT, PAYBACK IN 2017) | 1,935,000 | 830,553 | 201,639 | 0 | 902,808 | DAKOTA COUNTY | AQ2 |
| 2014 | PED/BIKE | | 019-090-015 | EN | TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS | 992,600 | 794,080 | 0 | 0 | 198,520 | DAKOTA COUNTY | AQ2 |
| 2014 | PED/BIKE | | 070-701-008 | EN | ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL | 1,300,000 | 1,040,000 | 0 | 0 | 260,000 | SCOTT COUNTY | AQ2 |
| 2014 | PED/BIKE | | 082-090-004 | EN | CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM 145TH ST TO 140TH ST IN HUGO | 135,000 | 92,000 | 0 | 0 | 43,000 | WASHINGTON COUNTY | AQ2 |
| 2014 | PED/BIKE | | 082-090-006 | RW | RIGHT OF WAY ACQUISITION FOR HARDWOOD CREEK REGIONAL TR EXTENSION FROM 145TH ST TO 140TH ST IN HUGO | 650,000 | 520,000 | 0 | 0 | 130,000 | WASHINGTON COUNTY | O4 |
| 2014 | PED/BIKE | | 091-090-068 | EN | FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS | 1,202,500 | 962,000 | 0 | 0 | 240,500 | MPLS PARK/REC BOARD | AQ2 |
| 2014 | PED/BIKE | | 091-090-071 | EN | ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS | 1,040,000 | 832,000 | 0 | 0 | 208,000 | MPLS PARK/REC BOARD | AQ2 |
| 2014 | PED/BIKE | | 091-090-072 | EN | OVER HENNEPIN CSAH 19 IN SHOREWOOD & TONKA BAY-CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE | 2,000,000 | 1,040,000 | 0 | 0 | 960,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2014 | PED/BIKE | | 107-425-008 | EN | HYLAND TRAIL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON-CONSTRUCT TRAIL | 674,700 | 539,760 | 0 | 0 | 134,940 | BLOOMINGTON | AQ2 |

**TABLE A-2
Transportation Alternative Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|---------------|------|--|---------------|-----------|---------|----------|----------|-------------------|-----|
| 2014 | | PED/BIKE | 110-020-031 | EN | **AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK- PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PROJECT, PAYBACK IN 2015) | 1,210,000 | 0 | 968,000 | 0 | 242,000 | BROOKLYN PARK | AQ2 |
| 2014 | | PED/BIKE | 141-090-038 | EN | OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS- REHABILITATE & PAINT BR 9(MN BR 94246) | 1,300,000 | 1,040,000 | 0 | 0 | 260,000 | MINNEAPOLIS | AQ2 |
| 2014 | | PED/BIKE | 179-090-004 | EN | FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL | 1,300,000 | 1,040,000 | 0 | 0 | 260,000 | BURNSVILLE | AQ2 |
| 2015 | | PED/BIKE | 010-090-005 | EN | FROM 1ST ST BRIDGE OVER W CHASKA CREEK IN CHASKA TO MAIN ST IN CITY OF CARVER (SW OF INTERSECTION OF HICKORY ST)-PEDESTRIAN/BICYCLE TRAIL AND TRAILHEAD FACILITIES | 757,900 | 606,320 | 0 | 0 | 151,580 | CARVER COUNTY | AQ2 |
| 2015 | | PED/BIKE | 019-090-016 | EN | FROM DAKOTA CSAH 38 TO JOHNNY CAKE RIDGE ROAD IN APPLE VALLEY- PEDESTRIAN/BICYCLE TRAIL INCLUDING BRIDGE | 1,818,135 | 1,100,000 | 0 | 0 | 718,135 | DAKOTA COUNTY | AQ2 |
| 2015 | | PED/BIKE | 062-090-002 | EN | FROM LONG LAKE REGIONAL PARK IN NEW BRIGHTON TO CR H IN MOUNDS VIEW-PEDESTRIAN/BICYCLE TRAIL | 1,442,320 | 1,100,000 | 0 | 0 | 342,320 | RAMSEY COUNTY | AQ2 |
| 2015 | | PED/BIKE | 082-090-005 | EN | FROM US 61 TO US 10 IN DENMARK TOWNSHIP-PEDESTRIAN/BICYCLE TRAIL | 1,683,000 | 1,100,000 | 0 | 0 | 583,000 | WASHINGTON COUNTY | AQ2 |
| 2015 | | PED/BIKE | 092-090-052 | EN | ON THE GATEWAY STATE TRAIL OVER HADLEY AVE NORTH IN OAKDALE- PEDESTRIAN/BICYCLE TRAIL BRIDGE | 1,650,000 | 1,100,000 | 0 | 0 | 550,000 | DNR | AQ2 |
| 2015 | | PED/BIKE | 110-020-031AC | EN | **AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK- PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PAYBACK 1 OF 1) | 968,000 | 968,000 | 0 | 0 | | BROOKLYN PARK | AQ2 |
| 2015 | | PED/BIKE | 164-030-011 | EN | ON E 7TH ST FROM ARCADE ST TO BUSH; ON ARCADE ST FROM E 7TH ST TO BRIDGE OVER PHALEN BLVD; ON FOREST ST FROM WELLS ST TO REANEY AVE IN ST PAUL; AND ON REANEY AVE FROM FOREST ST TO JOHNSON PKWY-SIDEWALKS, LANDSCAPING, TREES, PEDESTRIAN LIGHTING, ON-STREET | 529,411 | 423,536 | 0 | 0 | 105,875 | SAINT PAUL | O9 |

**TABLE A-2
Transportation Alternative Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|-------------|------|--|---------------|-----------|-------|----------|-----------|----------------------------|-----|
| 2015 | PED/BIKE | | 164-646-001 | EN | ON RAYMOND AVE FROM HAMPDEN AVE TO ENERGY PARK DR IN ST PAUL- STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING, BIKE LANES, PEDESTRIAN LIGHTING | 1,826,330 | 1,100,000 | 0 | 0 | 726,330 | SAINT PAUL | O9 |
| 2015 | PED/BIKE | | 188-090-002 | EN | FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE- PEDESTRIAN/BICYCLE TRAIL | 1,124,267 | 899,410 | 0 | 0 | 224,857 | LAKEVILLE | AQ2 |
| 2016 | PED/BIKE | | 091-090-076 | EN | FROM BOONE AVE N/36TH AVE N IN NEW HOPE TO 32ND AVE N AND XENIA AVE N IN CRYSTAL- PEDESTRIAN/BICYCLE TRAIL | 1,153,600 | 922,880 | 0 | 0 | 230,720 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2016 | PED/BIKE | | 091-090-077 | EN | ALONG 57TH AVE N FROM E OF TH 100 TO N MISSISSIPPI REGIONAL PARK IN BROOKLYN CENTER- PEDESTRIAN/BICYCLE TRAIL | 1,435,840 | 1,120,000 | 0 | 0 | 315,840 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2016 | PED/BIKE | | 127-020-029 | EN | FROM MAIN STREET (CR 102) AND 57TH AVE NE TO 44TH AVE NE ACROSS I-694 IN FRIDLEY-PEDESTRIAN/BICYCLE BRIDGE AND TRAIL CONNECTION | 1,442,560 | 1,120,000 | 0 | 0 | 322,560 | FRIDLEY | AQ2 |
| 2016 | PED/BIKE | | 130-090-004 | EN | AT THREE POINTS ALONG THE VERMILLION RIVER BETWEEN THE INTERSECTION OF 3RD ST AND BAILY ST TO VERMILLION FALLS PARK IN HASTINGS-PEDESTRIAN/BICYCLE TRAIL | 1,008,000 | 806,400 | 0 | 0 | 201,600 | HASTINGS | AQ2 |
| 2016 | PED/BIKE | | 141-030-022 | EN | ON 7TH AND 8TH ST S FROM 1ST AVE N TO CHICAGO AVE AND ON 6TH AND 9TH ST S FROM 1ST AVE N TO 2ND AVE S IN MPLS-LANDSCAPING, PEDESTRIAN LIGHTING, PEDESTRIAN SAFETY IMPROVEMENTS | 2,016,000 | 1,120,000 | 0 | 0 | 896,000 | MINNEAPOLIS | O9 |
| 2016 | PED/BIKE | | 141-220-005 | EN | RECONSTRUCTION OF 6TH AVE N WITH PRESERVATION OF HISTORIC PAVERS AND LOADING DOCKS, INSTALLATION OF SIDEWALKS FROM 5TH ST N TO THE END OF ST N OF WASHINGTON AVE | 2,799,104 | 1,120,000 | 0 | 0 | 1,679,104 | MINNEAPOLIS | O9 |
| 2016 | PED/BIKE | | 164-646-002 | EN | ON RAYMOND AVE FROM ENERGY PARK DR TO COMO AVE, STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING | 1,472,240 | 1,120,000 | 0 | 0 | 352,240 | SAINT PAUL | O9 |
| 2016 | PED/BIKE | | 199-090-001 | EN | FROM MISSISSIPPI W REGIONAL PARK TO CITY LIMITS 3/8 MI W OF MNDOT WAYSIDE REST AREA/DAYTONPORT ROADSIDE PARKING AREA IN CITY OF RAMSEY-PEDESTRIAN/BICYCLE TRAIL | 1,631,739 | 1,120,000 | 0 | 0 | 511,739 | RAMSEY | AQ2 |

**TABLE A-2
Transportation Alternative Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|--------|----------|-------|---------------|------|---|---------------|------------|-----------|----------|------------|---------------|-----|
| 2017 | LOCAL 99 | | 880M-TAP-17 | EN | METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2017 | 7,832,951 | 6,266,361 | 0 | 0 | 1,566,590 | MNDOT | NC |
| 2017 | PED/BIKE | | 019-090-011AC | EN | **AC**THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL (AC PAYBACK 1 OF 1) | 612,000 | 612,000 | 0 | 0 | 0 | DAKOTA COUNTY | AQ2 |
| 2017 | PED/BIKE | | 019-090-013AC | EN | **AC**MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY (WAS 091-090-057) (AC PAYBACK 1 OF 1) | 201,639 | 201,639 | 0 | 0 | 0 | DAKOTA COUNTY | AQ2 |
| Totals | | | | | | 49,844,836 | | 1,781,639 | | 13,958,258 | | |
| | | | | | | | 34,104,939 | | 0 | | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

**TABLE A-3
STP Projects**

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|-------------|---|---------------|-----------|-----------|----------|------------|-----------------|-----|
| 2014 | CITY | | 141-454-001 | BR **AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES (AC PROJECT, PAYBACK IN 2017) | 12,208,000 | 0 | 8,960,000 | 0 | 3,248,000 | MINNEAPOLIS | S19 |
| 2014 | CITY | | 164-158-020 | BR **AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PROJECT, PAYBACK IN 2017) | 2,447,200 | 0 | 1,400,000 | 0 | 1,047,200 | SAINT PAUL | S19 |
| 2014 | CSAH 11 | | 002-611-032 | RC ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL | 3,031,600 | 2,425,280 | 0 | 0 | 606,320 | ANOKA COUNTY | A15 |
| 2014 | CSAH 18 | | 010-618-013 | RC ON CARVER CSAH 18 (LYMAN BLVD) FROM CARVER CSAH 15 (AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY | 6,344,000 | 5,075,200 | 0 | 0 | 1,268,800 | CARVER COUNTY | A15 |
| 2014 | CSAH 5 | | 027-605-029 | BR HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441 | 21,000,000 | 8,320,000 | 0 | 0 | 12,680,000 | HENNEPIN COUNTY | S19 |
| 2014 | CSAH 51 | | 002-651-007 | RC FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS | 7,956,000 | 6,364,800 | 0 | 0 | 1,591,200 | ANOKA COUNTY | A15 |
| 2014 | CSAH 60 | | 188-020-021 | RC **AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN 2017) | 2,040,000 | 0 | 1,632,000 | 0 | 408,000 | LAKEVILLE | E1 |
| 2014 | CSAH 61 | | 027-661-046 | RC FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235) | 12,000,000 | 7,280,000 | 0 | 0 | 4,720,000 | HENNEPIN COUNTY | A15 |
| 2014 | CSAH 9 | | 019-609-018 | RC **AC**FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PROJECT, PAYBACK IN 2017) | 7,012,500 | 0 | 5,610,000 | 0 | 1,402,500 | DAKOTA COUNTY | S10 |
| 2014 | MN 101 | | 238-010-003 | MC **AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (TIED WITH 2738-28, 2738-29) | 20,522,127 | 0 | 7,700,000 | 0 | 12,822,127 | ROGERS | A20 |

**TABLE A-3
STP Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|-------------|------|--|---------------|-----------|-----------|----------|-----------|----------------------------|-----|
| 2014 | MN 149 | | 195-010-010 | RC | **AC**FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL (AC PROJECT, PAYBACK IN 2017) | 2,683,000 | 0 | 2,146,400 | 0 | 536,600 | EAGAN | A15 |
| 2014 | MN 999 | | 8825-473 | SC | **ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS & APS INSTALLATION | 630,000 | 504,000 | 0 | 126,000 | 0 | MNDOT | AQ2 |
| 2014 | PED/BIKE | | 091-090-074 | BT | CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON | 7,150,000 | 5,720,000 | 0 | 0 | 1,430,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2014 | PED/BIKE | | 091-090-075 | BT | CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS, SHELTERS, KIOSKS | 2,704,000 | 2,163,200 | 0 | 0 | 540,800 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2014 | US 952A | | 173-010-007 | RB | ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL- WIDENING, MILL & OVERLAY, LANDSCAPING (TIED TO 1908-84) | 10,383,000 | 7,280,000 | 0 | 0 | 3,103,000 | WEST ST PAUL | S19 |
| 2015 | CSAH 10 | | 010-610-046 | RD | FROM JUST N OF CSAH 30 IN WACONIA TWP TO TH 7 IN WATERTOWN TWP- RECONSTRUCTION INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND WIDENING SHOULDERS | 4,867,500 | 3,894,000 | 0 | 0 | 973,500 | CARVER COUNTY | S4 |
| 2015 | CSAH 135 | | 027-735-003 | BR | ON CSAH 135 (TONKAWA RD) OVER THE MAXWELL CHANNEL OF LAKE MINNETONKA IN ORONO-REPLACE BRIDGE #90621 | 990,000 | 792,000 | 0 | 0 | 198,000 | HENNEPIN COUNTY | S19 |
| 2015 | CSAH 17 | | 070-617-024 | RC | FROM S OF CSAH 78 TO N OF CSAH 42- RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL | 8,470,000 | 6,776,000 | 0 | 0 | 1,694,000 | SCOTT COUNTY | A20 |
| 2015 | CSAH 35 | | 157-020-026 | RD | CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD- RECONSTRUCT TO 2-LANE ROAD WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES | 5,183,545 | 4,146,836 | 0 | 0 | 1,036,709 | RICHFIELD | A20 |
| 2015 | CSAH 42 | | 019-642-051 | EN | ALONG THE NORTH SIDE OF CSAH 42 FROM NICOLLET AVE TO ELM DRIVE IN BURNSVILLE-PED/BICYCLE TRAIL | 3,692,233 | 2,953,786 | 0 | 0 | 738,447 | DAKOTA COUNTY | AQ2 |
| 2015 | CSAH 42 | | 062-642-007 | RD | CSAH 42 (FORD PKWY) FROM W OF HOWELL ST TO SNELLING AVE IN ST PAUL -RECONSTRUCT TO INCLUDE RAISED MEDIANS, BIKE AND TURN LANES AT INTERSECTIONS, NEW TRAFFIC SIGNALS AND SIDEWALK UPGRADES | 3,330,896 | 2,664,717 | 0 | 0 | 666,179 | RAMSEY COUNTY | S10 |

**TABLE A-3
STP Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|---------------|------|--|---------------|-----------|-------|----------|-----------|---------------|-----|
| 2015 | CSAH 8 | | 070-608-022 | RD | FROM CSAH 91 TO THE DAKOTA COUNTY LINE-RECONSTRUCT INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND A MULTI-USE TRAIL TO CONNECT TO AN EXISTING TRAIL IN DAKOTA COUNTY | 4,730,000 | 3,784,000 | 0 | 0 | 946,000 | SCOTT COUNTY | S19 |
| 2015 | I 35W | | 160-020-025 | RD | AT I-35W AND CLEVELAND AVE IN ROSEVILLE-RECONSTRUCT RAMP TERMINALS INCLUDING DUAL LEFT TURN LANES ON NB CLEVELAND AVE | 1,490,730 | 1,192,584 | 0 | 0 | 298,146 | ROSEVILLE | E3 |
| 2015 | LOCAL 99 | | 062-631-015 | BI | ON MARYLAND AVE AND APPROACHES BETWEEN L'ORIENT ST AND JACKSON ST IN ST PAUL-RECONSTRUCT BRIDGE #62525 | 935,000 | 748,000 | 0 | 0 | 187,000 | RAMSEY COUNTY | S19 |
| 2015 | LOCAL 99 | | 141-328-004 | BI | ON 10TH AVE SE OVER THE MISSISSIPPI RIVER IN MPLS-REHABILITATION OF CONCRETE ARCH STRUCTURE OF BRIDGE #2796 | 9,350,000 | 3,369,300 | 0 | 0 | 5,980,700 | MINNEAPOLIS | S19 |
| 2015 | LOCAL 99 | | 141-425-006 | RC | SB HENNEPIN/LYNDALE AVE FROM DUNWOODY BLVD TO EB I94 ENTRANCE RAMP AND FRANKLIN AVE AND; NB HENNEPIN AVE FROM FRANKLIN AVE TO END OF HENNEPIN/LYNDALE COMMON SECTION ADJACENT TO LORING PARK-RECONSTRUCTION, SIGNAL TIMING WORK AND PED/BICYCLE FACILITIES | 9,119,000 | 7,295,200 | 0 | 0 | 1,823,800 | MINNEAPOLIS | E3 |
| 2015 | LOCAL 99 | | 164-158-021 | BI | ON KELLOGG BLVD OVER THE RAVINE BETWEEN WABASHA ST AND SAINT PETER ST IN ST PAUL-RECONSTRUCT BRIDGE #92797 | 3,432,000 | 2,745,600 | 0 | 0 | 686,400 | SAINT PAUL | S19 |
| 2015 | LOCAL 99 | | 189-020-023 | SC | ON WEAVER LAKE RD AT DUNKIRK LANE, XENE LANE, AND NIAGARA LANE IN MAPLE GROVE-CONSTRUCT ROUNDABOUTS | 2,620,305 | 2,096,244 | 0 | 0 | 524,061 | MAPLE GROVE | E1 |
| 2015 | MN 101 | | 238-010-003AC | MC | **AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PAYBACK 1 OF 1) | 7,700,000 | 7,700,000 | 0 | 0 | 0 | ROGERS | S10 |
| 2015 | MN 51 | | 6216-130 | BR | AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE BRIDGE 62010(62038), ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL | 2,680,000 | 2,144,000 | 0 | 536,000 | 0 | MN/DOT | S19 |
| 2015 | MN 55 | | 195-010-011 | MC | FROM THE MN149 NORTH INTERSECTION THROUGH THE MN149 SOUTH INTERSECTION-EXPANSION TO A 6-LANE ROADWAY INCLUDING TRAFFIC SIGNALS, AND CONSTRUCTION OF A MULTI-USE TRAIL | 3,300,000 | 2,640,000 | 0 | 0 | 660,000 | EAGAN | A20 |

**TABLE A-3
STP Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|-------------|------|---|---------------|-----------|-------|----------|-----------|-----------------|-----|
| 2015 | MN 999 | | 880M-ADA-15 | SC | **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2015 | 1,080,000 | 860,000 | 0 | 220,000 | 0 | MNDOT | NC |
| 2015 | MN 999 | | 880M-RS-15 | RS | METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2015 | 1,915,000 | 1,532,000 | 0 | 383,000 | 0 | MN/DOT | NC |
| 2016 | CSAH 11 | | 002-611-034 | RC | FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD-RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES | 4,183,200 | 3,346,560 | 0 | 0 | 836,640 | ANOKA COUNTY | A20 |
| 2016 | CSAH 116 | | 002-716-015 | MC | FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING | 11,477,760 | 7,840,000 | 0 | 0 | 3,637,760 | ANOKA COUNTY | A20 |
| 2016 | CSAH 146 | | 027-746-005 | BR | ON CSAH 146 (BROWN RD) OVER LONG LAKE CREEK IN ORONO-REPLACE BRIDGE #90622 | 560,000 | 448,000 | 0 | 0 | 112,000 | HENNEPIN COUNTY | S19 |
| 2016 | CSAH 24 | | 002-624-026 | RC | FROM CR 72 (RUM RIVER BLVD)/POPPY ST THROUGH KERRY ST IN ST FRANCIS-RECONSTRUCT INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS AND MULTI-USE TRAIL | 1,848,000 | 1,478,400 | 0 | 0 | 369,600 | ANOKA COUNTY | S19 |
| 2016 | CSAH 34 | | 107-020-065 | RC | FROM W94TH ST TO T8500 BLOCK OF NORMANDALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS | 8,120,000 | 6,496,000 | 0 | 0 | 1,624,000 | BLOOMINGTON | A20 |
| 2016 | CSAH 46 | | 027-646-007 | BR | OVER GODFREY PKWY IN MPLS-REPLACE BRIDGE #90585 | 2,240,000 | 1,792,000 | 0 | 0 | 448,000 | HENNEPIN COUNTY | S19 |
| 2016 | CSAH 53 | | 027-653-021 | RD | FROM JUST WEST OF WASHBURN AVE TO 16TH AVE IN RICHFIELD-RECONSTRUCT TO A 3-LANE SECTION CENTER TURN LANE, RAISED CONCRETE MEDIAN, SIGNAL REPLACEMENT, SIDEWALKS, ON-ROAD BIKEWAYS | 16,800,000 | 7,840,000 | 0 | 0 | 8,960,000 | HENNEPIN COUNTY | A20 |
| 2016 | LOCAL 99 | | 164-020-123 | RC | FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE-EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS | 10,026,296 | 7,840,000 | 0 | 0 | 2,186,296 | SAINT PAUL | A20 |

**TABLE A-3
STP Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|---------------|------|--|---------------|-----------|-------|-----------|-----------|-----------------|-----|
| 2016 | LOCAL 99 | | 164-080-012 | BI | ON WHEELOCK PKWY OVER THE TROUT BROOK STORM WATER STREAM, TROUT BROOK REGIONAL TRAIL AND CP RAILWAY BETWEEN ABLE ST AND PARK ST IN ST PAUL-RECONSTRUCT BRIDGE #90396 | 2,464,000 | 1,960,000 | 0 | 0 | 504,000 | SAINT PAUL | S19 |
| 2016 | MN 100 | | 2733-89 | RD | FROM JUST N I494 IN EDINA TO 36TH ST IN ST LOUIS PARK-CPR AND DIAMOND GRINDING | 10,000,000 | 8,000,000 | 0 | 2,000,000 | 0 | MNDOT | S11 |
| 2016 | MN 999 | | 880M-ADA-16 | SC | **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2016 | 1,080,000 | 860,000 | 0 | 220,000 | 0 | MNDOT | NC |
| 2016 | MN 999 | | 880M-RS-16 | RS | METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2016 | 1,585,000 | 1,268,000 | 0 | 317,000 | 0 | MN/DOT | NC |
| 2016 | US 61 | | 8206-45 | SC | NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE-RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED BIKE/PED FACILITIES | 6,720,000 | 5,376,000 | 0 | 1,344,000 | 0 | MNDOT | E1 |
| 2017 | CITY | | 141-454-001AC | BR | **AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES (AC PAYBACK 1 OF 1) | 8,960,000 | 8,960,000 | 0 | 0 | 0 | MINNEAPOLIS | S19 |
| 2017 | CITY | | 164-158-020AC | BR | **AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PAYBACK 1 OF 1) | 1,400,000 | 1,400,000 | 0 | 0 | 0 | SAINT PAUL | S19 |
| 2017 | CSAH 60 | | 188-020-021AC | RC | **AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1) | 1,632,000 | 1,632,000 | 0 | 0 | 0 | LAKEVILLE | E1 |
| 2017 | CSAH 81 | | 027-681-034 | RC | FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKLYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL | 11,200,000 | 7,840,000 | 0 | 0 | 3,360,000 | HENNEPIN COUNTY | A20 |
| 2017 | CSAH 9 | | 019-609-018AC | RC | **AC**FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PAYBACK 1 OF 1) | 5,610,000 | 5,610,000 | 0 | 0 | 0 | DAKOTA COUNTY | S19 |
| 2017 | I 94 | | 2781-452 | BI | I94 NB ON RAMP OVER GLENWOOD AVE IN MPLS-REPAIR BRIDGE 27728 | 11,385,000 | 9,108,000 | 0 | 2,277,000 | 0 | MNDOT | S19 |
| 2017 | LOCAL 99 | | 164-090-014 | EN | FROM HARRIET ISLAND REGIONAL PARK IN ST PAUL TO THE MISSISSIPPI RIVER REGIONAL TRAIL IN SOUTH ST PAUL-PED/BICYCLE TRAIL | 7,693,280 | 6,154,624 | 0 | 0 | 1,538,656 | SAINT PAUL | AQ2 |

**TABLE A-3
STP Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|----------|-------|---------------|------|---|--------------------|--------------------|-------------------|-------------------|-------------------|---------|-----|
| 2017 | LOCAL 99 | | 880M-STP-17 | MC | METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2017 | 8,071,220 | 6,456,976 | 0 | 0 | 1,614,244 | MNDOT | NC |
| 2017 | MN 110 | | 1918-110 | RD | **AB**JUST E I35E IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAMATION/WHITE TOPPING | 6,000,000 | 4,800,000 | 0 | 1,200,000 | 0 | MN/DOT | O6 |
| 2017 | MN 149 | | 195-010-010AC | RC | **AC**FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL (AC PAYBACK 1 OF 1) | 2,146,400 | 2,146,400 | 0 | 0 | 0 | EAGAN | A20 |
| 2017 | MN 3 | | 1920-41 | RS | JUST S MN50 IN CASTLE ROCK TWP TO JUST N 170TH ST IN EMPIRE TWP-MILL AND OVERLAY | 3,500,000 | 2,800,000 | 0 | 700,000 | 0 | MNDOT | S10 |
| 2017 | MN 5 | | 2701-49 | RS | FROM CSAH 4 (EDEN PRAIRIE RD) TO FULLER RD/VENTURE LANE IN EDEN PRAIRIE-MILL AND OVERLAY | 750,000 | 600,000 | 0 | 150,000 | 0 | MNDOT | S10 |
| 2017 | MN 50 | | 1904-27 | RS | FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-MILL AND OVERLAY | 4,000,000 | 3,200,000 | 0 | 800,000 | 0 | MNDOT | S10 |
| 2017 | MN 51 | | 6215-101 | RS | FROM DAYTON AVE TO PIERCE BUTLER IN ST PAUL-MILL AND OVERLAY | 1,500,000 | 1,200,000 | 0 | 300,000 | 0 | MNDOT | S10 |
| 2017 | MN 51 | | 6216-127 | RD | FROM COMO AVE IN ST PAUL TO MN36 IN ROSEVILLE-CPR AND DIAMOND GRINDING | 2,750,000 | 2,200,000 | 0 | 550,000 | 0 | MNDOT | S10 |
| 2017 | MN 999 | | 880M-ADA-17 | SC | METRO SETASIDE FOR ADA/BIKE PROJECT FOR FY 2017 | 2,000,000 | 1,600,000 | 0 | 400,000 | 0 | MNDOT | NC |
| 2017 | MN 999 | | 880M-BI-17 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS FOR FY 2017 | 510,000 | 408,000 | 0 | 102,000 | 0 | MNDOT | NC |
| 2017 | MN 999 | | 880M-SCN-17 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS ON NON-NHS FOR FY 2017 | 3,000,000 | 2,400,000 | 0 | 600,000 | 0 | MNDOT | NC |
| Totals | | | | | | 352,209,792 | | 27,448,400 | | 87,008,685 | | |
| | | | | | | | 225,527,707 | | 12,225,000 | | | |

Twin Cities Metropolitan Area
2014 - 2017 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 |
|------|-----|--------|--------------|------|--|---------------|---------|-----------|-------|----------|-----------|-----------------|----|
| 2014 | | CITY | 164-070-008 | RW | **MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU) | 1,337,250 | 0 | 1,069,800 | 0 | 0 | 267,450 | SAINT PAUL | O4 |
| 2014 | | CITY | 164-070-009 | RC | **MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU) | 1,395,771 | 0 | 1,116,617 | 0 | 0 | 279,154 | SAINT PAUL | O1 |
| 2014 | | CSAH 3 | 027-603-030 | MC | **MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (SAFETEA-LU) | 7,437,293 | 0 | 5,949,834 | 0 | 0 | 1,487,459 | HENNEPIN COUNTY | O1 |
| 2014 | | CSAH 3 | 027-603-030A | MC | **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (2001 APPROPRIATIONS ACT) | 3,154,244 | 0 | 2,523,395 | 0 | 0 | 630,849 | HENNEPIN COUNTY | O1 |
| 2014 | | CSAH 3 | 027-603-049B | MC | **MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (SAFETEA-LU) | 1,799,800 | 0 | 1,439,840 | 0 | 0 | 359,960 | HENNEPIN COUNTY | O4 |
| 2014 | 4 | MN 36 | 8214-114B | RW | **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU) | 3,249,501 | 0 | 2,599,601 | 0 | 0 | 649,900 | MNDOT | O4 |
| 2014 | | MN 55 | 027-030-014 | RW | **MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU) | 510,000 | 0 | 408,000 | 0 | 0 | 102,000 | HENNEPIN COUNTY | O4 |
| 2014 | | MN 55 | 027-596-005 | RW | **MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU) | 754,501 | 0 | 603,601 | 0 | 0 | 150,900 | HENNEPIN COUNTY | O2 |

**TABLE A-4
Demo/High Priority Projects**

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|---------------|------|--|---------------|---------|-----------|-------|----------|----------|------------|-----|
| 2014 | | PED/BIKE | 091-090-050 | BT | **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION (SAFETEA-LU) | 999,850 | 0 | 799,880 | 0 | 0 | 199,970 | SAINT PAUL | AQ2 |
| 2014 | 5 | US 61 | 1913-64B | BR | **MN261**HASTINGS BRIDGE 19004(2010 APPROPRIATIONS ACT-STP) | 291,967 | 0 | 291,967 | 0 | 0 | 0 | MN/DOT | S19 |
| 2014 | 5 | US 61 | 1913-64E | BR | **MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP) | 50,000 | 0 | 50,000 | 0 | 0 | 0 | MN/DOT | O1 |
| 2015 | 4 | MN 36 | 8214-114CCAC1 | RW | **MN217**AC*ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)(AC PAYBACK 1 OF 2) | 2,500,000 | 0 | 2,500,000 | 0 | 0 | 0 | MNDOT | A20 |
| 2015 | 4 | MN 36 | 8214-144 | PL | **MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU) | 339,950 | 0 | 271,960 | 0 | 67,990 | 0 | MNDOT | O1 |
| 2015 | 8 | MN 610 | 2771-37E | MC | **MN266** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (2010 APPROPRIATIONS ACT-STP) | 399,932 | 0 | 399,932 | 0 | 0 | 0 | MN/DOT | A20 |
| 2015 | 8 | MN 610 | 2771-38E | MC | **MN119** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (SAFETEA-LU) | 936,518 | 0 | 749,214 | 0 | 187,304 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38H | MC | **MN249** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (2008 APPROPRIATIONS ACT-STP) | 490,000 | 0 | 490,000 | 0 | 0 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38S1A | RW | **MN211** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) | 2,107,164 | 0 | 1,685,731 | 0 | 421,433 | 0 | MNDOT | A20 |

**TABLE A-4
Demo/High Priority Projects**

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|---------------|-----|--------|---------------|------|---|-------------------|----------|-------------------|----------|------------------|------------------|--------|-----|
| 2015 | 8 | MN 610 | 2771-38S2A | MC | **MN226** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (SAFETEA-LU) | 1,873,034 | 0 | 1,498,427 | 0 | 374,607 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38TA | MC | **MN235** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (SAFETEA-LU) | 4,204,068 | 0 | 3,363,254 | 0 | 840,814 | 0 | MNDOT | A20 |
| 2016 | 4 | MN 36 | 8214-114CCAC2 | RW | **MN217**AC**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)(AC PAYBACK 2 OF 2) | 1,437,808 | 0 | 1,437,808 | 0 | 0 | 0 | MNDOT | A20 |
| Totals | | | | | | 35,268,651 | 0 | 29,248,861 | 0 | 1,892,148 | 4,127,642 | | |

Twin Cities Metropolitan Area
2014 - 2017 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: |
|------|-----|--------|---------------|------|---|---------------|------------|------------|------------|-------------|---------|-----|
| 2014 | 2 | I 35E | 6280-367 | MC | **BR4M**FMP*FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS | 104,750,000 | 33,000,000 | 0 | 15,964,500 | 55,785,500 | MN/DOT | A20 |
| 2014 | | I 35W | 2782-320 | BR | AT W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053 AND APPROACH WORK | 8,440,000 | 7,375,500 | 0 | 819,500 | 245,000 | MN/DOT | S19 |
| 2014 | | I 35W | 6284-157 | BI | AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS/NEW BRIGHTON-REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL | 890,000 | 801,000 | 0 | 89,000 | 0 | MN/DOT | S19 |
| 2014 | | I 494 | 2785-330 | RC | **AC**FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, | 48,000,000 | 30,000,000 | 6,000,000 | 0 | 12,000,000 | MNDOT | A20 |
| 2014 | | I 494 | 2785-372 | BI | AT NB MN77 AND AT 12TH AVE OVER I494 IN BLOOMINGTON-REDECK BRIDGES 9082 & 9080 & REPLACE APPROACH PANELS | 925,000 | 832,500 | 0 | 92,500 | 0 | MN/DOT | S19 |
| 2014 | | MN 101 | 2738-29 | RD | FROM S. DIAMOND LAKE RD IN ROGERS TO HENNEPIN/WRIGHT COUNTY LINE - BITUMINOUS MILL & OVERLAY (TIED WITH 2738-28, 238-010-003) | 1,085,000 | 868,000 | 0 | 217,000 | 0 | MNDOT | S10 |
| 2014 | 4 | MN 36 | 8214-114RW1 | RW | ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION | 2,130,000 | 1,704,000 | 0 | 426,000 | 0 | MNDOT | A20 |
| 2014 | 4 | MN 36 | 8221-01 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 & XCEL BARGE UNLOADER FACILITY REMOVAL (AC PROJECT, PAYBACKS IN 2015, 2016, AND 2017) | 290,600,000 | 35,200,000 | 90,320,000 | 0 | 165,080,000 | MN/DOT | A20 |
| 2014 | | MN 36 | 8221-82045AAC | BR | **AC**AT BRIDGE 82045 OVER ST. CROIX RIVER - CONSTRUCT SUBSTRUCTURE (COFFERDAMS, DRILLED SHAFTS, FOOTINGS, & STARTER COLUMN SEGMENTS) FOR 5 RIVER PIERS (AC PAYBACK 1 OF 1) | 19,200,000 | 19,200,000 | 0 | 0 | 0 | MN/DOT | A20 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|----------------|------|---|---------------|-----------|-------|-----------|----------|---------|-----|
| 2014 | | MN 36 | 8221-82045PEAC | CA | **AC**ST. CROIX RIVER CROSSING - DESIGN & PREPARE 3 BRIDGE PLANS, SPECIAL PROVISIONS, ESTIMATES & CONDUCT REVIEW OF HYDRAULIC ANALYSIS FOR THE ENTIRE CONSTRUCTION PROJECT (AC PAYBACK 1 OF 1) | 5,600,000 | 5,600,000 | 0 | 0 | 0 | MN/DOT | A20 |
| 2014 | | MN 36 | 8221-82045PRAC | CA | **AC**ST. CROIX RIVER CROSSING - PEER REVIEW OF FINAL BRIDGE DESIGN FOR 3 BRIDGES (82045, 82047, 82048) (AC PAYBACK 1 OF 1) | 1,000,000 | 1,000,000 | 0 | 0 | 0 | MN/DOT | A20 |
| 2014 | | MN 610 | 2771-101 | MC | HENNEPIN CSAH 81 TO I94 IN MAPLE GROVE-POWERLINE RELOCATION INCLUDING INSTALLATION OF NEW STILL TOWER STRUCTURES AND REMOVAL OF LATICE TOWER | 1,982,341 | 1,585,873 | 0 | 396,468 | 0 | MNDOT | NC |
| 2014 | | MN 65 | 0207-100 | RD | **ADA**AB**FROM S OF INTERSECTION OF 53RD AVE NE IN FRIDLEY TO BRIDGE UNDER ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY FOR SOUTHERN 1 MILE, ALT BID FOR NORTHERN 3 MILES, DRAINAGE, GUARDRAIL, ADA PED RAMPS & WALK SIGNAL STRIPING AND BUS STOP IMPROV | 9,330,000 | 7,464,000 | 0 | 1,866,000 | | MN/DOT | S10 |
| 2014 | | US 169 | 2772-91 | RC | FROM JUST N OF JCT I494 IN BLOOMINGTON TO JUST N JCT MN 62 IN EDINA-MILL & UNBONDED CONCRETE OVERLAY, GUARDRAIL, DRAINAGE, PED RAMPS, CURB AND GUTTER, SIGNAL & SIGNING | 8,755,000 | 7,004,000 | 0 | 1,751,000 | 0 | MN/DOT | S10 |
| 2014 | 7 | US 169 | 2776-03RW14 | RW | I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE | 5,060,000 | 4,048,000 | 0 | 1,012,000 | 0 | MNDOT | O4 |
| 2015 | | I 35E | 6281-19 | RS | FROM RAMSEY CR E IN VADNAIS HTS TO JUST S OF RAMSEY CSAH 96 IN WHITE BEAR LAKE-MILL & OVERLAY, MILL & CONCRETE UNBONDED OVERLAY, DRAINAGE, LOOP DETECTORS, GUARDRAIL, CONSTRUCT SLOPE, CPR AT RAMPS, MILL & OVERLAY, CABLE MEDIAN | 4,940,000 | 4,446,000 | 0 | 494,000 | 0 | MN/DOT | S10 |
| 2015 | | I 35E | 6281-20 | BI | RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE, REPLACE TRAFFIC SIGNALS, ADA PED FACILITIES | 1,825,000 | 1,453,500 | 0 | 161,500 | 210,000 | MN/DOT | S19 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|-------------|------|---|---------------|------------|------------|------------|-----------|---------|-----|
| 2015 | | I 35E | 6281-25 | BR | OVER GOOSE LAKE RD AND BNSF RR IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 (NEW 62729) AND 9568 (NEW 62730) INCLUDING REPLACEMENT AND PROFILE ADJUSTMENTS OF PAVEMENT ON BOTH SIDES OF BRIDGE, GUARDRAIL, DRAINAGE, TMS (TIED WITH 6281-19) | 9,475,000 | 8,527,500 | 0 | 947,500 | 0 | MN/DOT | S19 |
| 2015 | | I 394 | 2789-136 | RS | JUST E OF MN100 IN GOLDEN VALLEY TO WEST END OF BRIDGE #27770D IN MPLS- MILL AND OVERLAY, MINOR CPR, DIAMOND GRINDING, SHOULDERS, DRAINAGE, ADA RAMPS, GUARDRAIL AND SIGNAL LOOPS | 4,500,000 | 4,050,000 | 0 | 450,000 | 0 | MN/DOT | S10 |
| 2015 | | I 494 | 2785-330AC | RC | FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, AND R | 6,000,000 | 6,000,000 | 0 | 0 | 0 | MNDOT | A20 |
| 2015 | | I 94 | 2781-447 | BI | WB RAMP OVER LRT AND CITY ST LOCATED JUST E OF JCT OF MN 55 IN MPLS AND ON I494 OVER 34TH ST IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK | 1,195,000 | 1,075,500 | 0 | 119,500 | 0 | MN/DOT | S19 |
| 2015 | | I 94 | 2781-448 | BI | NEAR JUNCTION OF I94 AND I394 IN MPLS - REMOVE AND REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON BRIDGES 27793 AND 27799L, GUARDRAIL | 370,000 | 333,000 | 0 | 37,000 | 0 | MNDOT | S19 |
| 2015 | | I 94 | 6282-200 | BR | AT MACKUBIN STREET IN ST. PAUL- REPLACE PEDESTRIAN BRIDGE #9737, SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS | 1,510,000 | 1,359,000 | 0 | 151,000 | 0 | MN/DOT | S19 |
| 2015 | 6 | MN 100 | 2734-33 | MC | **ELLA**AB**AC**FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309 (NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CON | 62,570,000 | 15,426,000 | 33,830,000 | 12,314,000 | 1,000,000 | MN/DOT | A20 |
| 2015 | 4 | MN 36 | 8214-114RW2 | RW | ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION | 1,000,000 | 800,000 | 0 | 200,000 | 0 | MNDOT | A20 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|------------|------|---|---------------|------------|-------|------------|----------|---------|-----|
| 2015 | 4 | MN 36 | 8221-01AC1 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS- NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 3) | 53,000,000 | 53,000,000 | 0 | 0 | 0 | MN/DOT | A20 |
| 2015 | | MN 77 | 1925-52 | BI | OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL | 2,140,000 | 1,712,000 | 0 | 428,000 | 0 | MN/DOT | S19 |
| 2015 | | MN 999 | 880M-BI-15 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2015 | 5,030,000 | 4,024,000 | 0 | 1,006,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-CM-15 | SC | METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2015 | 14,000,000 | 7,200,000 | 0 | 6,800,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-RW-15 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2015 | 19,115,000 | 8,800,000 | 0 | 10,315,000 | 0 | MN/DOT | NC |
| 2015 | | US 169 | 7008-100 | SC | BETWEEN MN 282 AND MN 21 IN JORDAN - RECONSTRUCT MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES | 6,430,000 | 5,144,000 | 0 | 1,286,000 | 0 | MNDOT | S9 |
| 2015 | | US 52 | 1928-60 | SC | FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS | 1,265,000 | 1,012,000 | 0 | 253,000 | 0 | MNDOT | S18 |
| 2016 | | I 35W | 6284-166 | RS | FROM JCT MN36 IN ROSEVILLE TO JUST N I694 IN ARDEN HILLS/NEW BRIGHTON-MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, AUXILLIARY LANES | 10,580,000 | 9,522,000 | 0 | 1,058,000 | 0 | MNDOT | A20 |
| 2016 | | I 94 | 6283-175 | SC | EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL | 3,460,000 | 3,114,000 | 0 | 346,000 | 0 | MN/DOT | A15 |
| 2016 | | I 94 | 6283-234 | RC | FROM JUST E MOUNDS BLVD IN ST PAUL TO E OF MN120 IN WOODBURY AND ON US61 FROM JUST N BURNS AVE TO W JCT MN5 IN ST PAUL- UNBONDED CONCRETE OVERLAY, REPAIR BRIDGES 62706, 62861, 62862, 62838 AND 62870, DRAINAGE, SIGNALS, LIGHTING, SIGNING, GUARDRAIL, TMS AN | 32,520,000 | 29,268,000 | 0 | 3,252,000 | 0 | MN/DOT | S10 |
| 2016 | 6 | MN 100 | 2734-33AC | MC | **AC**FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309(NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING A | 33,830,000 | 33,830,000 | 0 | 0 | 0 | MN/DOT | A20 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|--------|------------|------|--|----------------------|--------------------|--------------------|-------------------|--------------------|---------|-----|
| 2016 | | MN 280 | 6241-102 | RC | FROM JUST S COMO IN LAUDERDALE TO I35W IN ROSEVILLE-MILL AND OVERLAY AND PARTIAL RECONSTRUCT | 3,830,000 | 3,064,000 | 0 | 766,000 | 0 | MNDOT | S10 |
| 2016 | 4 | MN 36 | 8221-01AC2 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 2 OF 3) | 33,000,000 | 33,000,000 | 0 | 0 | 0 | MN/DOT | A20 |
| 2016 | | MN 999 | 880M-ML-16 | RC | METRO SETASIDE FOR MANAGED LANE IMPLEMENTATION PROJECT FOR FY 2016 | 20,000,000 | 15,000,000 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2017 | | I 35W | 2782-327 | MC | FROM 46TH ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, DRAINAGE, LIGHTING, REPLACE BRIDGES 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872 | 121,000,000 | 58,110,000 | 0 | 0 | 62,890,000 | MNDOT | A20 |
| 2017 | | I 94 | 2781-432 | RD | FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER-MAJOR CPR AND DIAMOND GRINDING, DRAINAGE | 23,355,000 | 21,019,500 | 0 | 2,335,500 | | MNDOT | S10 |
| 2017 | | I 94 | 2781-453 | BI | AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR | 4,655,000 | 4,189,500 | 0 | 465,500 | | MNDOT | S19 |
| 2017 | | MN 13 | 7001-112 | RS | FROM E OF US 169 IN SAVAGE TO JUST E OF WASHBURN AVE IN BURNSVILLE-MILL AND OVERLAY | 5,000,000 | 4,000,000 | 0 | 1,000,000 | 0 | MNDOT | S10 |
| 2017 | | MN 36 | 8221-01AC3 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 3 OF 3) | 4,320,000 | 4,320,000 | 0 | 0 | 0 | MN/DOT | A20 |
| 2017 | | MN 999 | 880M-SC-17 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS ON NHS FOR FY 2017 | 6,000,000 | 4,800,000 | 0 | 1,200,000 | 0 | MNDOT | NC |
| 2017 | | US 169 | 2772-105 | RD | JUST NORTH OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY -CPR WITH DIAMOND GRINDING AND MILL AND OVERLAY, DRAINAGE | 16,515,000 | 13,212,000 | 0 | 3,303,000 | | MNDOT | S10 |
| Totals | | | | | | 1,020,177,341 | | 130,150,000 | | 297,210,500 | | |
| | | | | | | | 516,494,373 | | 76,322,468 | | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

**TABLE A-6
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|-------|---------------|------|---|---------------|-----------|-------|----------|-----------|---------------|-----|
| 2014 | CR | 3 | 002-596-020 | SH | ON ANOKA CR 3 (COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES | 520,000 | 468,000 | 0 | 0 | 52,000 | ANOKA COUNTY | E1 |
| 2014 | CSAH | 17 | 166-020-014 | SH | ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD INCLUDING TURN LANES | 2,220,000 | 1,101,600 | 0 | 0 | 1,118,400 | SHAKOPEE | E1 |
| 2014 | CSAH | 31 | 062-631-009 | SH | ON RAMSEY CSAH 31 (MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES | 1,663,951 | 1,497,556 | 0 | 0 | 166,395 | RAMSEY COUNTY | E1 |
| 2014 | CSAH | 32 | 019-632-028 | SH | ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE-CONSTRUCT WB LEFT TURN LANE AND CHANNELIZATION | 364,000 | 327,600 | 0 | 0 | 36,400 | DAKOTA COUNTY | E1 |
| 2014 | CSAH | 32 | 019-632-034AC | SH | **AC**DAKOTA CSAH 32(CLIFF RD) AT JOHNNY CAKE RIDGE RD IN EAGAN-SIGNAL REBUILD, LEFT AND RIGHT TURN LANES (AC PAYBACK 1 OF 1) | 618,750 | 618,750 | 0 | 0 | 0 | DAKOTA COUNTY | E1 |
| 2014 | CSAH | 46 | 070-646-005AC | SH | **AC**AT CR 29 IN NEW MARKET-ROUNDAABOUT (AC PAYBACK 1 OF 1) | 369,283 | 369,283 | 0 | 0 | 0 | SCOTT COUNTY | E1 |
| 2014 | CSAH | 5 | 002-605-018 | SH | ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT & RIGHT TURN LANES | 1,040,000 | 936,000 | 0 | 0 | 104,000 | ANOKA COUNTY | E1 |
| 2014 | CSAH | 78 | 002-678-020 | SH | ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS | 936,000 | 842,400 | 0 | 0 | 93,600 | ANOKA COUNTY | E1 |
| 2014 | LOCAL | 99 | 880M-SHL-14 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2014 | 2,175,873 | 1,958,286 | 0 | 0 | 217,587 | MN/DOT | NC |
| 2014 | MN | 999 | 8825-389 | SH | METROWIDE-INSTALL RURAL INTERSECTION LIGHTING | 208,000 | 187,200 | 0 | 20,800 | 0 | MNDOT | S18 |
| 2014 | RR | | 02-00134 | SR | MNNR ON 69TH AVE NE, MSAS 305 IN FRIDLEY & SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE-DUE TO CLOSURE AT SPRING CREEK DRIVE | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | RR | | 10-00119 | SR | TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | RR | | 27-00304 | SR | PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | RR | | 62-00203 | SR | MNNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |

**TABLE A-6
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|-------------|------|--|---------------|-----------|-------|----------|----------|-----------------|-----|
| 2014 | RR | | 62-00210 | SR | CP ON S ERIE ST M636 IN ST PAUL-UPGRADE TO GATES | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | RR | | 70-00123 | SR | UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS) | 300,000 | 300,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | RR | | 82-00139 | SR | UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | RR | | 82-00140 | SR | UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES | 325,000 | 325,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | US 52 | | 1905-33 | SH | AT 280TH/CSAH 86 IN RANDOLPH TWP - CONVERT MEDIAN TO 3/4 INTERSECTION WITH U TURNS AND CONSTRUCT LEFT TURN LANE FOR U TURN MOVEMENTS WITH 3/4 INTERSECTION | 985,000 | 886,500 | 0 | 98,500 | 0 | MNDOT | E1 |
| 2014 | US 52 | | 1906-57 | SH | AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS AND CONSTRUCT LEFT TURN LANE | 1,000,000 | 900,000 | 0 | 100,000 | 0 | MNDOT | E1 |
| 2015 | CSAH 10 | | 062-610-004 | SH | RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-INTERSECTION IMPROVEMENT INCLUDING REPLACE TRAFFIC SIGNAL AND TURN LANES | 1,200,000 | 630,000 | 0 | 0 | 570,000 | RAMSEY COUNTY | E1 |
| 2015 | CSAH 116 | | 027-716-010 | SH | CR 116 AT CSAH 150 IN ROGERS-INTERSECTION LIGHTING | 27,500 | 24,750 | 0 | 0 | 2,750 | HENNEPIN COUNTY | S18 |
| 2015 | CSAH 18 | | 002-618-030 | SH | ANOKA CSAH 18 (BROADWAY AVE) AT CR 62 (KETTLE RIVER BLVD) IN COLUMBUS-ROUNDAABOUT | 550,000 | 495,000 | 0 | 0 | 55,000 | ANOKA COUNTY | E1 |
| 2015 | CSAH 19 | | 027-619-022 | SH | AT HENNEPIN CSAH 30 IN CORCORAN-INTERSECTION LIGHTING | 27,500 | 24,750 | 0 | 0 | 2,750 | HENNEPIN COUNTY | S18 |
| 2015 | CSAH 2 | | 070-602-020 | SH | AT SCOTT CSAH 46 IN NEW MARKET-ROUNDAABOUT | 1,485,000 | 1,336,500 | 0 | 0 | 148,500 | SCOTT COUNTY | E1 |
| 2015 | LOCAL 99 | | 107-444-007 | SH | LINDAU LANE/IKEA WAY IN BLOOMINGTON-REMOVAL OF APPROXIMATELY 380FT OF MEDIAN | 1,232,000 | 1,108,800 | 0 | 0 | 123,200 | BLOOMINGTON | S9 |
| 2015 | LOCAL 99 | | 141-030-025 | SH | 17 INTERSECTIONS IN MPLS-INSTALL SPECIAL COLORED MARKING AND SIGNING TREATMENTS FOR BICYCLE CONFLICT ZONES | 187,000 | 168,300 | 0 | 0 | 18,700 | MINNEAPOLIS | AQ2 |
| 2015 | LOCAL 99 | | 141-211-014 | SH | 4TH AVE S BETWEEN 3RD ST S AND 11TH ST S IN MPLS-OVERHEAD SIGNAL INDICATIONS AT 9 INTERSECTIONS | 786,500 | 707,300 | 0 | 0 | 79,200 | MINNEAPOLIS | S7 |
| 2015 | LOCAL 99 | | 189-102-011 | SH | WEAVER LAKE RD AT DUNKIRK LANE IN MAPLE GROVE-CONVERT SIGNALIZED INTERSECTION TO ROUNDAABOUT | 1,138,610 | 1,024,749 | 0 | 0 | 113,861 | MAPLE GROVE | E1 |
| 2015 | LOCAL 99 | | 880M-SHL-15 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015 | 7,210,946 | 6,489,851 | 0 | 0 | 721,095 | MN/DOT | NC |

**TABLE A-6
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|-------------|------|---|---------------|-----------|-------|----------|----------|---------------|-----|
| 2015 | RR | | 10-00120 | SR | TCWR RR, CARVER CSAH 41 IN DAHLGREN TOWNSHIP (1/2 MILE E OF COLOGNE)-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | RR | | 19-00142 | SR | UP RR, TH 55, COURTHOUSE BLVD IN HASTINGS-INSTALL CANTS, UPGRADE TO GATES | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | RR | | 27-00308 | SR | CP RR, 5TH AVE S (M220) IN HOPKINS-INSTALL CANTS-UPGRADE TO GATES | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | RR | | 27-00309 | SR | PGR RR, W 84TH ST, M1230 IN BLOOMINGTON-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | RR | | 27-00310 | SR | PGR RR, W 90TH ST, MSAS 130 IN BLOOMINGTON-REPLACE CANTS, ADD LED HOLDOVER | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | RR | | 27-00311 | SR | UP RR, PENNSYLVANIA AVE, M72 IN GOLDEN VALLEY-INSTALL GATES | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | RR | | 62-00208 | SR | CP RR, US 61 IN WHITE BEAR LAKE-INSTALL CANTS, UPGRADE TO GATES | 350,000 | 350,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | CSAH 8 | | 019-608-001 | SH | DAKOTA CSAH 8 (WENTWORTH AVE) AT DAKOTA CSAH 73 (OAKDALE AVE) IN W ST. PAUL-ROUNDAABOUT | 896,000 | 806,400 | 0 | 0 | 89,600 | DAKOTA COUNTY | E1 |
| 2016 | LOCAL 99 | | 141-030-023 | SH | 35TH AND 36TH ST BETWEEN PARK AVE AND BLAISDALE AVE IN MPLS-CONSTRUCT OVERHEAD SIGNAL INDICATIONS AT 16 INTERSECTIONS | 1,344,000 | 1,209,600 | 0 | 0 | 134,400 | MINNEAPOLIS | S7 |
| 2016 | LOCAL 99 | | 141-030-024 | SH | 38 SIGNALIZED INTERSECTIONS IN MPLS-INSTALL PEDESTRIAN COUNTDOWN SIGNALS | 341,600 | 306,880 | 0 | 0 | 34,720 | MINNEAPOLIS | S7 |
| 2016 | LOCAL 99 | | 880M-SHL-16 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016 | 9,020,244 | 8,118,220 | 0 | 0 | 902,024 | MN/DOT | NC |
| 2016 | MN 47 | | 0206-65 | SH | AT 142ND AVENUE IN RAMSEY-RECONSTRUCT CENTER RAISED MEDIAN TO GAIN POSITIVE OFFSET FOR NB AND SB LEFT TURN LANES | 280,000 | 252,000 | 0 | 28,000 | 0 | MNDOT | S9 |
| 2016 | MN 5 | | 1002-100 | SH | E AND W JCT MN101 IN CHANHASSEN-ACCELERATION LANES | 1,680,000 | 1,512,000 | 0 | 168,000 | 0 | MNDOT | E3 |
| 2016 | RR | | 02-00136 | SR | BNSF RR, EGRET BLVD, MSAS 104 IN COON RAPIDS-INSTALL GATES | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | RR | | 19-00143 | SR | PGR RR, RANDOLPH BLVD (MN 56) IN RANDOLPH TOWNSHIP-UPGRADE TO GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | RR | | 19-00144 | SR | PGR RR, 282ND ST E, DAKOTA CSAH 88 IN RANDOLPH TOWNSHIP-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | RR | | 27-00303 | SR | CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | S8 |

**TABLE A-6
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|----------|-------|-------------|------|---|-------------------|-------------------|----------|----------------|------------------|---------|-----|
| 2016 | RR | | 62-00209 | SR | MNNR RR, LONG LAKE ROAD, RAMSEY CSAH 45 IN NEW BRIGHTON-INSTALL GATES | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | RR | | 70-00124 | SR | UP RR, DELAWARE AVE, T180 IN ST. LAWRENCE TWSP-INSTALL GATES | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | RR | | 82-00143 | SR | CP RR, WASHINGTON CSAH 9, KEYSTONE AVE IN HUGO-INSTALL GATES | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | S8 |
| 2017 | LOCAL 99 | | 880M-SHL-17 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2017 | 9,222,222 | 8,300,000 | 0 | 0 | 922,222 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-SH-17 | SH | METRO SETASIDE FOR HSIP FOR FY 2017 | 4,111,111 | 3,700,000 | 0 | 411,111 | | MNDOT | NC |
| Totals | | | | | | 58,516,090 | | 0 | | 5,706,404 | | |
| | | | | | | | 51,983,275 | | 826,411 | | | |

Twin Cities Metropolitan Area
 2014 - 2017 Transportation Improvement Program

TABLE A-7
Miscellaneous Federal Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Other Fed \$ | State \$ | Other \$ | Agency: | AQ: |
|--------|-----|----------|-------------|------|---|---------------|---------|--------------|----------|----------|-------------|-----|
| 2014 | | PED/BIKE | 141-091-030 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES | 850,000 | 0 | 850,000 | 0 | 0 | MINNEAPOLIS | AQ2 |
| Totals | | | | | | 850,000 | 0 | 850,000 | 0 | 0 | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

TABLE A-8
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|--------------|------|--|---------------|---------|-------|-----------|-----------|---------|-----|
| 2014 | I 35 | | 8280-46 | SC | AT CSAH 2 IN FOREST LAKE-REPLACE LIGHTING SYSTEM | 300,000 | 0 | 0 | 300,000 | 0 | MNDOT | S17 |
| 2014 | I 35E | | 6280-367STIP | MC | FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS STIPENDS | 800,000 | 0 | 0 | 800,000 | | MNDOT | A15 |
| 2014 | I 35W | | 0280-68 | SC | INTERCHANGES AT S JCT ANOKA CSAH 23 (LAKE DR) IN BLAINE, AT ANOKA CSAH 32 (85TH AVE) IN BLAINE/SHOREVIEW AND AT N JCT ANOKA CSAH 23 (LAKE DR) IN LINO LAKES - REPLACE INTERCHANGE LIGHTING | 280,000 | 0 | 0 | 280,000 | 0 | MNDOT | S18 |
| 2014 | 3 I 35W | | 2782-295 | RB | FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | O6 |
| 2014 | I 394 | | 2789-141 | AM | **TED12** FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09 | 1,603,965 | 0 | 0 | 0 | 1,603,965 | MNDOT | A15 |
| 2014 | I 494 | | 1985-143 | AM | AT SE QUADRANT OF I494 & BLAINE AVE E IN INVER GROVE HEIGHTS - REPAIR & IMPROVE DRAINAGE TO POND T-23 | 62,400 | 0 | 0 | 62,400 | 0 | MNDOT | O5 |
| 2014 | I 494 | | 1985-146 | RB | AT 7TH AVE IN S ST PAUL- LANDSCAPING, RETAINING WALL | 125,000 | 0 | 0 | 125,000 | 0 | MNDOT | O5 |
| 2014 | I 694 | | 6285-149 | RS | I694 EB RAMP TO SB I35E IN LITTLE CANADA - REPAIR SHOULDER SETTLEMENT AREA AND SLOPE STABILITY PROBLEM | 1,055,000 | 0 | 0 | 1,055,000 | 0 | MNDOT | S4 |
| 2014 | I 694 | | 6285-154 | AM | AT LEXINGTON AVENUE IN ARDEN HILLS/SHOREVIEW - RIGHT TURN LANES AND SIGNAL MODIFICATION | 252,212 | 0 | 0 | 252,212 | 0 | MN/DOT | E1 |
| 2014 | I 94 | | 2781-438 | SC | FROM I94/694 SPLIT IN BROOKLYN CENTER TO NICOLLET AVE IN MPLS - SIGN REPLACEMENT | 700,000 | 0 | 0 | 700,000 | 0 | MNDOT | O8 |
| 2014 | I 94 | | 2781-456 | NO | SOUTH SIDE OF I-94, FROM SE FRANKLIN AVE TO JUST E OF SE CECIL ST IN MPLS-NOISE WALL ABSORPTION PANELS | 710,000 | 0 | 0 | 710,000 | | MNDOT | O3 |
| 2014 | MN 100 | | 2733-87 | SC | FROM I494 IN BLOOMINGTON TO 50TH ST IN EDINA - SIGN REPLACEMENT | 350,000 | 0 | 0 | 350,000 | 0 | MNDOT | O8 |
| 2014 | MN 100 | | 2734-27W17 | AM | HCRRA BRIDGE 5309 (NEW BRIDGE 27W17) IN ST. LOUIS PARK - DESIGN AND CONSTRUCT NEW LRT BRIDGE | 1,900,000 | 0 | 0 | 1,900,000 | 0 | MN/DOT | A20 |
| 2014 | 6 MN 100 | | 2734-33RR | MC | FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RAIL ROAD AGREEMENT | 3,125,000 | 0 | 0 | 3,125,000 | 0 | MN/DOT | A20 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|-----------|------|--|---------------|---------|-------|------------|------------|---------|-----|
| 2014 | | MN 100 | 2755-101 | BI | AT BROOKLYN BLVD OVER MN100 IN BROOKLYN CENTER-REDECK BRIDGE 27038 & PED BRIDGES 27038A, 27038B, REPLACE APPROACH PANELS, DRAINAGE & GUARDRAIL | 2,210,000 | 0 | 0 | 2,210,000 | 0 | MNDOT | S19 |
| 2014 | | MN 101 | 1009-24 | AM | FROM CARVER CSAH 61 IN CHANHASSEN TO MINN RIVER BR APPROACH IN SHAKOPEE- GRADE, SURFACE, NEW FLOODPLAIN BR 10004 (REP BR 10007),PED/BIKE TRAIL, SIGNING, REMOVE BOX CULVERT #4528, DRAINAGE (\$5M IN OTHER IS LOCAL FUNDS; \$9M IN OTHER IS LRIP-GO BONDS) | 33,835,500 | 0 | 0 | 19,835,500 | 14,000,000 | MNDOT | S19 |
| 2014 | | MN 101 | 1009-29 | BR | NORTH OF SCOTT-CARVER COUNTY LINE TO SOUTH END OF OLD US212-PILE LOAD TEST | 200,000 | 0 | 0 | 200,000 | | MNDOT | NC |
| 2014 | | MN 110 | 1918-108 | SC | AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL, INSTALL APS & ADA RAMPS | 250,000 | 0 | 0 | 125,000 | 125,000 | MNDOT | E2 |
| 2014 | | MN 13 | 7001-108 | AM | ATSCOTT CSAH 44/160TH STREET SE IN PRIOR LAKE-SIGNAL REPLACEMENT, FRONTAGE RELOCATION, UPGRADE TO PED/ADA FACILITIES | 674,763 | 0 | 0 | 674,763 | 0 | MNDOT | E2 |
| 2014 | | MN 13 | 7001-110 | RB | FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2014 | | MN 25 | 1006-28 | AM | AT 7TH ST (62ND ST) IN MAYER - ROUNDABOUT | 391,000 | 0 | 0 | 391,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 25 | 7003-13 | SC | MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT | 250,000 | 0 | 0 | 250,000 | 0 | MN/DOT | E2 |
| 2014 | | MN 284 | 1014-15 | AM | E 10TH ST IN WACONIA-ROUNDABOUT (\$702K IS CO-OP AGMT FUNDS) | 1,102,000 | 0 | 0 | 1,102,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 36 | 8214-165 | RB | BETWEEN OSGOOD AVE AND MN95 IN OAK PARK HEIGHTS - TYPE I STATE ENTRY SIGN | 560,000 | 0 | 0 | 560,000 | 0 | MN/DOT | O8 |
| 2014 | 4 | MN 36 | 8221-01RR | BR | RR AGREEMENT FOR ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 | 180,000 | 0 | 0 | 90,000 | 90,000 | MN/DOT | NC |
| 2014 | | MN 5 | 1002-104 | RB | FROM JUST W OF CARVER CSAH 11 W JCT IN VICTORIA TO JUST E OF MN41 IN CHANHASSEN-LANDSCAPING | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | O6 |
| 2014 | | MN 5 | 2732-99 | SC | FROM I-494 IN BLOOMINGTON TO EDGCUMBE RD IN ST PAUL-SIGN REPLACEMENT | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | O8 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|------------|------|---|---------------|---------|-------|------------|----------|---------|-----|
| 2014 | | MN 55 | 1909-95 | AM | FROM N JCT MN149 TO S JCT MN149 IN EAGAN- WIDEN FROM 4-LANE SECTION TO 6-LANE SECTION | 300,000 | 0 | 0 | 300,000 | 0 | MNDOT | A15 |
| 2014 | | MN 55 | 2723-120 | SC | AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE | 690,000 | 0 | 0 | 560,000 | 130,000 | MN/DOT | E2 |
| 2014 | | MN 62 | 2775-15 | SC | FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | S18 |
| 2014 | | MN 65 | 0208-136 | SC | AT VIKING BLVD IN EAST BETHEL- EXTEND NB & SB LEFT TURN LANES, REPLACE CULVERT, ADA | 240,000 | 0 | 0 | 240,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 7 | 2706-225 | SC | AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD/EXCELSIOR-SIGNAL REPLACEMENT & TURN LANE EXTENSION | 230,000 | 0 | 0 | 170,000 | 60,000 | MNDOT | E2 |
| 2014 | | MN 7 | 2706-227 | SC | AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-SIGNAL REPLACEMENT | 250,000 | 0 | 0 | 125,000 | 125,000 | MNDOT | E2 |
| 2014 | | MN 7 | 2706-235 | AM | AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 027-661-046) (\$577K IS CO-OP AGMT FUNDS) | 702,000 | 0 | 0 | 702,000 | 0 | MN/DOT | A15 |
| 2014 | | MN 96 | 8211-35 | AM | AT WASHINGTON CSAH 15 (MANNING AVE) IN GRANT -ROUNDAABOUT | 702,000 | 0 | 0 | 702,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 999 | 880M-BI-14 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014 | 50,000 | 0 | 0 | 50,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-CA-14 | CA | METRO SETASIDE -CONSULTANT DESIGN -2014 | 8,700,000 | 0 | 0 | 8,700,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-PM-14 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014 | 5,000,000 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-RB-14 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014 | 100,000 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-RW-14 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014 | 14,905,000 | 0 | 0 | 14,905,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-RX-14 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2014 | 4,600,000 | 0 | 0 | 4,600,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-SA-14 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014 | 13,700,000 | 0 | 0 | 13,700,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-SC-14 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014 | 1,645,000 | 0 | 0 | 1,645,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-TE-14 | SC | METRO SETASIDE FOR WATER RESOURCES (\$775K), TRAF ENG (\$10K), TRAF MGMT(\$0K) PRESERVATION PROJECTS FOR FY 2014 | 785,000 | 0 | 0 | 785,000 | 0 | MN/DOT | NC |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|--------------|------|---|---------------|---------|-------|-----------|----------|---------|-----|
| 2014 | MN | 999 | 880M-TM-14 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014 | 400,000 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |
| 2014 | MN | 999 | 880M-TRLF-14 | RW | **TRLF**REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2014 | MN | 999 | 8825-355 | SC | NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM | 550,000 | 0 | 0 | 550,000 | 0 | MNDOT | S18 |
| 2014 | MN | 999 | 8825-364 | TM | METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS | 925,000 | 0 | 0 | 925,000 | 0 | MNDOT | NC |
| 2014 | MN | 999 | 8825-439 | DR | METROWIDE - POND RESTORATION | 80,000 | 0 | 0 | 80,000 | 0 | MNDOT | O6 |
| 2014 | MN | 999 | 8825-476 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2014 | US | 169 | 2772-90 | SC | FROM I-394 IN ST LOUIS PARK TO BROOKLYN BLVD IN BROOKLYN PARK-SIGN REPLACEMENT | 450,000 | 0 | 0 | 450,000 | 0 | MNDOT | O8 |
| 2014 | US | 169 | 7005-94 | TM | FROM JUST N MN25 IN BELLE PLAINE TO SCOTT CSAH 83 IN SHAKOPEE-REMOVE MEDIAN CROSSEOVERS, ACCESS MODIFICATIONS, ADD TURN LANES, DRAINAGE | 420,000 | 0 | 0 | 420,000 | 0 | MN/DOT | S16 |
| 2014 | US | 61 | 6222-162 | RS | FROM JUST S WHITE BEAR AVE TO JUST N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, SIGNALS, ADA, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE & MEDIAN ISLAND | 3,410,000 | 0 | 0 | 3,020,000 | 390,000 | MN/DOT | S10 |
| 2014 | US | 952A | 1908-84 | AM | ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER, ACCESS CLOSURES, GRADE-SEPARATED TRAIL CROSSING, SIGNAL REPLACEMENTS AT THOMPSON AVE AND E. BERNARD ST/DAKOTA MSAS 114 (TIED TO 173-010-007) (\$702K IS CO-OP AGMT FUNDS) | 1,952,000 | 0 | 0 | 1,952,000 | 0 | MNDOT | S9 |
| 2015 | I | 35E | 6280-367B | CA | FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION | 1,200,000 | 0 | 0 | 1,200,000 | 0 | MNDOT | A20 |
| 2015 | I | 35E | 6281-44 | TM | SB FROM RAMSEY CR J TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER | 10,000 | 0 | 0 | 10,000 | 0 | MN/DOT | S4 |
| 2015 | I | 35W | 2782-315 | RB | FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING | 200,000 | 0 | 0 | 200,000 | 0 | MNDOT | O6 |
| 2015 | I | 35W | 6284-162 | BR | AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 AND RAMP RECONSTRUCTION | 6,470,000 | 0 | 0 | 6,470,000 | 0 | MN/DOT | S19 |

TABLE A-8
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|----------|------|--|---------------|---------|-------|-----------|----------|---------|-----|
| 2015 | | I 35W | 6284-170 | TM | FROM MN36 IN ROSEVILLE TO US10 IN MOUNDS VIEW-INSTALL ITS, INCLUDING VEHICLE DETECTION, FIBER, REPLACE SHELTERS & ELIMINATE COPPER | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | S7 |
| 2015 | | I 494 | 1985-139 | SC | AT MN 149 (NORTH AND SOUTH RAMPS) IN MENDOTA HEIGHTS - REPLACE SIGNAL SYSTEMS | 375,000 | 0 | 0 | 375,000 | 0 | MNDOT | E2 |
| 2015 | 10 | I 494 | 2785-338 | RB | JUST W OF BUSH LAKE RD IN BLOOMINGTON TO MN 5 IN EDEN PRAIRIE - LANDSCAPING | 470,000 | 0 | 0 | 470,000 | 0 | MN/DOT | O6 |
| 2015 | | I 694 | 6285-148 | RB | US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING | 200,000 | 0 | 0 | 200,000 | 0 | MNDOT | O6 |
| 2015 | | I 94 | 6282-190 | NO | ON SOUTH SIDE FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISE WALL | 990,000 | 0 | 0 | 700,000 | 290,000 | MN/DOT | O3 |
| 2015 | | I 94 | 8282-109 | TM | FROM I494/694 IN WOODBURY TO ST CROIX RIVER IN LAKELAND-INCIDENT MGMT SYSTEM AND RAMP METERS AT RADIO DR, WOODBURY DR AND MANNING AVE | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | S7 |
| 2015 | | I 94 | 8282-116 | DR | MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP-REPAIR, REPLACE & LINE LARGE PIPES | 4,560,000 | 0 | 0 | 4,560,000 | 0 | MNDOT | NC |
| 2015 | | MN 13 | 1902-55 | RD | FROM 2ND ST IN MENDOTA TO I35E IN LILYDALE-MILL AND OVERLAY, SLOPE STABILIZATION, REPLACE CURB, GUTTER AND CATCH BASINS | 1,345,000 | 0 | 0 | 1,345,000 | 0 | MNDOT | NC |
| 2015 | | MN 13 | 7001-104 | AM | AT 150TH STREET IN PRIOR LAKE AND SAVAGE-CONSTRUCT REDUCED CONFLICT INTERSECTION AT 150TH & RESTRICT ACCESS TO RI/RO AT ZINRAN/OAKLAND BEACH AVE | 1,400,000 | 0 | 0 | 1,400,000 | 0 | MN/DOT | E1 |
| 2015 | | MN 13 | 7001-107 | SC | AT SCOTT CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT | 300,000 | 0 | 0 | 150,000 | 150,000 | MNDOT | E2 |
| 2015 | | MN 13 | 7001-98 | SC | AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES | 275,000 | 0 | 0 | 137,500 | 137,500 | MNDOT | E2 |
| 2015 | | MN 149 | 1917-45 | RS | **AB**FROM N JCT MN55 IN EAGAN TO MN5 IN ST. PAUL- PAVEMENT PRESERVATION, ADA AND DRAINAGE | 6,895,000 | 0 | 0 | 6,895,000 | 0 | MN/DOT | S10 |
| 2015 | | MN 149 | 1917-48 | SC | OFF RAMP FROM I494 TO MN149 IN MENDOTA HEIGHTS-LEFT TURN LANE, DRAINAGE, ADA, CURB & GUTTER | 185,000 | 0 | 0 | 185,000 | 0 | MN/DOT | E1 |
| 2015 | | MN 36 | 6211-102 | TM | FROM US61 IN MAPLEWOOD TO MN120 IN N ST PAUL-INSTALL TMS | 1,200,000 | 0 | 0 | 1,200,000 | 0 | MNDOT | S7 |
| 2015 | | MN 36 | 8204-62 | RB | FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N. IN GRANT- LANDSCAPING | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|---------------|------|---|---------------|---------|-------|-----------|----------|---------|-----|
| 2015 | 4 | MN 36 | 8214-114MIT15 | BR | OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654(INCLUDES \$2.4M FOR ENDOWMENT FUND FROM MN) | 2,460,000 | 0 | 0 | 2,430,000 | 30,000 | MN/DOT | A20 |
| 2015 | 4 | MN 36 | 8214-114Z | RC | 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 | 90,651 | 0 | 0 | 45,326 | 45,325 | MN/DOT | NC |
| 2015 | 4 | MN 36 | 8214-160 | RB | FROM OSGOOD AVE TO WESTSIDE OF MN95 - LANDSCAPING | 450,000 | 0 | 0 | 450,000 | 0 | MN/DOT | O6 |
| 2015 | | MN 36 | 8214-164 | RB | FROM W OF GREELEY AVE/CSAH 66 (W LIMIT OF ST. CROIX CROSSING PROJECT) TO E OF OSGOOD AVE - LANDSCAPING | 350,000 | 0 | 0 | 350,000 | 0 | MN/DOT | O6 |
| 2015 | | MN 41 | 7010-100 | RS | FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF CHASKA MN RIVER BRIDGE IN CHASKA - MILL & OVERLAY, SLOPE ARMORING | 835,000 | 0 | 0 | 835,000 | 0 | MN/DOT | S10 |
| 2015 | | MN 5 | 1002-101 | RS | FROM JUST E OF SCANDIA RD IN LAKETOWN TWP TO ROLLING ACRES RD/BAVARIA RD IN VICTORIA - MILL & OVERLAY, DRAINAGE, GUARDRAIL | 5,490,000 | 0 | 0 | 5,490,000 | 0 | MNDOT | S10 |
| 2015 | | MN 5 | 1002-102 | RS | FROM JUST E OF JCT MN25 IN CAMDEN TWP TO JUST EAST OF BIRCH ST IN WACONIA- MILL & OVERLAY, GUARDRAIL, ACCESS MANAGEMENT, DRAINAGE | 3,325,000 | 0 | 0 | 3,325,000 | 0 | MNDOT | S10 |
| 2015 | | MN 55 | 2722-82 | SC | AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM | 300,000 | 0 | 0 | 150,000 | 150,000 | MNDOT | E2 |
| 2015 | | MN 55 | 2723-123 | SC | WB FROM I494 NB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-WIDEN RAMP TO A TRIPLE LEFT TURN AND CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE AND ADA | 1,890,000 | 0 | 0 | 1,890,000 | 0 | MNDOT | E1 |
| 2015 | | MN 65 | 0207-99 | SC | AT 41ST AVE NE IN COLUMBIA HEIGHTS - REPLACE TRAFFIC SIGNAL AND ADA IMPROVEMENTS | 280,000 | 0 | 0 | 140,000 | 140,000 | MNDOT | E2 |
| 2015 | | MN 65 | 0208-142 | AM | FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES | 250,000 | 0 | 0 | 250,000 | 0 | MNDOT | E1 |
| 2015 | | MN 65 | 0208-143 | AM | FROM 140TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES | 250,000 | 0 | 0 | 250,000 | 0 | MNDOT | E1 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|--------------|------|--|---------------|---------|-------|------------|----------|---------|-----|
| 2015 | MN | 999 | 880M-AM-15 | AM | METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2015 | 4,000,000 | 0 | 0 | 4,000,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-CA-15 | CA | METRO SETASIDE -CONSULTANT DESIGN -2015 | 8,000,000 | 0 | 0 | 8,000,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-NO-15 | NO | METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2015 | 1,270,000 | 0 | 0 | 1,270,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-PM-15 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2015 | 4,500,000 | 0 | 0 | 4,500,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-RB-15 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2015 | 100,000 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-RX-15 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2015 | 4,600,000 | 0 | 0 | 4,600,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-SA-15 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2015 | 11,000,000 | 0 | 0 | 11,000,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-SC-15 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2015 | 1,022,000 | 0 | 0 | 1,022,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-TE-15 | SC | METRO SETASIDE FOR WATER RESOURCES (\$1.28M), TRAF ENG (\$0), TRAF MGMT(\$0) PRESERVATION PROJECTS FOR FY 2015 | 1,280,000 | 0 | 0 | 1,280,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-TM-15 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2015 | 400,000 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 880M-TRLF-15 | RW | **TRLF**REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2015 | MN | 999 | 8825-347 | TM | METROWIDE - TMS UPGRADES | 1,200,000 | 0 | 0 | 1,200,000 | 0 | MNDOT | S7 |
| 2015 | MN | 999 | 8825-382 | TM | METROWIDE - ELECTRICAL SERVICE UPGRADES/REFURBISH & NID ON I-94 N OF TUNNEL IN MPLS TO SHINGLE CREEK PKWY IN BROOKLYN CTR; SYSTEM REFURBISH, RAMP METERS AT MAPLE GROVE PKWY TO EB94 AND HANSEN BLVD TO WB 10; CAMERA FILL INS | 1,525,000 | 0 | 0 | 1,525,000 | 0 | MNDOT | NC |
| 2015 | MN | 999 | 8825-383 | SC | METROWIDE - REPAIR OR REPLACE CANTILEVER SIGN STRUCTURES | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | O8 |
| 2015 | MN | 999 | 8825-391 | SC | SW QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM | 550,000 | 0 | 0 | 550,000 | 0 | MNDOT | S18 |
| 2015 | MN | 999 | 8825-462 | SC | SW QUADRANT OF METRO-SIGN REPLACEMENT | 800,000 | 0 | 0 | 800,000 | 0 | MNDOT | O8 |
| 2015 | MN | 999 | 8825-477 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2015 | US | 10 | 0202-93 | SC | AT FELDSPAR AVE NW IN RAMSEY- RECONSTRUCT INTERSECTION | 270,000 | 0 | 0 | 270,000 | 0 | MNDOT | E1 |
| 2015 | US | 12 | 2714-142 | SC | FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL | 1,265,000 | 0 | 0 | 1,265,000 | 0 | MN/DOT | S19 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|----------|------|--|---------------|---------|-------|------------|-----------|---------|-----|
| 2015 | | US 169 | 2772-97 | SC | AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - REPLACE SIGNAL SYSTEM | 225,000 | 0 | 0 | 112,500 | 112,500 | MNDOT | E2 |
| 2015 | | US 169 | 2772-99 | NO | ON EAST SIDE FROM 16TH ST W IN ST. LOUIS PARK TO JUST N OF WAYZATA BLVD IN GOLDEN VALLEY - NOISE WALL AND ACCESS CLOSURE | 845,000 | 0 | 0 | 770,000 | 75,000 | MN/DOT | O3 |
| 2015 | | US 212 | 2763-49 | AM | **TED12** AT SHADY OAK ROAD IN EDEN PRAIRIE - INTERCHANGE RECONSTRUCTION | 7,000,000 | 0 | 0 | 0 | 7,000,000 | MNDOT | E3 |
| 2015 | | US 61 | 6222-166 | SC | AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES | 250,000 | 0 | 0 | 125,000 | 125,000 | MNDOT | E2 |
| 2016 | | I 35E | 1982-171 | NO | ON SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL | 750,000 | 0 | 0 | 675,000 | 75,000 | MN/DOT | O4 |
| 2016 | | I 35E | 1982-179 | NO | NORTH SIDE FROM KETTLE PARK TO S OF KINGS ROAD IN EAGAN - NOISE BARRIER | 845,000 | 0 | 0 | 761,000 | 84,000 | MN/DOT | O3 |
| 2016 | | I 35E | 6280-369 | BI | FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - REDECK BRIDGES 9519, 62802 AND 62803 | 1,425,000 | 0 | 0 | 1,425,000 | 0 | MN/DOT | S10 |
| 2016 | | I 35W | 0280-70 | SC | SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) TO S OF 85TH AVE IN BLAINE - CONSTRUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER | 365,000 | 0 | 0 | 365,000 | 0 | MNDOT | S6 |
| 2016 | | I 35W | 2782-316 | RB | FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | O6 |
| 2016 | | I 35W | 2783-137 | BI | FROM HENNEPIN AVE TO JOHNSON ST IN MINNEAPOLIS - REDECK BRIDGES 27885, 27886, 27985, 27989, 27994, GUARDRAIL | 2,045,000 | 0 | 0 | 2,045,000 | 0 | MN/DOT | S10 |
| 2016 | | I 35W | 6284-163 | BR | FROM JUST S OF I694 IN NEW BRIGHTON TO JUST S OF RAMSEY CR E2 IN ARDEN HILLS - REPLACE BRIDGES 9570 & 9599 AND APPROACHES, GUARDRAIL, RETAINING WALL AND PONDING | 10,705,000 | 0 | 0 | 10,705,000 | 0 | MN/DOT | S19 |
| 2016 | | I 94 | 6282-201 | BR | AT GROTTO ST N IN ST. PAUL-REPLACE PED BRIDGE 9773 | 1,900,000 | 0 | 0 | 1,900,000 | 0 | MNDOT | S19 |
| 2016 | | I 94 | 6282-204 | BI | FROM JUST E OF DALE ST TO JUST W OF PELHAM BLVD IN ST PAUL - REPAIR BRIDGES 9379, 9381, 9452, 9457, 9663, REDECK BRIDGES 9383, 62813, 62845 AND MILL AND OVERLAY BRIDGE 9387 | 6,685,000 | 0 | 0 | 6,685,000 | 0 | MNDOT | S19 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|------------|------|--|---------------|---------|-------|------------|-----------|---------|-----|
| 2016 | | MN 100 | 2735-193 | TM | SB ENTRANCE RAMP FROM DULUTH ST TO MN100 IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS, DRAINAGE, TMS | 270,000 | 0 | 0 | 270,000 | 0 | MN/DOT | AQ1 |
| 2016 | | MN 13 | 1901-171 | RB | AT CSAH 5 IN BURNSVILLE- LANDSCAPING | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | 4 | MN 36 | 8214-114AH | RC | ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"- WISCONSIN LET | 9,518 | 0 | 0 | 4,759 | 4,759 | MN/DOT | NC |
| 2016 | | MN 36 | 8214-114AK | RC | FROM N SUNNYSIDE DR TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE | 2,000,000 | 0 | 0 | 1,000,000 | 1,000,000 | MN/DOT | AQ2 |
| 2016 | | MN 41 | 1008-81 | RB | HISTORIC CHASKA ATHLETIC PARK IN CHASKA-LANDSCAPING | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | | MN 77 | 1925-56 | BI | AT DAKOTA CSAH32 (CLIFF RD) OVER MN77 IN EAGAN - MILL, LOW SLUMP OVERLAY, REPLACE JOINTS BRIDGE# 19067 | 575,000 | 0 | 0 | 575,000 | 0 | MNDOT | S19 |
| 2016 | | MN 95 | 1909-94 | SC | AT ARGENTA TRAIL(DAKOTA CSAH 63) IN INVER GROVE HEIGHTS-CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL WITH ADA CROSSING, DUAL LEFT TURN LANES | 470,000 | 0 | 0 | 470,000 | | MNDOT | AQ2 |
| 2016 | | MN 999 | 880M-AM-16 | AM | METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2016 | 3,000,000 | 0 | 0 | 3,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-BI-16 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2016 | 3,875,000 | 0 | 0 | 3,875,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-CA-16 | CA | METRO SETASIDE -CONSULTANT DESIGN -2016 | 8,000,000 | 0 | 0 | 8,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-CM-16 | SC | METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2016 | 2,100,000 | 0 | 0 | 2,100,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-NO-16 | NO | METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2016 | 25,000 | 0 | 0 | 25,000 | 0 | MN/DOT | O3 |
| 2016 | | MN 999 | 880M-PM-16 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2016 | 5,000,000 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-RB-16 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2016 | 100,000 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-RW-16 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2016 | 18,200,000 | 0 | 0 | 18,200,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-RX-16 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2016 | 4,600,000 | 0 | 0 | 4,600,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-SA-16 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2016 | 10,000,000 | 0 | 0 | 10,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-SC-16 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2016 | 65,000 | 0 | 0 | 65,000 | 0 | MN/DOT | NC |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|--------------|------|--|---------------|---------|-------|-----------|----------|---------|-----|
| 2016 | MN | 999 | 880M-TE-16 | SC | METRO SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0.325M), TMS(\$0) & WRE (\$2.025M) FOR FY 2016 | 7,350,000 | 0 | 0 | 7,350,000 | 0 | MN/DOT | NC |
| 2016 | MN | 999 | 880M-TM-16 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2016 | 400,000 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |
| 2016 | MN | 999 | 880M-TR-16 | TM | METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2016 | 730,000 | 0 | 0 | 730,000 | 0 | MN/DOT | NC |
| 2016 | MN | 999 | 880M-TRLF-16 | RW | **TRLF**REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2016 | MN | 999 | 8825-478 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2016 | MN | 999 | 8825-480 | TM | METROWIDE - DMS REPLACEMENT | 425,000 | 0 | 0 | 425,000 | 0 | MNDOT | S7 |
| 2016 | US | 12 | 2713-107 | SC | AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES | 1,640,000 | 0 | 0 | 1,640,000 | 0 | MN/DOT | E1 |
| 2016 | US | 169 | 2750-84 | RB | AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | US | 169 | 2772-102 | BI | OVER US212/MN62 IN EDEN PRAIRIE/EDINA-REDECK BRIDGES 27079 AND 27080, NEW APPROACH PANELS | 2,320,000 | 0 | 0 | 2,320,000 | 0 | MNDOT | S19 |
| 2016 | US | 169 | 2772-103 | NO | ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL | 1,355,000 | 0 | 0 | 1,220,000 | 135,000 | MN/DOT | O3 |
| 2016 | US | 169 | 7005-106 | TM | FROM CANTERBURY RD(SCOTT CSAH 83) TO SCOTT CR18 IN SHAKOPEE- RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MN/DOT | S4 |
| 2016 | US | 169 | 7005-114 | RB | AT CR 69 IN JACKSON TWP- LANDSCAPING | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | US | 169 | 7005-88 | TM | FROM SOUTH OF HENNEPIN/SCOTT CO LINE IN SHAKOPEE TO EAST OF US169 IN SAVAGE - TMS INSTALLATION | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | S7 |
| 2016 | US | 52 | 6244-101 | RB | FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING | 300,000 | 0 | 0 | 300,000 | 0 | MNDOT | O6 |
| 2016 | US | 61 | 8205-137 | SC | FROM MAYCREST AVE TO US10 INTERSECTION IN DENMARK TOWNSHIP- CONSTRUCT TURN LANES, MAYCREST AVE CONNECTION, MILL AND OVERLAY, STORM SEWER, PONDS, GUARDRAIL, ADA CURB RAMPS | 5,370,000 | 0 | 0 | 5,370,000 | 0 | MN/DOT | E1 |
| 2016 | US | 61 | 8205-141 | BI | WASHINGTON CSAH19 OVER US61 IN COTTAGE GROVE - CLEAN BEARINGS, REPLACE JOINTS & MINOR SUBSTRUCTURE REPAIRS ON BRIDGE #9071 | 130,000 | 0 | 0 | 130,000 | 0 | MNDOT | S19 |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|--------|-------|------------|------|---|---------------|---------|-------|------------|----------|---------|-----|
| 2017 | I 35E | | 1982-178 | NO | S OF I35E FROM S OF ASTON CIRCLE TO MCANDREWS RD E IN BURNSVILLE - NOISE WALL | 645,000 | 0 | 0 | 580,000 | 65,000 | MNDOT | O3 |
| 2017 | I 35E | | 6280-381 | RB | S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL- LANDSCAPING | 300,000 | 0 | 0 | 300,000 | 0 | MNDOT | O6 |
| 2017 | I 35E | | 6280-382 | RB | FROM I94 IN ST PAUL TO JUST N LITTLE CANADA RD IN LITTLE CANADA- LANDSCAPING | 300,000 | 0 | 0 | 300,000 | 0 | MNDOT | O6 |
| 2017 | I 94 | | 6282-203 | NO | ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL-NOISE WALL | 630,000 | 0 | 0 | 565,000 | 65,000 | MNDOT | O3 |
| 2017 | MN 100 | | 2734-50 | RB | FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING | 250,000 | 0 | 0 | 250,000 | 0 | MNDOT | O6 |
| 2017 | MN 36 | | 8214-161 | RB | EASTSIDE OF MN95 TO ST CROIX RIVER FROM BAYPORT TO LIFT BRIDGE - LANDSCAPING | 175,000 | 0 | 0 | 175,000 | 0 | MN/DOT | O6 |
| 2017 | MN 610 | | 0217-23 | TM | FROM US169 IN BROOKLYN PARK TO US10 IN COON RAPIDS - INSTALL TRAFFIC MANAGEMENT SYSTEM | 425,000 | 0 | 0 | 425,000 | 0 | MNDOT | S7 |
| 2017 | MN 999 | | 880M-AM-17 | AM | METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2017 | 3,000,000 | 0 | 0 | 3,000,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-CA-17 | CA | METRO SETASIDE -CONSULTANT DESIGN -2017 | 6,350,000 | 0 | 0 | 6,350,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-CM-17 | SC | METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2017 | 15,490,000 | 0 | 0 | 15,490,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-NO-17 | NO | METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2017 | 190,000 | 0 | 0 | 190,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-PM-17 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2017 | 5,000,000 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-RB-17 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2017 | 100,000 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-RW-17 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2017 | 10,114,000 | 0 | 0 | 10,114,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-RX-17 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2017 | 5,000,000 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-SA-17 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2017 | 8,436,000 | 0 | 0 | 8,436,000 | 0 | MNDOT | NC |
| 2017 | MN 999 | | 880M-TE-17 | SC | METRO SETASIDE FOR TRAFFIC ENGINEERING (\$4M), ROADSIDE SAFETY(\$0), TMS(\$0) & WRE (\$4.01M) FOR FY 2017 | 8,010,000 | 0 | 0 | 8,010,000 | 0 | MNDOT | NC |
| 2017 | MN 999 | | 880M-TM-17 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2017 | 400,000 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |

**TABLE A-8
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|--------|-------|--------------|------|---|--------------------|----------|----------|--------------------|-------------------|---------|-----|
| 2017 | MN 999 | | 880M-TR-17 | TM | METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2017 | 395,000 | 0 | 0 | 395,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 880M-TRLF-17 | RW | **TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 1,980,000 | 0 | 0 | 1,980,000 | 0 | MN/DOT | NC |
| 2017 | MN 999 | | 8825-479 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2017 | US 169 | | 2772-112 | TM | FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK-INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | S7 |
| Totals | | | | | | 387,352,009 | 0 | 0 | 361,143,960 | 26,208,049 | | |

Twin Cities Metropolitan Area
2014-2017 Transportation Improvement Program

TABLE A-9
Bond Projects with no Federal \$\$

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|------------|------|---|---------------|---------|-------|-----------|------------|---------|-----|
| 2014 | I 35E | | 0282-33 | AM | **BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS) | 1,773,825 | 0 | 0 | 0 | 1,773,825 | MNDOT | E6 |
| 2014 | I 35E | | 6280-367CE | CA | FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS DESIGN AND CONSTRUCTION OVERSIGHT | 4,250,000 | 0 | 0 | 0 | 4,250,000 | MNDOT | A15 |
| 2014 | I 35E | | 6281-43 | AM | **BP08**AT RAMSEY COUNTY ROAD E IN VADNAIS HEIGHTS-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS) | 1,844,673 | 0 | 0 | 0 | 1,844,673 | MNDOT | E6 |
| 2014 | I 35W | | 2783-136 | MC | **TED** FROM 3RD & 4TH ST RAMP TO JOHNSON ST IN MINNEAPOLIS- CONSTRUCT ENTRANCE RAMP AND ADD AUXILIARY LANE (TED INTERCHANGE BONDS) | 13,475,510 | 0 | 0 | 3,500 | 13,472,010 | MNDOT | E3 |
| 2014 | MN 101 | | 2738-28 | MC | **SAM**RECONSTRUCT INTERCHANGE AT MN101/CSAH144 IN ROGERS (TIED WITH 2738-29, 238-010-003) | 9,200,000 | 0 | 0 | 0 | 9,200,000 | MNDOT | E3 |
| 2014 | MN 25 | | 1007-19 | RC | **FMP**MN25 FLOOD MITIGATION ALONG S FORK OF CROW RIVER-RAISING RDWY GRADE SOUTH OF WATERTOWN | 350,000 | 0 | 0 | 0 | 350,000 | MN/DOT | E4 |
| 2014 | 4 MN 36 | | 8221-01CE | BR | CONSTRUCTION ENGINEERING BY CONSULTANTS FOR ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 | 9,440,000 | 0 | 0 | 0 | 9,440,000 | MN/DOT | A20 |
| 2014 | MN 5 | | 6201-86 | BI | FROM MN55 IN MPLS TO DAVERN AVE ST IN ST PAUL - REDECK BRIDGE 9300, PAINT BRIDGES 9300 AND 9491, MINOR REPAIRS TO BRIDGES 9489, 9490 AND 9491, MINOR CONCRETE PAVEMENT REPAIR | 11,025,000 | 0 | 0 | 0 | 11,025,000 | MNDOT | S19 |
| 2014 | MN 65 | | 2710-42 | BR | NORTH OF 14TH AVE IN MPLS-REPLACE RAILROAD BRIDGE 90446 (NEW 27236) & RAISE CLEARANCE, DRAINAGE | 11,550,000 | 0 | 0 | 0 | 11,550,000 | MN/DOT | S19 |
| 2014 | US 169 | | 7005-97 | AM | **SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS) | 15,450,000 | 0 | 0 | 0 | 15,450,000 | MNDOT | E3 |
| 2015 | MN 36 | | 6212-148 | BR | OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS | 13,600,000 | 0 | 0 | 2,680,000 | 10,920,000 | MN/DOT | S19 |

**TABLE A-9
Bond Projects with no Federal \$\$**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|--------|------------|------|--|---------------|---------|-------|-----------|-------------|---------|-----|
| 2015 | | MN 51 | 6215-100 | AM | **BP08**FROM JUST S OF W FORD PKWY IN ST PAUL TO JUST N OF MN36 IN ROSEVILLE-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHP 152 TRANSIT ADVANTAGE BONDS) | 6,000,000 | 0 | 0 | 0 | 6,000,000 | MNDOT | AQ2 |
| 2016 | | MN 5 | 6201-87 | AM | **BP08**FROM HENNEPIN/RAMSEY CO LINE TO W 6TH ST IN ST PAUL-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHP 152 TRANSIT ADVANTAGE BONDS) | 5,000,000 | 0 | 0 | 0 | 5,000,000 | MNDOT | AQ2 |
| 2017 | | MN 149 | 6223-20 | BI | OVER MISSISSIPPI RIVER IN ST PAUL - REDECK & APPROACH WORK ON BRIDGE #62090 | 14,180,000 | 0 | 0 | 0 | 14,180,000 | MNDOT | S19 |
| 2017 | | MN 36 | 8217-4654D | BR | **ELLA** OVER ST CROIX RIVER - LIFT BRIDGE MGMT PLAN AND REPAIR CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE | 11,600,000 | 0 | 0 | 0 | 11,600,000 | MNDOT | A20 |
| Totals | | | | | | 128,739,008 | 0 | 0 | 0 | 126,055,508 | | |
| | | | | | | | 0 | | 2,683,500 | | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

TABLE A-10
Transit Sections 5307

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|---------------|------|--|---------------|---------|------------|----------|-----------|----------------|-----|
| 2014 | BB | | TRF-TCMT-14 | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS | 1,241,871 | 0 | 993,497 | 0 | 248,374 | MET COUNCIL-MT | T1 |
| 2014 | BB | | TRF-TCMT-14A | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES | 2,769,241 | 0 | 2,215,393 | 0 | 553,848 | MET COUNCIL-MT | T4 |
| 2014 | BB | | TRF-TCMT-14AA | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 1,010,000 | 0 | 808,000 | 0 | 202,000 | MET COUNCIL-MT | T6 |
| 2014 | BB | | TRF-TCMT-14AC | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | T5 |
| 2014 | BB | | TRF-TCMT-14AF | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-RENEWABLE ENERGY INITIATIVES | 750,000 | 0 | 600,000 | 0 | 150,000 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14AK | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS | 752,000 | 0 | 601,600 | 0 | 150,400 | MET COUNCIL-MT | T5 |
| 2014 | BB | | TRF-TCMT-14AL | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS | 4,000,000 | 0 | 3,200,000 | 0 | 800,000 | MET COUNCIL-MT | T5 |
| 2014 | BB | | TRF-TCMT-14AP | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-U OF M LAYOVER | 600,000 | 0 | 480,000 | 0 | 120,000 | MET COUNCIL-MT | E6 |
| 2014 | BB | | TRF-TCMT-14AT | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING AVENUE ARTERIAL BRT | 1,700,000 | 0 | 1,360,000 | 0 | 340,000 | MET COUNCIL-MT | A15 |
| 2014 | BB | | TRF-TCMT-14AU | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-I35W BRT/EXPRESS SERVICE | 1,795,415 | 0 | 1,436,332 | 0 | 359,083 | MET COUNCIL-MT | A15 |
| 2014 | BB | | TRF-TCMT-14AV | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-MAJOR IMPROVEMENT TO SUPPORT FACILITIES | 1,250,000 | 0 | 1,000,000 | 0 | 250,000 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14AW | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC SUPPORT FACILITIES REFURBISHMENT | 312,500 | 0 | 250,000 | 0 | 62,500 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14AY | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ANISHINABE PARK & RIDE | 200,000 | 0 | 160,000 | 0 | 40,000 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14AZ | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN MINNEAPOLIS BUS LAYOVER | 750,000 | 0 | 600,000 | 0 | 150,000 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14B | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION | 38,066,225 | 0 | 32,356,291 | 0 | 5,709,934 | MET COUNCIL-MT | T10 |
| 2014 | BB | | TRF-TCMT-14BA | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-CENTRAL CORRIDOR BUS FACILITIES & COMO PARK FACILITY IMPROVEMENTS | 350,000 | 0 | 280,000 | 0 | 70,000 | MET COUNCIL-MT | T8 |

**TABLE A-10
Transit Sections 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|---------------|------|--|---------------|---------|-----------|----------|-----------|-------------------|-----|
| 2014 | BB | | TRF-TCMT-14C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE | 5,000,000 | 0 | 4,000,000 | 0 | 1,000,000 | MET COUNCIL-MT | T3 |
| 2014 | BB | | TRF-TCMT-14D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1% | 1,125,000 | 0 | 900,000 | 0 | 225,000 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14E | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1% | 1,715,000 | 0 | 1,372,000 | 0 | 343,000 | MET COUNCIL-MT | T8 |
| 2014 | BB | | TRF-TCMT-14F | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW | 1,303,000 | 0 | 938,160 | 0 | 364,840 | MET COUNCIL-MT | T4 |
| 2014 | BB | | TRF-TCMT-14H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES | 5,312,500 | 0 | 4,250,000 | 0 | 1,062,500 | MET COUNCIL-MTS | T1 |
| 2014 | BB | | TRF-TCMT-14J | 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 |
| 2014 | BB | | TRF-TCMT-14K | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION | 343,750 | 0 | 275,000 | 0 | 68,750 | MET COUNCIL-U OFM | T10 |
| 2014 | BB | | TRF-TCMT-14L | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION | 8,000,000 | 0 | 6,400,000 | 0 | 1,600,000 | MET COUNCIL-MTS | T10 |
| 2014 | BB | | TRF-TCMT-14X | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION | 140,000 | 0 | 112,000 | 0 | 28,000 | MET COUNCIL-MT | E6 |
| 2014 | BB | | TRF-TCMT-14Z | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | NC |
| 2015 | BB | | TRF-TCMT-15 | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS | 1,303,965 | 0 | 1,043,172 | 0 | 260,793 | MET COUNCIL-MT | T1 |
| 2015 | BB | | TRF-TCMT-15A | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES | 3,371,609 | 0 | 2,697,287 | 0 | 674,322 | MET COUNCIL-MT | T3 |
| 2015 | BB | | TRF-TCMT-15AB | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS | 4,000,000 | 0 | 3,200,000 | 0 | 800,000 | MET COUNCIL-MT | T5 |
| 2015 | BB | | TRF-TCMT-15AG | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION | 700,000 | 0 | 560,000 | 0 | 140,000 | MET COUNCIL-MT | E6 |
| 2015 | BB | | TRF-TCMT-15AK | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING AVENUE ARTERIAL BRT | 1,700,000 | 0 | 1,360,000 | 0 | 340,000 | MET COUNCIL-MT | A20 |
| 2015 | BB | | TRF-TCMT-15AL | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-I35W BRT/EXPRESS SERVICE | 2,322,818 | 0 | 1,858,254 | 0 | 464,564 | MET COUNCIL-MT | A20 |
| 2015 | BB | | TRF-TCMT-15AM | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-MAJOR IMPROVEMENT TO SUPPORT FACILITIES | 1,250,000 | 0 | 1,000,000 | 0 | 250,000 | MET COUNCIL-MT | T8 |
| 2015 | BB | | TRF-TCMT-15AN | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC SUPPORT FACILITIES REFURBISHMENT | 312,500 | 0 | 250,000 | 0 | 62,500 | MET COUNCIL-MT | T8 |
| 2015 | BB | | TRF-TCMT-15AP | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT FACILITY ROOF REFURBISHMENT | 200,000 | 0 | 160,000 | 0 | 40,000 | MET COUNCIL-MT | T8 |

**TABLE A-10
Transit Sections 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|---------------|------|--|---------------|---------|------------|----------|-----------|-----------------|-----|
| 2015 | BB | | TRF-TCMT-15AQ | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS | 1,777,000 | 0 | 1,421,600 | 0 | 355,400 | MET COUNCIL-MT | T5 |
| 2015 | BB | | TRF-TCMT-15AR | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 36 EAST P&R (STILLWATER) | 100,000 | 0 | 80,000 | 0 | 20,000 | MET COUNCIL-MT | A15 |
| 2015 | BB | | TRF-TCMT-15B | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION | 45,700,642 | 0 | 38,845,546 | 0 | 6,855,096 | MET COUNCIL-MT | T10 |
| 2015 | BB | | TRF-TCMT-15C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE | 5,000,000 | 0 | 4,000,000 | 0 | 1,000,000 | MET COUNCIL-MT | T3 |
| 2015 | BB | | TRF-TCMT-15D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1% | 1,075,000 | 0 | 860,000 | 0 | 215,000 | MET COUNCIL-MT | T8 |
| 2015 | BB | | TRF-TCMT-15E | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1% | 715,000 | 0 | 572,000 | 0 | 143,000 | MET COUNCIL-MT | T8 |
| 2015 | BB | | TRF-TCMT-15F | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW | 1,382,000 | 0 | 1,105,600 | 0 | 276,400 | MET COUNCIL-MT | T4 |
| 2015 | BB | | TRF-TCMT-15M | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | T6 |
| 2015 | BB | | TRF-TCMT-15N | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 1,025,000 | 0 | 820,000 | 0 | 205,000 | MET COUNCIL-MT | T6 |
| 2015 | BB | | TRF-TCMT-15Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 1,050,000 | 0 | 840,000 | 0 | 210,000 | MET COUNCIL-MT | T5 |
| 2015 | BB | | TRF-TCMT-15S | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES | 5,312,500 | 0 | 4,250,000 | 0 | 1,062,500 | MET COUNCIL-MTS | T1 |
| 2015 | BB | | TRF-TCMT-15T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | 0 | 750,000 | MET COUNCIL-MTS | T1 |
| 2015 | BB | | TRF-TCMT-15U | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION | 13,200,000 | 0 | 10,560,000 | 0 | 2,640,000 | MET COUNCIL-MTS | T10 |
| 2015 | BB | | TRF-TCMT-15X | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION | 343,750 | 0 | 275,000 | 0 | 68,750 | MET COUNCIL-MTS | T10 |
| 2016 | BB | | TRF-TCMT-16 | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS | 1,369,163 | 0 | 1,095,330 | 0 | 273,833 | MET COUNCIL-MT | T1 |
| 2016 | BB | | TRF-TCMT-16A | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES | 3,914,423 | 0 | 3,131,538 | 0 | 782,885 | MET COUNCIL-MT | T4 |
| 2016 | BB | | TRF-TCMT-16AA | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC SUPPORT FACILITIES REFURBISHMENT | 335,840 | 0 | 268,672 | 0 | 67,168 | MET COUNCIL-MT | T8 |
| 2016 | BB | | TRF-TCMT-16AB | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT FACILITY ROOF REFURBISHMENT | 50,000 | 0 | 40,000 | 0 | 10,000 | MET COUNCIL-MT | T8 |

**TABLE A-10
Transit Sections 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|---------------|------|--|---------------|---------|------------|----------|-----------|-----------------|-----|
| 2016 | BB | | TRF-TCMT-16AD | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS | 1,677,000 | 0 | 1,341,600 | 0 | 335,400 | MET COUNCIL-MT | T5 |
| 2016 | BB | | TRF-TCMT-16AE | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ADVANCE SCHEDULE PLANNING SOFTWARE | 600,000 | 0 | 480,000 | 0 | 120,000 | MET COUNCIL-MT | T4 |
| 2016 | BB | | TRF-TCMT-16B | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE | 5,000,000 | 0 | 4,000,000 | 0 | 1,000,000 | MET COUNCIL-MT | T3 |
| 2016 | BB | | TRF-TCMT-16C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1% | 825,000 | 0 | 660,000 | 0 | 165,000 | MET COUNCIL-MT | T8 |
| 2016 | BB | | TRF-TCMT-16D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1% | 715,000 | 0 | 572,000 | 0 | 143,000 | MET COUNCIL-MT | T8 |
| 2016 | BB | | TRF-TCMT-16E | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW | 1,725,000 | 0 | 1,380,000 | 0 | 345,000 | MET COUNCIL-MT | T4 |
| 2016 | BB | | TRF-TCMT-16H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | T8 |
| 2016 | BB | | TRF-TCMT-16J | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 760,000 | 0 | 608,000 | 0 | 152,000 | MET COUNCIL-MT | T5 |
| 2016 | BB | | TRF-TCMT-16L | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 1,800,000 | 0 | 1,440,000 | 0 | 360,000 | MET COUNCIL-MT | T5 |
| 2016 | BB | | TRF-TCMT-16N | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES | 5,312,500 | 0 | 4,250,000 | 0 | 1,062,500 | MET COUNCIL-MTS | T1 |
| 2016 | BB | | TRF-TCMT-16P | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | 0 | 750,000 | MET COUNCIL-MTS | T1 |
| 2016 | BB | | TRF-TCMT-16Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION | 12,900,000 | 0 | 10,320,000 | 0 | 2,580,000 | MET COUNCIL-MTS | T10 |
| 2016 | BB | | TRF-TCMT-16R | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION | 343,750 | 0 | 275,000 | 0 | 68,750 | MET COUNCIL-MTS | T10 |
| 2016 | BB | | TRF-TCMT-16T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS | 4,500,000 | 0 | 3,600,000 | 0 | 900,000 | MET COUNCIL-MT | T5 |
| 2016 | BB | | TRF-TCMT-16W | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION | 5,250,000 | 0 | 4,200,000 | 0 | 1,050,000 | MET COUNCIL-MT | E6 |
| 2016 | BB | | TRF-TCMT-16Z | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-MAJOR IMPROVEMENT TO SUPPORT FACILITIES | 1,250,000 | 0 | 1,000,000 | 0 | 250,000 | MET COUNCIL-MT | T8 |
| 2017 | BB | | TRF-TCMT-17 | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT FACILITY ROOF REFURBISHMENT | 300,000 | 0 | 240,000 | 0 | 60,000 | MET COUNCIL-MT | T8 |

**TABLE A-10
Transit Sections 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|--------------|------|--|---------------|---------|------------|----------|-----------|-----------------|-----|
| 2017 | BB | | TRF-TCMT-17A | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-RECAULK WALLS OF SUPPORT FACILITIES | 3,100,000 | 0 | 2,480,000 | 0 | 620,000 | MET COUNCIL-MT | T8 |
| 2017 | BB | | TRF-TCMT-17C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS | 177,000 | 0 | 141,600 | 0 | 35,400 | MET COUNCIL-MT | T5 |
| 2017 | BB | | TRF-TCMT-17D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS | 1,437,621 | 0 | 1,150,097 | 0 | 287,524 | MET COUNCIL-MT | T3 |
| 2017 | BB | | TRF-TCMT-17E | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES | 4,362,247 | 0 | 3,489,798 | 0 | 872,449 | MET COUNCIL-MT | T3 |
| 2017 | BB | | TRF-TCMT-17F | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE | 5,000,000 | 0 | 4,000,000 | 0 | 1,000,000 | MET COUNCIL-MT | T3 |
| 2017 | BB | | TRF-TCMT-17G | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1% | 825,000 | 0 | 660,000 | 0 | 165,000 | MET COUNCIL-MT | T1 |
| 2017 | BB | | TRF-TCMT-17H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1% | 715,000 | 0 | 572,000 | 0 | 143,000 | MET COUNCIL-MT | T1 |
| 2017 | BB | | TRF-TCMT-17J | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW | 1,664,000 | 0 | 1,331,200 | 0 | 332,800 | MET COUNCIL-MT | T3 |
| 2017 | BB | | TRF-TCMT-17K | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | T6 |
| 2017 | BB | | TRF-TCMT-17L | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 785,000 | 0 | 628,000 | 0 | 157,000 | MET COUNCIL-MT | T8 |
| 2017 | BB | | TRF-TCMT-17M | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION | 300,000 | 0 | 240,000 | 0 | 60,000 | MET COUNCIL-MT | T8 |
| 2017 | BB | | TRF-TCMT-17N | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES | 5,312,500 | 0 | 4,250,000 | 0 | 1,062,500 | MET COUNCIL-MTS | T4 |
| 2017 | BB | | TRF-TCMT-17P | 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 | T4 |
| 2017 | BB | | TRF-TCMT-17Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION | 16,600,000 | 0 | 13,280,000 | 0 | 3,320,000 | MET COUNCIL-MTS | T10 |
| 2017 | BB | | TRF-TCMT-17R | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION | 343,750 | 0 | 275,000 | 0 | 68,750 | MET COUNCIL-MTS | T10 |
| 2017 | BB | | TRF-TCMT-17U | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-MAJOR IMPROVEMENT TO SUPPORT FACILITIES | 1,250,000 | 0 | 1,000,000 | 0 | 250,000 | MET COUNCIL-MT | T8 |
| 2017 | BB | | TRF-TCMT-17V | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC SUPPORT FACILITIES REFURBISHMENT | 335,840 | 0 | 268,672 | 0 | 67,168 | MET COUNCIL-MT | T8 |

**TABLE A-10
Transit Sections 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|--------|-----|-------|--------------|------|---|---------------|---------|-------------|----------|------------|----------------|-----|
| 2017 | BB | | TRF-TCMT-17W | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-I35W BRT/EXPRESS SERVICE BUSES | 15,690,140 | 0 | 13,336,619 | 0 | 2,353,521 | MET COUNCIL-MT | A20 |
| 2017 | BB | | TRF-TCMT-17X | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION | 13,094,241 | 0 | 11,130,105 | 0 | 1,964,136 | MET COUNCIL-MT | T10 |
| Totals | | | | | | 309,448,301 | | 253,081,963 | | 56,366,338 | | |
| | | | | | | | 0 | | 0 | | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

TABLE A-11
Transit Section 5309

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|-------|---------------|------|--|--------------------|----------|--------------------|----------|--------------------|---------------|-----|
| 2014 | BB | | TCP-CCLRT-14 | B3 | SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2014 APPROPRIATION | 117,564,590 | 0 | 98,443,694 | 0 | 19,120,896 | METRO TRANSIT | NC |
| 2015 | BB | | TCP-CCLRT-15 | B3 | SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION | 103,743,388 | 0 | 103,743,388 | 0 | 0 | METRO TRANSIT | NC |
| 2015 | BB | | TRF-TCMT-15AS | B3 | SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION | 200,000,000 | 0 | 100,000,000 | 0 | 100,000,000 | METRO TRANSIT | A20 |
| 2016 | BB | | TRF-TCMT-16AF | B3 | SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION | 200,000,000 | 0 | 100,000,000 | 0 | 100,000,000 | METRO TRANSIT | A20 |
| 2017 | BB | | TRF-TCMT-17Y | B3 | SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION | 200,000,000 | 0 | 100,000,000 | 0 | 100,000,000 | METRO TRANSIT | A20 |
| Totals | | | | | | 821,307,978 | | 502,187,082 | | 319,120,896 | | |
| | | | | | | | 0 | | 0 | | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

TABLE A-12
Transit Section 5337

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|-------|---------------|------|---|-------------------|----------|-------------------|----------|------------------|----------------|-----|
| 2014 | BB | | TRF-TCMT-14AS | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT & TECHNOLOGY, WIRELESS VIDEO, TRAIN OPERATOR DISPLAYS, HOIST REPLACEMENT & LRT CORRIDOR CAMERAS | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | T5 |
| 2014 | BB | | TRF-TCMT-14AX | GR | SECT 5337: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE & TRACK MODIFICATIONS | 1,050,000 | 0 | 840,000 | 0 | 210,000 | MET COUNCIL-MT | T9 |
| 2015 | BB | | TRF-TCMT-15AH | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT | 2,379,103 | 0 | 1,903,282 | 0 | 475,821 | MET COUNCIL-MT | T10 |
| 2015 | BB | | TRF-TCMT-15AJ | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT & TECHNOLOGY, WIRELESS VIDEO, TRAIN OPERATOR DISPLAYS, HOIST REPLACEMENT | 700,000 | 0 | 560,000 | 0 | 140,000 | MET COUNCIL-MT | T5 |
| 2016 | BB | | TRF-TCMT-16AC | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-CCLRT FACILITY MODIFICATIONS | 250,000 | 0 | 200,000 | 0 | 50,000 | MET COUNCIL-MT | T8 |
| 2016 | BB | | TRF-TCMT-16X | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT | 7,450,000 | 0 | 5,960,000 | 0 | 1,490,000 | MET COUNCIL-MT | T3 |
| 2016 | BB | | TRF-TCMT-16Y | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT & TECHNOLOGY, TRAIN OPERATOR DISPLAYS, HOIST REPLACEMENT | 550,000 | 0 | 440,000 | 0 | 110,000 | MET COUNCIL-MT | T5 |
| 2017 | BB | | TRF-TCMT-17B | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-CCLRT FACILITY MODIFICATIONS | 250,000 | 0 | 200,000 | 0 | 50,000 | MET COUNCIL-MT | T8 |
| 2017 | BB | | TRF-TCMT-17S | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT | 7,630,979 | 0 | 6,104,783 | 0 | 1,526,196 | MET COUNCIL-MT | T3 |
| 2017 | BB | | TRF-TCMT-17T | GR | SECT 5337: TWIN CITIES MET COUNCIL MT-LRV EQUIPMENT & TECHNOLOGY, HOIST REPLACEMENT | 250,000 | 0 | 200,000 | 0 | 50,000 | MET COUNCIL-MT | T3 |
| Totals | | | | | | 21,510,082 | 0 | 17,208,065 | 0 | 4,302,017 | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|------|-------|--------------|------|--|---------------|-----------|-----------|-----------|----------|-----------|-------------------|-----|
| 2014 | BB | | TRS-TCMT-10B | TR | CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS | 3,402,600 | 2,722,080 | 0 | 0 | 0 | 680,520 | MET COUNCIL-MT | T10 |
| 2014 | BB | | TRS-TCMT-11B | TR | CMAQ: PURCHASE 15 BUSES FOR EXPRESS SERVICE | 8,250,000 | 6,600,000 | 0 | 0 | 0 | 1,650,000 | SOUTHWEST TRANSIT | T10 |
| 2014 | BB | | TRS-TCMT-13H | TR | CMAQ:AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-SERVICE BETWEEN CARVER & DOWNTOWN MPLS/U OF M & DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS | 1,032,750 | 826,200 | 0 | 0 | 0 | 206,550 | CITY OF CARVER | T1 |
| 2014 | BB | | TRS-TCMT-14 | TR | CMAQ: PURCHASE SIX BUSES & FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS | 3,606,923 | 2,885,538 | 0 | 0 | 0 | 721,385 | MVTA | T10 |
| 2014 | CITY | | 141-454-001 | BR | **AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES (AC PROJECT, PAYBACK IN 2017) | 12,208,000 | 0 | 0 | 8,960,000 | 0 | 3,248,000 | MINNEAPOLIS | S19 |
| 2014 | CITY | | 164-070-008 | RW | **MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU) | 1,337,250 | 0 | 1,069,800 | 0 | 0 | 267,450 | SAINT PAUL | O4 |
| 2014 | CITY | | 164-070-009 | RC | **MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU) | 1,395,771 | 0 | 1,116,617 | 0 | 0 | 279,154 | SAINT PAUL | O1 |
| 2014 | CITY | | 164-158-020 | BR | **AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PROJECT, PAYBACK IN 2017) | 2,447,200 | 0 | 0 | 1,400,000 | 0 | 1,047,200 | SAINT PAUL | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|--------------|------|---|---------------|-----------|-----------|---------|----------|-----------|---------------------|-----|
| 2014 | | CMAQ | 107-030-005 | TM | **AC**AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5 (AC PROJECT, PAYBACK IN 2017) | 1,300,500 | 921,626 | 0 | 118,774 | 0 | 260,100 | CITY OF BLOOMINGTON | O8 |
| 2014 | | CR 3 | 002-596-020 | SH | ON ANOKA CR 3 (COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES | 520,000 | 468,000 | 0 | 0 | 0 | 52,000 | ANOKA COUNTY | E1 |
| 2014 | | CSAH 11 | 002-611-032 | RC | ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL | 3,031,600 | 2,425,280 | 0 | 0 | 0 | 606,320 | ANOKA COUNTY | A15 |
| 2014 | | CSAH 17 | 166-020-014 | SH | ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD INCLUDING TURN LANES | 2,220,000 | 1,101,600 | 0 | 0 | 0 | 1,118,400 | SHAKOPEE | E1 |
| 2014 | | CSAH 18 | 010-618-013 | RC | ON CARVER CSAH 18 (LYMAN BLVD) FROM CARVER CSAH 15 (AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY | 6,344,000 | 5,075,200 | 0 | 0 | 0 | 1,268,800 | CARVER COUNTY | A15 |
| 2014 | | CSAH 3 | 027-603-030 | MC | **MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (SAFETEA-LU) | 7,437,293 | 0 | 5,949,834 | 0 | 0 | 1,487,459 | HENNEPIN COUNTY | O1 |
| 2014 | | CSAH 3 | 027-603-030A | MC | **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (2001 APPROPRIATIONS ACT) | 3,154,244 | 0 | 2,523,395 | 0 | 0 | 630,849 | HENNEPIN COUNTY | O1 |
| 2014 | | CSAH 3 | 027-603-049B | MC | **MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION, DESIGN BUILD CONSTRUCTION PROJECT (SAFETEA-LU) | 1,799,800 | 0 | 1,439,840 | 0 | 0 | 359,960 | HENNEPIN COUNTY | O4 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|---------------|------|---|---------------|-----------|---------|-----------|----------|------------|-----------------|-----|
| 2014 | | CSAH 31 | 062-631-009 | SH | ON RAMSEY CSAH 31 (MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES | 1,663,951 | 1,497,556 | 0 | 0 | 0 | 166,395 | RAMSEY COUNTY | E1 |
| 2014 | | CSAH 32 | 019-632-028 | SH | ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE- CONSTRUCT WB LEFT TURN LANE AND CHANNELIZATION | 364,000 | 327,600 | 0 | 0 | 0 | 36,400 | DAKOTA COUNTY | E1 |
| 2014 | | CSAH 32 | 019-632-034AC | SH | **AC**DAKOTA CSAH 32(CLIFF RD) AT JOHNNY CAKE RIDGE RD IN EAGAN-SIGNAL REBUILD, LEFT AND RIGHT TURN LANES (AC PAYBACK 1 OF 1) | 618,750 | 618,750 | 0 | 0 | 0 | 0 | DAKOTA COUNTY | E1 |
| 2014 | | CSAH 46 | 070-646-005AC | SH | **AC**AT CR 29 IN NEW MARKET- ROUNDABOUT (AC PAYBACK 1 OF 1) | 369,283 | 369,283 | 0 | 0 | 0 | 0 | SCOTT COUNTY | E1 |
| 2014 | | CSAH 5 | 002-605-018 | SH | ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT & RIGHT TURN LANES | 1,040,000 | 936,000 | 0 | 0 | 0 | 104,000 | ANOKA COUNTY | E1 |
| 2014 | | CSAH 5 | 027-605-029 | BR | HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER- RECONDITION BR 2441 | 21,000,000 | 8,320,000 | 0 | 0 | 0 | 12,680,000 | HENNEPIN COUNTY | S19 |
| 2014 | | CSAH 51 | 002-651-007 | RC | FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS | 7,956,000 | 6,364,800 | 0 | 0 | 0 | 1,591,200 | ANOKA COUNTY | A15 |
| 2014 | | CSAH 60 | 188-020-021 | RC | **AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE- CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN 2017) | 2,040,000 | 0 | 0 | 1,632,000 | 0 | 408,000 | LAKEVILLE | E1 |
| 2014 | | CSAH 61 | 027-661-046 | RC | FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA- UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235) | 12,000,000 | 7,280,000 | 0 | 0 | 0 | 4,720,000 | HENNEPIN COUNTY | A15 |
| 2014 | | CSAH 78 | 002-678-020 | SH | ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER- CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS | 936,000 | 842,400 | 0 | 0 | 0 | 93,600 | ANOKA COUNTY | E1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|--------------|------|---|---------------|------------|---------|-----------|------------|------------|---------------|-----|
| 2014 | | CSAH 9 | 019-609-018 | RC | **AC**FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP- RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PROJECT, PAYBACK IN 2017) | 7,012,500 | 0 | 0 | 5,610,000 | 0 | 1,402,500 | DAKOTA COUNTY | S10 |
| 2014 | | EN | 164-213-007 | EN | ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY- STREETScape, LIGHTING | 1,425,000 | 1,040,000 | 0 | 0 | 0 | 385,000 | SAINT PAUL | S18 |
| 2014 | | I 35 | 8280-46 | SC | AT CSAH 2 IN FOREST LAKE- REPLACE LIGHTING SYSTEM | 300,000 | 0 | 0 | 0 | 300,000 | 0 | MNDOT | S17 |
| 2014 | | I 35E | 0282-33 | AM | **BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS) | 1,773,825 | 0 | 0 | 0 | 0 | 1,773,825 | MNDOT | E6 |
| 2014 | 2 | I 35E | 6280-367 | MC | **BR4M**FMP*FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS | 104,750,000 | 33,000,000 | 0 | 0 | 15,964,500 | 55,785,500 | MN/DOT | A20 |
| 2014 | | I 35E | 6280-367CE | CA | FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS DESIGN AND CONSTRUCTION OVERSIGHT | 4,250,000 | 0 | 0 | 0 | 0 | 4,250,000 | MNDOT | A15 |
| 2014 | | I 35E | 6280-367STIP | MC | FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS STIPENDS | 800,000 | 0 | 0 | 0 | 800,000 | 0 | MNDOT | A15 |
| 2014 | | I 35E | 6281-43 | AM | **BP08**AT RAMSEY COUNTY ROAD E IN VADNAIS HEIGHTS- PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS) | 1,844,673 | 0 | 0 | 0 | 0 | 1,844,673 | MNDOT | E6 |
| 2014 | | I 35W | 0280-68 | SC | INTERCHANGES AT S JCT ANOKA CSAH 23 (LAKE DR) IN BLAINE, AT ANOKA CSAH 32 (85TH AVE) IN BLAINE/SHOREVIEW AND AT N JCT ANOKA CSAH 23 (LAKE DR) IN LINO LAKES - REPLACE INTERCHANGE LIGHTING | 280,000 | 0 | 0 | 0 | 280,000 | 0 | MNDOT | S18 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|----------|------|---|---------------|------------|---------|-----------|----------|------------|--------|-----|
| 2014 | 3 | I 35W | 2782-295 | RB | FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MNDOT | O6 |
| 2014 | | I 35W | 2782-320 | BR | AT W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053 AND APPROACH WORK | 8,440,000 | 7,375,500 | 0 | 0 | 819,500 | 245,000 | MN/DOT | S19 |
| 2014 | | I 35W | 2783-136 | MC | **TED** FROM 3RD & 4TH ST RAMP TO JOHNSON ST IN MINNEAPOLIS- CONSTRUCT ENTRANCE RAMP AND ADD AUXILIARY LANE (TED INTERCHANGE BONDS) | 13,475,510 | 0 | 0 | 0 | 3,500 | 13,472,010 | MNDOT | E3 |
| 2014 | | I 35W | 6284-157 | BI | AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS/NEW BRIGHTON-REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL | 890,000 | 801,000 | 0 | 0 | 89,000 | 0 | MN/DOT | S19 |
| 2014 | | I 394 | 2789-141 | AM | **TED12** FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09 | 1,603,965 | 0 | 0 | 0 | 0 | 1,603,965 | MNDOT | A15 |
| 2014 | | I 494 | 1985-143 | AM | AT SE QUADRANT OF I494 & BLAINE AVE E IN INVER GROVE HEIGHTS - REPAIR & IMPROVE DRAINAGE TO POND T-23 | 62,400 | 0 | 0 | 0 | 62,400 | 0 | MNDOT | O5 |
| 2014 | | I 494 | 1985-146 | RB | AT 7TH AVE IN S ST PAUL- LANDSCAPING, RETAINING WALL | 125,000 | 0 | 0 | 0 | 125,000 | 0 | MNDOT | O5 |
| 2014 | | I 494 | 2785-330 | RC | **AC**FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, | 48,000,000 | 30,000,000 | 0 | 6,000,000 | 0 | 12,000,000 | MNDOT | A20 |
| 2014 | | I 494 | 2785-372 | BI | AT NB MN77 AND AT 12TH AVE OVER I494 IN BLOOMINGTON- REDECK BRIDGES 9082 & 9080 & REPLACE APPROACH PANELS | 925,000 | 832,500 | 0 | 0 | 92,500 | 0 | MN/DOT | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-------|-------|--------------|------|--|---------------|-----------|---------|-------|-----------|-----------|---------------------|-----|
| 2014 | I | 694 | 6285-149 | RS | I694 EB RAMP TO SB I35E IN LITTLE CANADA - REPAIR SHOULDER SETTLEMENT AREA AND SLOPE STABILITY PROBLEM | 1,055,000 | 0 | 0 | 0 | 1,055,000 | 0 | MNDOT | S4 |
| 2014 | I | 694 | 6285-154 | AM | AT LEXINGTON AVENUE IN ARDEN HILLS/SHOREVIEW - RIGHT TURN LANES AND SIGNAL MODIFICATION | 252,212 | 0 | 0 | 0 | 252,212 | 0 | MN/DOT | E1 |
| 2014 | I | 94 | 2781-438 | SC | FROM I94/694 SPLIT IN BROOKLYN CENTER TO NICOLLET AVE IN MPLS - SIGN REPLACEMENT | 700,000 | 0 | 0 | 0 | 700,000 | 0 | MNDOT | O8 |
| 2014 | I | 94 | 2781-456 | NO | SOUTH SIDE OF I-94, FROM SE FRANKLIN AVE TO JUST E OF SE CECIL ST IN MPLS-NOISE WALL ABSORPTION PANELS | 710,000 | 0 | 0 | 0 | 710,000 | | MNDOT | O3 |
| 2014 | I | 94 | TRS-TCMT-14F | TR | CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-FOUR 60 FT BUSES FOR EXPRESS SERVICE | 2,794,500 | 2,235,600 | 0 | 0 | 0 | 558,900 | MET COUNCIL-MT | T10 |
| 2014 | I | 94 | TRS-TCMT-14G | TR | CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-EXPRESS SERVICE FOR 3 YEARS | 958,117 | 766,494 | 0 | 0 | 0 | 191,623 | MET COUNCIL-MT | T1 |
| 2014 | LOCAL | 99 | 091-060-067 | PL | GRAND ROUNDS MISSISSIPPI GORGE-PICNIC/OBSERVATION AREA (SCENIC BYWAYS 2007 APPROPRIATION ACT) | 170,000 | 0 | 0 | 0 | 0 | 34,000 | MPLS PARK/REC BOARD | O9 |
| 2014 | LOCAL | 99 | 091-060-083 | RB | GRAND ROUNDS MISSISSIPPI GORGE-RESTROOMS FACILITY (SCENIC BYWAYS 2007 APPROPRIATION ACT) | 300,000 | 0 | 0 | 0 | 0 | 100,000 | MPLS PARK/REC BOARD | O9 |
| 2014 | LOCAL | 99 | 091-060-097 | RB | GRAND ROUNDS MISSISSIPPI GORGE- PARKING/OVERLOOK (SCENIC BYWAYS 2009 APPROPRIATIONS ACT) | 187,500 | 0 | 0 | 0 | 0 | 37,500 | MPLS PARK/REC BOARD | AQ2 |
| 2014 | LOCAL | 99 | 880M-SHL-14 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2014 | 2,175,873 | 1,958,286 | 0 | 0 | 0 | 217,587 | MN/DOT | NC |
| 2014 | LOCAL | 99 | TRS-TCMT-14A | TR | CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL | 13,839,259 | 7,000,000 | 0 | 0 | 0 | 6,839,259 | MET COUNCIL-MT | T1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|--------------|------|--|---------------|-----------|---------|-----------|------------|------------|----------------|-----|
| 2014 | | LOCAL 99 | TRS-TCMT-14C | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 0 | 875,000 | MET COUNCIL-MT | AQ1 |
| 2014 | | MN 100 | 2733-87 | SC | FROM I494 IN BLOOMINGTON TO 50TH ST IN EDINA - SIGN REPLACEMENT | 350,000 | 0 | 0 | 0 | 350,000 | 0 | MNDOT | O8 |
| 2014 | | MN 100 | 2734-27W17 | AM | HRRRA BRIDGE 5309 (NEW BRIDGE 27W17) IN ST. LOUIS PARK - DESIGN AND CONSTRUCT NEW LRT BRIDGE | 1,900,000 | 0 | 0 | 0 | 1,900,000 | 0 | MN/DOT | A20 |
| 2014 | 6 | MN 100 | 2734-33RR | MC | FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RAIL ROAD AGREEMENT | 3,125,000 | 0 | 0 | 0 | 3,125,000 | 0 | MN/DOT | A20 |
| 2014 | | MN 100 | 2755-101 | BI | AT BROOKLYN BLVD OVER MN100 IN BROOKLYN CENTER-REDECK BRIDGE 27038 & PED BRIDGES 27038A, 27038B, REPLACE APPROACH PANELS, DRAINAGE & GUARDRAIL | 2,210,000 | 0 | 0 | 0 | 2,210,000 | 0 | MNDOT | S19 |
| 2014 | | MN 101 | 1009-24 | AM | FROM CARVER CSAH 61 IN CHANHASSEN TO MINN RIVER BR APPROACH IN SHAKOPEE-GRADE, SURFACE, NEW FLOODPLAIN BR 10004 (REP BR 10007), PED/BIKE TRAIL, SIGNING, REMOVE BOX CULVERT #4528, DRAINAGE (\$5M IN OTHER IS LOCAL FUNDS; \$9M IN OTHER IS LRIP-GO BONDS) | 33,835,500 | 0 | 0 | 0 | 19,835,500 | 14,000,000 | MNDOT | S19 |
| 2014 | | MN 101 | 1009-29 | BR | NORTH OF SCOTT-CARVER COUNTY LINE TO SOUTH END OF OLD US212-PILE LOAD TEST | 200,000 | 0 | 0 | 0 | 200,000 | 0 | MNDOT | NC |
| 2014 | | MN 101 | 238-010-003 | MC | **AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (TIED WITH 2738-28, 2738-29) | 20,522,127 | 0 | 0 | 7,700,000 | 0 | 12,822,127 | ROGERS | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|--|---------------|---------|---------|-----------|-----------|-----------|--------|-----|
| 2014 | | MN 101 | 2738-28 | MC | **SAM**RECONSTRUCT INTERCHANGE AT MN101/CSAH144 IN ROGERS (TIED WITH 2738-29, 238-010-003) | 9,200,000 | 0 | 0 | 0 | 0 | 9,200,000 | MNDOT | E3 |
| 2014 | | MN 101 | 2738-29 | RD | FROM S. DIAMOND LAKE RD IN ROGERS TO HENNEPIN/WRIGHT COUNTY LINE - BITMUMINOUS MILL & OVERLAY (TIED WITH 2738-28, 238-010-003) | 1,085,000 | 868,000 | 0 | 0 | 217,000 | 0 | MNDOT | S10 |
| 2014 | | MN 110 | 1918-108 | SC | AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL, INSTALL APS & ADA RAMPS | 250,000 | 0 | 0 | 0 | 125,000 | 125,000 | MNDOT | E2 |
| 2014 | | MN 13 | 7001-108 | AM | ATSCOTT CSAH 44/160TH STREET SE IN PRIOR LAKE-SIGNAL REPLACEMENT, FRONTAGE RELOCATION, UPGRADE TO PED/ADA FACILITIES | 674,763 | 0 | 0 | 0 | 674,763 | 0 | MNDOT | E2 |
| 2014 | | MN 13 | 7001-110 | RB | FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2014 | | MN 149 | 195-010-010 | RC | **AC**FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL (AC PROJECT, PAYBACK IN 2017) | 2,683,000 | 0 | 0 | 2,146,400 | 0 | 536,600 | EAGAN | A15 |
| 2014 | | MN 25 | 1006-28 | AM | AT 7TH ST (62ND ST) IN MAYER - ROUNDABOUT | 391,000 | 0 | 0 | 0 | 391,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 25 | 1007-19 | RC | **FMP**MN25 FLOOD MITIGATION ALONG S FORK OF CROW RIVER-RAISING RDWY GRADE SOUTH OF WATERTOWN | 350,000 | 0 | 0 | 0 | 0 | 350,000 | MN/DOT | E4 |
| 2014 | | MN 25 | 7003-13 | SC | MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT | 250,000 | 0 | 0 | 0 | 250,000 | 0 | MN/DOT | E2 |
| 2014 | | MN 284 | 1014-15 | AM | E 10TH ST IN WACONIA-ROUNDABOUT (\$702K IS CO-OP AGMT FUNDS) | 1,102,000 | 0 | 0 | 0 | 1,102,000 | 0 | MN/DOT | E1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|---------------|------|--|---------------|------------|-----------|------------|----------|-------------|--------|-----|
| 2014 | 4 | MN 36 | 8214-114B | RW | **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU) | 3,249,501 | 0 | 2,599,601 | 0 | 0 | 649,900 | MNDOT | O4 |
| 2014 | 4 | MN 36 | 8214-114RW1 | RW | ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION | 2,130,000 | 1,704,000 | 0 | 0 | 426,000 | 0 | MNDOT | A20 |
| 2014 | | MN 36 | 8214-165 | RB | BETWEEN OSGOOD AVE AND MN95 IN OAK PARK HEIGHTS - TYPE I STATE ENTRY SIGN | 560,000 | 0 | 0 | 0 | 560,000 | 0 | MN/DOT | O8 |
| 2014 | 4 | MN 36 | 8221-01 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 & XCEL BARGE UNLOADER FACILITY REMOVAL (AC PROJECT, PAYBACKS IN 2015, 2016, AND 2017) | 290,600,000 | 35,200,000 | 0 | 90,320,000 | 0 | 165,080,000 | MN/DOT | A20 |
| 2014 | 4 | MN 36 | 8221-01CE | BR | CONSTRUCTION ENGINEERING BY CONSULTANTS FOR ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 | 9,440,000 | 0 | 0 | 0 | 0 | 9,440,000 | MN/DOT | A20 |
| 2014 | 4 | MN 36 | 8221-01RR | BR | RR AGREEMENT FOR ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 | 180,000 | 0 | 0 | 0 | 90,000 | 90,000 | MN/DOT | NC |
| 2014 | | MN 36 | 8221-82045AAC | BR | **AC**AT BRIDGE 82045 OVER ST. CROIX RIVER - CONSTRUCT SUBSTRUCTURE (COFFERDAMS, DRILLED SHAFTS, FOOTINGS, & STARTER COLUMN SEGMENTS) FOR 5 RIVER PIERS (AC PAYBACK 1 OF 1) | 19,200,000 | 19,200,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|----------------|------|--|---------------|-----------|---------|-------|----------|------------|-----------------|-----|
| 2014 | | MN 36 | 8221-82045PEAC | CA | **AC**ST. CROIX RIVER CROSSING - DESIGN & PREPARE 3 BRIDGE PLANS, SPECIAL PROVISIONS, ESTIMATES & CONDUCT REVIEW OF HYDRAULIC ANALYSIS FOR THE ENTIRE CONSTRUCTION PROJECT (AC PAYBACK 1 OF 1) | 5,600,000 | 5,600,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |
| 2014 | | MN 36 | 8221-82045PRAC | CA | **AC**ST. CROIX RIVER CROSSING - PEER REVIEW OF FINAL BRIDGE DESIGN FOR 3 BRIDGES (82045, 82047, 82048) (AC PAYBACK 1 OF 1) | 1,000,000 | 1,000,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |
| 2014 | | MN 5 | 1002-104 | RB | FROM JUST W OF CARVER CSAH 11 W JCT IN VICTORIA TO JUST E OF MN41 IN CHANHASSEN-LANDSCAPING | 150,000 | 0 | 0 | 0 | 150,000 | 0 | MNDOT | O6 |
| 2014 | | MN 5 | 2732-99 | SC | FROM I-494 IN BLOOMINGTON TO EDGCUMBE RD IN ST PAUL- SIGN REPLACEMENT | 150,000 | 0 | 0 | 0 | 150,000 | 0 | MNDOT | O8 |
| 2014 | | MN 5 | 6201-86 | BI | FROM MN55 IN MPLS TO DAVERN AVE ST IN ST PAUL - REDECK BRIDGE 9300, PAINT BRIDGES 9300 AND 9491, MINOR REPAIRS TO BRIDGES 9489, 9490 AND 9491, MINOR CONCRETE PAVEMENT REPAIR | 11,025,000 | 0 | 0 | 0 | 0 | 11,025,000 | MNDOT | S19 |
| 2014 | | MN 55 | 027-030-014 | RW | **MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU) | 510,000 | 0 | 408,000 | 0 | 0 | 102,000 | HENNEPIN COUNTY | O4 |
| 2014 | | MN 55 | 027-596-005 | RW | **MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU) | 754,501 | 0 | 603,601 | 0 | 0 | 150,900 | HENNEPIN COUNTY | O2 |
| 2014 | | MN 55 | 1909-95 | AM | FROM N JCT MN149 TO S JCT MN149 IN EAGAN- WIDEN FROM 4-LANE SECTION TO 6-LANE SECTION | 300,000 | 0 | 0 | 0 | 300,000 | 0 | MNDOT | A15 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|----------|------|---|---------------|-----------|---------|-------|-----------|------------|--------|-----|
| 2014 | | MN 55 | 2723-120 | SC | AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE | 690,000 | 0 | 0 | 0 | 560,000 | 130,000 | MN/DOT | E2 |
| 2014 | | MN 610 | 2771-101 | MC | HENNEPIN CSAH 81 TO I94 IN MAPLE GROVE-POWERLINE RELOCATION INCLUDING INSTALLATION OF NEW STILL TOWER STRUCTURES AND REMOVAL OF LATICE TOWER | 1,982,341 | 1,585,873 | 0 | 0 | 396,468 | 0 | MNDOT | NC |
| 2014 | | MN 62 | 2775-15 | SC | FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM | 150,000 | 0 | 0 | 0 | 150,000 | 0 | MNDOT | S18 |
| 2014 | | MN 65 | 0207-100 | RD | **ADA**AB**FROM S OF INTERSECTION OF 53RD AVE NE IN FRIDLEY TO BRIDGE UNDER ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY FOR SOUTHERN 1 MILE, ALT BID FOR NORTHERN 3 MILES, DRAINAGE, GUARDRAIL, ADA PED RAMPS & WALK SIGNAL STRIPING AND BUS STOP IMPROV | 9,330,000 | 7,464,000 | 0 | 0 | 1,866,000 | 0 | MN/DOT | S10 |
| 2014 | | MN 65 | 0208-136 | SC | AT VIKING BLVD IN EAST BETHEL-EXTEND NB & SB LEFT TURN LANES, REPLACE CULVERT, ADA | 240,000 | 0 | 0 | 0 | 240,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 65 | 2710-42 | BR | NORTH OF 14TH AVE IN MPLS- REPLACE RAILROAD BRIDGE 90446 (NEW 27236) & RAISE CLEARANCE, DRAINAGE | 11,550,000 | 0 | 0 | 0 | 0 | 11,550,000 | MN/DOT | S19 |
| 2014 | | MN 7 | 2706-225 | SC | AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD/EXCELSIOR- SIGNAL REPLACEMENT & TURN LANE EXTENSION | 230,000 | 0 | 0 | 0 | 170,000 | 60,000 | MNDOT | E2 |
| 2014 | | MN 7 | 2706-227 | SC | AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-SIGNAL REPLACEMENT | 250,000 | 0 | 0 | 0 | 125,000 | 125,000 | MNDOT | E2 |
| 2014 | | MN 7 | 2706-235 | AM | AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 027-661-046) (\$577K IS CO-OP AGMT FUNDS) | 702,000 | 0 | 0 | 0 | 702,000 | 0 | MN/DOT | A15 |

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All Projects (Except FTA Funded) by Route Number

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|--------------|------|--|---------------|---------|---------|-------|------------|----------|--------|-----|
| 2014 | | MN 96 | 8211-35 | AM | AT WASHINGTON CSAH 15 (MANNING AVE) IN GRANT - ROUNDABOUT | 702,000 | 0 | 0 | 0 | 702,000 | 0 | MN/DOT | E1 |
| 2014 | | MN 999 | 880M-BI-14 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014 | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-CA-14 | CA | METRO SETASIDE - CONSULTANT DESIGN -2014 | 8,700,000 | 0 | 0 | 0 | 8,700,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-PM-14 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014 | 5,000,000 | 0 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-RB-14 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-RW-14 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014 | 14,905,000 | 0 | 0 | 0 | 14,905,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-RX-14 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2014 | 4,600,000 | 0 | 0 | 0 | 4,600,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-SA-14 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014 | 13,700,000 | 0 | 0 | 0 | 13,700,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-SC-14 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014 | 1,645,000 | 0 | 0 | 0 | 1,645,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-TE-14 | SC | METRO SETASIDE FOR WATER RESOURCES (\$775K), TRAF ENG (\$10K), TRAF MGMT(\$0K) PRESERVATION PROJECTS FOR FY 2014 | 785,000 | 0 | 0 | 0 | 785,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-TM-14 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014 | 400,000 | 0 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 880M-TRLF-14 | RW | **TRLF**REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2014 | | MN 999 | 8825-355 | SC | NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM | 550,000 | 0 | 0 | 0 | 550,000 | 0 | MNDOT | S18 |
| 2014 | | MN 999 | 8825-364 | TM | METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS | 925,000 | 0 | 0 | 0 | 925,000 | 0 | MNDOT | NC |

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All Projects (Except FTA Funded) by Route Number

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|---------|---------|----------|----------|-------------------|-----|
| 2014 | | MN 999 | 8825-388 | TM | TH55, TH13 & TH 149-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY | 1,172,475 | 937,980 | 0 | 0 | 234,495 | 0 | MNDOT | E2 |
| 2014 | | MN 999 | 8825-389 | SH | METROWIDE-INSTALL RURAL INTERSECTION LIGHTING | 208,000 | 187,200 | 0 | 0 | 20,800 | 0 | MNDOT | S18 |
| 2014 | | MN 999 | 8825-439 | DR | METROWIDE - POND RESTORATION | 80,000 | 0 | 0 | 0 | 80,000 | 0 | MNDOT | O6 |
| 2014 | | MN 999 | 8825-473 | SC | **ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS & APS INSTALLATION | 630,000 | 504,000 | 0 | 0 | 126,000 | 0 | MNDOT | AQ2 |
| 2014 | | MN 999 | 8825-476 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2014 | | PED/BIKE | 019-090-011 | EN | **AC**THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRAIL (AC PROJECT, PAYBACK IN 2017) | 1,275,000 | 408,000 | 0 | 612,000 | 0 | 255,000 | DAKOTA COUNTY | AQ2 |
| 2014 | | PED/BIKE | 019-090-013 | EN | **AC**MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY (WAS 091-090-057) (AC PROJECT, PAYBACK IN 2017) | 1,935,000 | 830,553 | 0 | 201,639 | 0 | 902,808 | DAKOTA COUNTY | AQ2 |
| 2014 | | PED/BIKE | 019-090-015 | EN | TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS | 992,600 | 794,080 | 0 | 0 | 0 | 198,520 | DAKOTA COUNTY | AQ2 |
| 2014 | | PED/BIKE | 070-701-008 | EN | ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL | 1,300,000 | 1,040,000 | 0 | 0 | 0 | 260,000 | SCOTT COUNTY | AQ2 |
| 2014 | | PED/BIKE | 082-090-004 | EN | CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM 145TH ST TO 140TH ST IN HUGO | 135,000 | 92,000 | 0 | 0 | 0 | 43,000 | WASHINGTON COUNTY | AQ2 |
| 2014 | | PED/BIKE | 082-090-006 | RW | RIGHT OF WAY ACQUISITION FOR HARDWOOD CREEK REGIONAL TR EXTENSION FROM 145TH ST TO 140TH ST IN HUGO | 650,000 | 520,000 | 0 | 0 | 0 | 130,000 | WASHINGTON COUNTY | O4 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|--|---------------|-----------|---------|-------|----------|-----------|-------------------------------|-----|
| 2014 | | PED/BIKE | 091-070-026 | BT | GRAND ROUNDS MISSING LINK- CONSTRUCTION OF RIDGEWAY PARKWAY SHARED-USE PATH AND OVERLOOK IMPROVEMENTS (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY) | 650,000 | 0 | 0 | 0 | 0 | 300,000 | MPLS PARK/REC BOARD | AQ2 |
| 2014 | | PED/BIKE | 091-090-050 | BT | **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION (SAFETEA-LU) | 999,850 | 0 | 799,880 | 0 | 0 | 199,970 | SAINT PAUL | AQ2 |
| 2014 | | PED/BIKE | 091-090-068 | EN | FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS | 1,202,500 | 962,000 | 0 | 0 | 0 | 240,500 | MPLS PARK/REC BOARD | AQ2 |
| 2014 | | PED/BIKE | 091-090-071 | EN | ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS | 1,040,000 | 832,000 | 0 | 0 | 0 | 208,000 | MPLS PARK/REC BOARD | AQ2 |
| 2014 | | PED/BIKE | 091-090-072 | EN | OVER HENNEPIN CSAH 19 IN SHOREWOOD & TONKA BAY- CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE | 2,000,000 | 1,040,000 | 0 | 0 | 0 | 960,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2014 | | PED/BIKE | 091-090-074 | BT | CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON | 7,150,000 | 5,720,000 | 0 | 0 | 0 | 1,430,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2014 | | PED/BIKE | 091-090-075 | BT | CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS, SHELTERS, KIOSKS | 2,704,000 | 2,163,200 | 0 | 0 | 0 | 540,800 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2014 | | PED/BIKE | 107-425-008 | EN | HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON- CONSTRUCT TRAIL | 674,700 | 539,760 | 0 | 0 | 0 | 134,940 | BLOOMINGTON | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|--|---------------|-----------|---------|---------|----------|----------|---------------|-----|
| 2014 | | PED/BIKE | 110-020-031 | EN | **AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK- PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PROJECT, PAYBACK IN 2015) | 1,210,000 | 0 | 0 | 968,000 | 0 | 242,000 | BROOKLYN PARK | AQ2 |
| 2014 | | PED/BIKE | 141-090-038 | EN | OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REHABILITATE & PAINT BR 9(MN BR 94246) | 1,300,000 | 1,040,000 | 0 | 0 | 0 | 260,000 | MINNEAPOLIS | AQ2 |
| 2014 | | PED/BIKE | 141-091-030 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES | 850,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | AQ2 |
| 2014 | | PED/BIKE | 179-090-004 | EN | FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE- CONSTRUCT BIG RIVERS REGIONAL TRAIL | 1,300,000 | 1,040,000 | 0 | 0 | 0 | 260,000 | BURNSVILLE | AQ2 |
| 2014 | | RR | 02-00134 | SR | MNNR ON 69TH AVE NE, MSAS 305 IN FRIDLEY & SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE-DUE TO CLOSURE AT SPRING CREEK DRIVE | 250,000 | 250,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 10-00119 | SR | TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 27-00304 | SR | PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 62-00203 | SR | MNNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON- INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 62-00210 | SR | CP ON S ERIE ST M636 IN ST PAUL-UPGRADE TO GATES | 275,000 | 275,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 70-00123 | SR | UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS) | 300,000 | 300,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 82-00139 | SR | UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES | 275,000 | 275,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | RR | 82-00140 | SR | UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES | 325,000 | 325,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2014 | | US 169 | 2772-90 | SC | FROM I-394 IN ST LOUIS PARK TO BROOKLYN BLVD IN BROOKLYN PARK-SIGN REPLACEMENT | 450,000 | 0 | 0 | 0 | 450,000 | 0 | MNDOT | O8 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|---|---------------|-----------|---------|-------|-----------|------------|--------|-----|
| 2014 | | US 169 | 2772-91 | RC | FROM JUST N OF JCT I494 IN BLOOMINGTON TO JUST N JCT MN 62 IN EDINA-MILL & UNBONDED CONCRETE OVERLAY, GUARDRAIL, DRAINAGE, PED RAMPS, CURB AND GUTTER, SIGNAL & SIGNING | 8,755,000 | 7,004,000 | 0 | 0 | 1,751,000 | 0 | MN/DOT | S10 |
| 2014 | 7 | US 169 | 2776-03RW14 | RW | I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE | 5,060,000 | 4,048,000 | 0 | 0 | 1,012,000 | 0 | MNDOT | O4 |
| 2014 | | US 169 | 7005-94 | TM | FROM JUST N MN25 IN BELLE PLAINE TO SCOTT CSAH 83 IN SHAKOPEE-REMOVE MEDIAN CROSSEOVERS, ACCESS MODIFICATIONS, ADD TURN LANES, DRAINAGE | 420,000 | 0 | 0 | 0 | 420,000 | 0 | MN/DOT | S16 |
| 2014 | | US 169 | 7005-97 | AM | **SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS) | 15,450,000 | 0 | 0 | 0 | 0 | 15,450,000 | MNDOT | E3 |
| 2014 | | US 212 | 1017-101 | SC | AT DELL RD IN EDEN PRAIRIE AND AT MN101 & POWERS BLVD (CARVER CSAH17) IN CHANHASSEN - ATMS INSTALLATION (FEDERAL AMOUNT IS DISTRICT C ITS FUNDS) | 150,000 | 120,000 | 0 | 0 | 30,000 | 0 | MNDOT | S7 |
| 2014 | | US 52 | 1905-33 | SH | AT 280TH/CSAH 86 IN RANDOLPH TWP - CONVERT MEDIAN TO 3/4 INTERSECTION WITH U TURNS AND CONSTRUCT LEFT TURN LANE FOR U TURN MOVEMENTS WITH 3/4 INTERSECTION | 985,000 | 886,500 | 0 | 0 | 98,500 | 0 | MNDOT | E1 |
| 2014 | | US 52 | 1906-57 | SH | AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS AND CONSTRUCT LEFT TURN LANE | 1,000,000 | 900,000 | 0 | 0 | 100,000 | 0 | MNDOT | E1 |
| 2014 | 5 | US 61 | 1913-64B | BR | **MN261**HASTINGS BRIDGE 19004(2010 APPROPRIATIONS ACT-STP) | 291,967 | 0 | 291,967 | 0 | 0 | 0 | MN/DOT | S19 |
| 2014 | 5 | US 61 | 1913-64E | BR | **MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I (2010 APPROPRIATIONS ACT-STP) | 50,000 | 0 | 50,000 | 0 | 0 | 0 | MN/DOT | O1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|--------------|------|---|---------------|-----------|---------|-------|-----------|-----------|---------------|-----|
| 2014 | | US 61 | 1913-75 | TM | FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61 | 3,744,000 | 2,995,200 | 0 | 0 | 748,800 | 0 | MNDOT | O8 |
| 2014 | | US 61 | 6222-162 | RS | FROM JUST S WHITE BEAR AVE TO JUST N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, SIGNALS, ADA, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE & MEDIAN ISLAND | 3,410,000 | 0 | 0 | 0 | 3,020,000 | 390,000 | MN/DOT | S10 |
| 2014 | | US 952A | 173-010-007 | RB | ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-WIDENING, MILL & OVERLAY, LANDSCAPING (TIED TO 1908-84) | 10,383,000 | 7,280,000 | 0 | 0 | 0 | 3,103,000 | WEST ST PAUL | S19 |
| 2014 | | US 952A | 1908-84 | AM | ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER, ACCESS CLOSURES, GRADE-SEPARATED TRAIL CROSSING, SIGNAL REPLACEMENTS AT THOMPSON AVE AND E. BERNARD ST/DAKOTA MSAS 114 (TIED TO 173-010-007) (\$702K IS CO-OP AGMT FUNDS) | 1,952,000 | 0 | 0 | 0 | 1,952,000 | 0 | MNDOT | S9 |
| 2015 | BB | | TRS-TCMT-15A | TR | CMAQ: PURCHASE FIVE BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON SNELLING AVENUE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH STREET IN MPLS | 3,709,150 | 2,967,320 | 0 | 0 | 0 | 741,830 | METRO TRANSIT | A20 |
| 2015 | BB | | TRS-TCMT-15B | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON SNELLING AVE IN ROSEVILLE AND ST PAUL, FORD PARKWAY IN ST PAUL, AND 46TH ST IN MPLS | 4,332,691 | 3,466,153 | 0 | 0 | 0 | 866,538 | METRO TRANSIT | A20 |
| 2015 | BB | | TRS-TCMT-15C | TR | CMAQ: PURCHASE 3 COACH BUSES FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M | 1,800,000 | 1,440,000 | 0 | 0 | 0 | 360,000 | SHAKOPEE | T10 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|----------|-------------|--------------|------|---|---------------|-----------|---------|-------|----------|-----------|-----------------|-----|
| 2015 | BB | | TRS-TCMT-15D | TR | CMAQ: THREE YEARS OF STARTUP OPERATING FUNDS FOR EXPRESS BUS SERVICE FROM MARSHALL ROAD TRANSIT STATION TO THE U OF M | 1,600,533 | 1,280,426 | 0 | 0 | 0 | 320,107 | SHAKOPEE | T10 |
| 2015 | BB | | TRS-TCMT-15E | TR | CMAQ: PURCHASE SIX BUSES AND TECHNOLOGY IMPROVEMENTS FOR LIMITED STOP SERVICE ON WEST 7TH STREET IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT | 3,510,980 | 2,808,784 | 0 | 0 | 0 | 702,196 | METRO TRANSIT | A20 |
| 2015 | BB | | TRS-TCMT-15F | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON WEST 7TH ST IN ST PAUL, BLOOMINGTON, AND MSP INTERNATIONAL AIRPORT | 3,123,839 | 2,499,071 | 0 | 0 | 0 | 624,768 | METRO TRANSIT | A20 |
| 2015 | CSAH 10 | 010-610-046 | | RD | FROM JUST N OF CSAH 30 IN WACONIA TWP TO TH 7 IN WATERTOWN TWP- RECONSTRUCTION INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND WIDENING SHOULDERS | 4,867,500 | 3,894,000 | 0 | 0 | 0 | 973,500 | CARVER COUNTY | S4 |
| 2015 | CSAH 10 | 062-610-004 | | SH | RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW- INTERSECTION IMPROVEMENT INCLUDING REPLACE TRAFFIC SIGNAL AND TURN LANES | 1,200,000 | 630,000 | 0 | 0 | 0 | 570,000 | RAMSEY COUNTY | E1 |
| 2015 | CSAH 116 | 027-716-010 | | SH | CR 116 AT CSAH 150 IN ROGERS- INTERSECTION LIGHTING | 27,500 | 24,750 | 0 | 0 | 0 | 2,750 | HENNEPIN COUNTY | S18 |
| 2015 | CSAH 135 | 027-735-003 | | BR | ON CSAH 135 (TONKAWA RD) OVER THE MAXWELL CHANNEL OF LAKE MINNETONKA IN ORONO-REPLACE BRIDGE #90621 | 990,000 | 792,000 | 0 | 0 | 0 | 198,000 | HENNEPIN COUNTY | S19 |
| 2015 | CSAH 17 | 070-617-024 | | RC | FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL | 8,470,000 | 6,776,000 | 0 | 0 | 0 | 1,694,000 | SCOTT COUNTY | A20 |
| 2015 | CSAH 18 | 002-618-030 | | SH | ANOKA CSAH 18 (BROADWAY AVE) AT CR 62 (KETTLE RIVER BLVD) IN COLUMBUS- ROUNDABOUT | 550,000 | 495,000 | 0 | 0 | 0 | 55,000 | ANOKA COUNTY | E1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|-------------|------|---|---------------|-----------|---------|-------|----------|-----------|-----------------|-----|
| 2015 | | CSAH 19 | 027-619-022 | SH | AT HENNEPIN CSAH 30 IN CORCORAN-INTERSECTION LIGHTING | 27,500 | 24,750 | 0 | 0 | 0 | 2,750 | HENNEPIN COUNTY | S18 |
| 2015 | | CSAH 2 | 070-602-020 | SH | AT SCOTT CSAH 46 IN NEW MARKET-ROUNDAABOUT | 1,485,000 | 1,336,500 | 0 | 0 | 0 | 148,500 | SCOTT COUNTY | E1 |
| 2015 | | CSAH 23 | 019-623-029 | TM | CMAQ: CSAH 23 & CSAH 42- FIBER OPTIC INSTALLATION, TRAFFIC SIGNAL MGMT SYS, SIGNAL TIMING | 1,153,900 | 923,120 | 0 | 0 | 0 | 230,780 | DAKOTA COUNTY | T6 |
| 2015 | | CSAH 32 | 019-632-032 | TM | CMAQ: INSTALL FIBER OPTIC CABLE FOR SIGNAL INTERCONNECTION ALONG CSAH 32 IN EAGAN INCLUDING TRAFFIC MONITORING EQUIPMENT, FLASHING YELLOW ARROWS AND RETIMING AND COORDINATION | 519,200 | 415,360 | 0 | 0 | 0 | 103,840 | DAKOTA COUNTY | S7 |
| 2015 | | CSAH 35 | 157-020-026 | RD | CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT TO 2-LANE ROAD WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES | 5,183,545 | 4,146,836 | 0 | 0 | 0 | 1,036,709 | RICHFIELD | A20 |
| 2015 | | CSAH 42 | 019-642-051 | EN | ALONG THE NORTH SIDE OF CSAH 42 FROM NICOLLET AVE TO ELM DRIVE IN BURNSVILLE- PED/BICYCLE TRAIL | 3,692,233 | 2,953,786 | 0 | 0 | 0 | 738,447 | DAKOTA COUNTY | AQ2 |
| 2015 | | CSAH 42 | 062-642-007 | RD | CSAH 42 (FORD PKWY) FROM W OF HOWELL ST TO SNELLING AVE IN ST PAUL - RECONSTRUCT TO INCLUDE RAISED MEDIANS, BIKE AND TURN LANES AT INTERSECTIONS, NEW TRAFFIC SIGNALS AND SIDEWALK UPGRADES | 3,330,896 | 2,664,717 | 0 | 0 | 0 | 666,179 | RAMSEY COUNTY | S10 |
| 2015 | | CSAH 8 | 070-608-022 | RD | FROM CSAH 91 TO THE DAKOTA COUNTY LINE-RECONSTRUCT INCLUDING ADDITION OF TURN LANES AT INTERSECTIONS AND A MULTI-USE TRAIL TO CONNECT TO AN EXISTING TRAIL IN DAKOTA COUNTY | 4,730,000 | 3,784,000 | 0 | 0 | 0 | 946,000 | SCOTT COUNTY | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|-------------|------|--|---------------|-----------|---------|-------|-----------|----------|-----------|-----|
| 2015 | | I 35E | 6280-367B | CA | FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION | 1,200,000 | 0 | 0 | 0 | 1,200,000 | | MNDOT | A20 |
| 2015 | | I 35E | 6281-19 | RS | FROM RAMSEY CR E IN VADNAIS HTS TO JUST S OF RAMSEY CSAH 96 IN WHITE BEAR LAKE-MILL & OVERLAY, MILL & CONCRETE UNBONDED OVERLAY, DRAINAGE, LOOP DETECTORS, GUARDRAIL, CONSTRUCT SLOPE, CPR AT RAMPS, MILL & OVERLAY, CABLE MEDIAN BARRIER, TEMP BYPASS, & RR AGR | 4,940,000 | 4,446,000 | 0 | 0 | 494,000 | 0 | MN/DOT | S10 |
| 2015 | | I 35E | 6281-20 | BI | RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE, REPLACE TRAFFIC SIGNALS, ADA PED FACILITIES | 1,825,000 | 1,453,500 | 0 | 0 | 161,500 | 210,000 | MN/DOT | S19 |
| 2015 | | I 35E | 6281-25 | BR | OVER GOOSE LAKE RD AND BNSF RR IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 (NEW 62729) AND 9568 (NEW 62730) INCLUDING REPLACEMENT AND PROFILE ADJUSTMENTS OF PAVEMENT ON BOTH SIDES OF BRIDGE, GUARDRAIL, DRAINAGE, TMS (TIED WITH 6281-19) | 9,475,000 | 8,527,500 | 0 | 0 | 947,500 | 0 | MN/DOT | S19 |
| 2015 | | I 35E | 6281-44 | TM | SB FROM RAMSEY CR J TO RAMSEY CSAH 96 N WHITE BEAR LAKE-SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER | 10,000 | 0 | 0 | 0 | 10,000 | 0 | MN/DOT | S4 |
| 2015 | | I 35W | 160-020-025 | RD | AT I-35W AND CLEVELAND AVE IN ROSEVILLE-RECONSTRUCT RAMP TERMINALS INCLUDING DUAL LEFT TURN LANES ON NB CLEVELAND AVE | 1,490,730 | 1,192,584 | 0 | 0 | 0 | 298,146 | ROSEVILLE | E3 |
| 2015 | | I 35W | 2782-315 | RB | FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING | 200,000 | 0 | 0 | 0 | 200,000 | 0 | MNDOT | O6 |
| 2015 | | I 35W | 6284-162 | BR | AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 AND RAMP RECONSTRUCTION | 6,470,000 | 0 | 0 | 0 | 6,470,000 | 0 | MN/DOT | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|------------|------|---|---------------|-----------|---------|-------|-----------|----------|--------|-----|
| 2015 | | I 35W | 6284-170 | TM | FROM MN36 IN ROSEVILLE TO US10 IN MOUNDS VIEW-INSTALL ITS, INCLUDING VEHICLE DETECTION, FIBER, REPLACE SHELTERS & ELIMINATE COPPER | 1,000,000 | 0 | 0 | 0 | 1,000,000 | 0 | MNDOT | S7 |
| 2015 | | I 394 | 2789-136 | RS | JUST E OF MN100 IN GOLDEN VALLEY TO WEST END OF BRIDGE #27770D IN MPLS- MILL AND OVERLAY, MINOR CPR, DIAMOND GRINDING, SHOULDERS, DRAINAGE, ADA RAMPS, GUARDRAIL AND SIGNAL LOOPS | 4,500,000 | 4,050,000 | 0 | 0 | 450,000 | 0 | MN/DOT | S10 |
| 2015 | | I 494 | 1985-139 | SC | AT MN 149 (NORTH AND SOUTH RAMPS) IN MENDOTA HEIGHTS - REPLACE SIGNAL SYSTEMS | 375,000 | 0 | 0 | 0 | 375,000 | 0 | MNDOT | E2 |
| 2015 | | I 494 | 2785-330AC | RC | FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, AND R | 6,000,000 | 6,000,000 | 0 | 0 | 0 | 0 | MNDOT | A20 |
| 2015 | 10 | I 494 | 2785-338 | RB | JUST W OF BUSH LAKE RD IN BLOOMINGTON TO MN 5 IN EDEN PRAIRIE - LANDSCAPING | 470,000 | 0 | 0 | 0 | 470,000 | 0 | MN/DOT | O6 |
| 2015 | | I 694 | 6285-148 | RB | US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING | 200,000 | 0 | 0 | 0 | 200,000 | 0 | MNDOT | O6 |
| 2015 | | I 94 | 2781-447 | BI | WB RAMP OVER LRT AND CITY ST LOCATED JUST E OF JCT OF MN 55 IN MPLS AND ON I494 OVER 34TH ST IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK | 1,195,000 | 1,075,500 | 0 | 0 | 119,500 | 0 | MN/DOT | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|---------|-------|-----------|----------|---------------|-----|
| 2015 | | I 94 | 2781-448 | BI | NEAR JUNCTION OF I94 AND I394 IN MPLS - REMOVE AND REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON BRIDGES 27793 AND 27799L, GUARDRAIL | 370,000 | 333,000 | 0 | 0 | 37,000 | 0 | MNDOT | S19 |
| 2015 | | I 94 | 6282-190 | NO | ON SOUTH SIDE FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISE WALL | 990,000 | 0 | 0 | 0 | 700,000 | 290,000 | MN/DOT | O3 |
| 2015 | | I 94 | 6282-200 | BR | AT MACKUBIN STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9737, SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS | 1,510,000 | 1,359,000 | 0 | 0 | 151,000 | 0 | MN/DOT | S19 |
| 2015 | | I 94 | 8282-109 | TM | FROM I494/694 IN WOODBURY TO ST CROIX RIVER IN LAKELAND-INCIDENT MGMT SYSTEM AND RAMP METERS AT RADIO DR, WOODBURY DR AND MANNING AVE | 1,000,000 | 0 | 0 | 0 | 1,000,000 | 0 | MNDOT | S7 |
| 2015 | | I 94 | 8282-116 | DR | MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP- REPAIR, REPLACE & LINE LARGE PIPES | 4,560,000 | 0 | 0 | 0 | 4,560,000 | 0 | MNDOT | NC |
| 2015 | | LOCAL 99 | 062-631-015 | BI | ON MARYLAND AVE AND APPROACHES BETWEEN L'ORIENT ST AND JACKSON ST IN ST PAUL-RECONSTRUCT BRIDGE #62525 | 935,000 | 748,000 | 0 | 0 | 0 | 187,000 | RAMSEY COUNTY | S19 |
| 2015 | | LOCAL 99 | 107-444-007 | SH | LINDAU LANE/IKEA WAY IN BLOOMINGTON-REMOVAL OF APPROXIMATELY 380FT OF MEDIAN | 1,232,000 | 1,108,800 | 0 | 0 | 0 | 123,200 | BLOOMINGTON | S9 |
| 2015 | | LOCAL 99 | 141-030-021 | TM | CMAQ: UPGRADE OF THE TRAFFIC SIGNAL CONTROL SYSTEM AT 262 LOCATIONS IN MPLS ENHANCING THE ITS AND SIGNAL COORDINATION CAPABILITIES THROUGH NEW CONTROLLERS, ADVANCED DETECTOR TECHNIQUES AND TMC UPGRADES | 3,245,000 | 2,596,000 | 0 | 0 | 0 | 649,000 | MINNEAPOLIS | E2 |
| 2015 | | LOCAL 99 | 141-030-025 | SH | 17 INTERSECTIONS IN MPLS-INSTALL SPECIAL COLORED MARKING AND SIGNING TREATMENTS FOR BICYCLE CONFLICT ZONES | 187,000 | 168,300 | 0 | 0 | 0 | 18,700 | MINNEAPOLIS | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|--|---------------|-----------|---------|-------|----------|-----------|-----------------|-----|
| 2015 | | LOCAL 99 | 141-211-014 | SH | 4TH AVE S BETWEEN 3RD ST S AND 11TH ST S IN MPLS- OVERHEAD SIGNAL INDICATIONS AT 9 INTERSECTIONS | 786,500 | 707,300 | 0 | 0 | 0 | 79,200 | MINNEAPOLIS | S7 |
| 2015 | | LOCAL 99 | 141-328-004 | BI | ON 10TH AVE SE OVER THE MISSISSIPPI RIVER IN MPLS- REHABILITATION OF CONCRETE ARCH STRUCTURE OF BRIDGE #2796 | 9,350,000 | 3,369,300 | 0 | 0 | 0 | 5,980,700 | MINNEAPOLIS | S19 |
| 2015 | | LOCAL 99 | 141-425-006 | RC | SB HENNEPIN/LYNDAL AVE FROM DUNWOODY BLVD TO EB I94 ENTRANCE RAMP AND FRANKLIN AVE AND; NB HENNEPIN AVE FROM FRANKLIN AVE TO END OF HENNEPIN/LYNDAL COMMON SECTION ADJACENT TO LORING PARK-RECONSTRUCTION, SIGNAL TIMING WORK AND PED/BICYCLE FACILITIES | 9,119,000 | 7,295,200 | 0 | 0 | 0 | 1,823,800 | MINNEAPOLIS | E3 |
| 2015 | | LOCAL 99 | 164-158-021 | BI | ON KELLOGG BLVD OVER THE RAVINE BETWEEN WABASHA ST AND SAINT PETER ST IN ST PAUL-RECONSTRUCT BRIDGE #92797 | 3,432,000 | 2,745,600 | 0 | 0 | 0 | 686,400 | SAINT PAUL | S19 |
| 2015 | | LOCAL 99 | 189-020-023 | SC | ON WEAVER LAKE RD AT DUNKIRK LANE, XENE LANE, AND NIAGARA LANE IN MAPLE GROVE-CONSTRUCT ROUNDABOUTS | 2,620,305 | 2,096,244 | 0 | 0 | 0 | 524,061 | MAPLE GROVE | E1 |
| 2015 | | LOCAL 99 | 189-102-011 | SH | WEAVER LAKE RD AT DUNKIRK LANE IN MAPLE GROVE- CONVERT SIGNALIZED INTERSECTION TO ROUNDABOUT | 1,138,610 | 1,024,749 | 0 | 0 | 0 | 113,861 | MAPLE GROVE | E1 |
| 2015 | | LOCAL 99 | 880M-SHL-15 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015 | 7,210,946 | 6,489,851 | 0 | 0 | 0 | 721,095 | MN/DOT | NC |
| 2015 | | LOCAL 99 | TRS-TCMT-15 | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 0 | 875,000 | MET COUNCIL- MT | AQ1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|---------------|------|---|---------------|------------|---------|------------|------------|-----------|--------|-----|
| 2015 | 6 | MN 100 | 2734-33 | MC | **ELLA**AB**AC**FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309 (NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CON | 62,570,000 | 15,426,000 | 0 | 33,830,000 | 12,314,000 | 1,000,000 | MN/DOT | A20 |
| 2015 | | MN 101 | 238-010-003AC | MC | **AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PAYBACK 1 OF 1) | 7,700,000 | 7,700,000 | 0 | 0 | 0 | 0 | ROGERS | S10 |
| 2015 | | MN 13 | 1902-55 | RD | FROM 2ND ST IN MENDOTA TO I35E IN LILYDALE-MILL AND OVERLAY, SLOPE STABILIZATION, REPLACE CURB, GUTTER AND CATCH BASINS | 1,345,000 | 0 | 0 | 0 | 1,345,000 | 0 | MNDOT | NC |
| 2015 | | MN 13 | 7001-104 | AM | AT 150TH STREET IN PRIOR LAKE AND SAVAGE- CONSTRUCT REDUCED CONFLICT INTERSECTION AT 150TH & RESTRICT ACCESS TO RI/RO AT ZINRAN/OAKLAND BEACH AVE | 1,400,000 | 0 | 0 | 0 | 1,400,000 | 0 | MN/DOT | E1 |
| 2015 | | MN 13 | 7001-107 | SC | AT SCOTT CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT | 300,000 | 0 | 0 | 0 | 150,000 | 150,000 | MNDOT | E2 |
| 2015 | | MN 13 | 7001-98 | SC | AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES | 275,000 | 0 | 0 | 0 | 137,500 | 137,500 | MNDOT | E2 |
| 2015 | | MN 149 | 1917-45 | RS | **AB**FROM N JCT MN55 IN EAGAN TO MN5 IN ST. PAUL- PAVEMENT PRESERVATION, ADA AND DRAINAGE | 6,895,000 | 0 | 0 | 0 | 6,895,000 | 0 | MN/DOT | S10 |
| 2015 | | MN 149 | 1917-48 | SC | OFF RAMP FROM I494 TO MN149 IN MENDOTA HEIGHTS-LEFT TURN LANE, DRAINAGE, ADA, CURB & GUTTER | 185,000 | 0 | 0 | 0 | 185,000 | 0 | MN/DOT | E1 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|---------------|------|---|---------------|---------|-----------|-------|-----------|------------|--------|-----|
| 2015 | | MN 36 | 6211-102 | TM | FROM US61 IN MAPLEWOOD TO MN120 IN N ST PAUL-INSTALL TMS | 1,200,000 | 0 | 0 | 0 | 1,200,000 | 0 | MNDOT | S7 |
| 2015 | | MN 36 | 6212-148 | BR | OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723 AND APPROACHES, SIGNALS, TMS, ADA, GUARDRAIL, STORM SEWER AND PONDS | 13,600,000 | 0 | 0 | 0 | 2,680,000 | 10,920,000 | MN/DOT | S19 |
| 2015 | | MN 36 | 8204-62 | RB | FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N. IN GRANT-LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2015 | 4 | MN 36 | 8214-114CCAC1 | RW | **MN217**AC*ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)(AC PAYBACK 1 OF 2) | 2,500,000 | 0 | 2,500,000 | 0 | 0 | 0 | MNDOT | A20 |
| 2015 | 4 | MN 36 | 8214-114MIT15 | BR | OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654(INCLUDES \$2.4M FOR ENDOWMENT FUND FROM MN) | 2,460,000 | 0 | 0 | 0 | 2,430,000 | 30,000 | MN/DOT | A20 |
| 2015 | 4 | MN 36 | 8214-114RW2 | RW | ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION | 1,000,000 | 800,000 | 0 | 0 | 200,000 | 0 | MNDOT | A20 |
| 2015 | 4 | MN 36 | 8214-114Z | RC | 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 | 90,651 | 0 | 0 | 0 | 45,326 | 45,325 | MN/DOT | NC |
| 2015 | 4 | MN 36 | 8214-144 | PL | **MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU) | 339,950 | 0 | 271,960 | 0 | 67,990 | 0 | MNDOT | O1 |
| 2015 | 4 | MN 36 | 8214-160 | RB | FROM OSGOOD AVE TO WESTSIDE OF MN95 - LANDSCAPING | 450,000 | 0 | 0 | 0 | 450,000 | 0 | MN/DOT | O6 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|------------|------|---|---------------|------------|---------|-------|-----------|-----------|--------|-----|
| 2015 | | MN 36 | 8214-164 | RB | FROM W OF GREELEY AVE/CSAH 66 (W LIMIT OF ST. CROIX CROSSING PROJECT) TO E OF OSGOOD AVE - LANDSCAPING | 350,000 | 0 | 0 | 0 | 350,000 | 0 | MN/DOT | O6 |
| 2015 | 4 | MN 36 | 8221-01AC1 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 3) | 53,000,000 | 53,000,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |
| 2015 | | MN 41 | 7010-100 | RS | FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF CHASKA MN RIVER BRIDGE IN CHASKA - MILL & OVERLAY, SLOPE ARMORING | 835,000 | 0 | 0 | 0 | 835,000 | 0 | MN/DOT | S10 |
| 2015 | | MN 5 | 1002-101 | RS | FROM JUST E OF SCANDIA RD IN LAKETOWN TWP TO ROLLING ACRES RD/BAVARIA RD IN VICTORIA - MILL & OVERLAY, DRAINAGE, GUARDRAIL | 5,490,000 | 0 | 0 | 0 | 5,490,000 | 0 | MNDOT | S10 |
| 2015 | | MN 5 | 1002-102 | RS | FROM JUST E OF JCT MN25 IN CAMDEN TWP TO JUST EAST OF BIRCH ST IN WACONIA- MILL & OVERLAY, GUARDRAIL, ACCESS MANAGEMENT, DRAINAGE | 3,325,000 | 0 | 0 | 0 | 3,325,000 | 0 | MNDOT | S10 |
| 2015 | | MN 51 | 6215-100 | AM | **BP08**FROM JUST S OF W FORD PKWY IN ST PAUL TO JUST N OF MN36 IN ROSEVILLE- BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHP 152 TRANSIT ADVANTAGE BONDS) | 6,000,000 | 0 | 0 | 0 | 0 | 6,000,000 | MNDOT | AQ2 |
| 2015 | | MN 51 | 6216-130 | BR | AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE BRIDGE 62010(62038), ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL | 2,680,000 | 2,144,000 | 0 | 0 | 536,000 | 0 | MN/DOT | S19 |
| 2015 | | MN 51 | 6216-133 | TM | FROM DAN PATCH AVE/MIDWAY PKWY IN FALCON HEIGHTS/SAINT PAUL TO I694 IN ARDEN HILLS-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS | 708,225 | 566,580 | 0 | 0 | 141,645 | 0 | MNDOT | E2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|--|---------------|-----------|-----------|-------|-----------|----------|--------|-----|
| 2015 | | MN 55 | 195-010-011 | MC | FROM THE MN149 NORTH INTERSECTION THROUGH THE MN149 SOUTH INTERSECTION- EXPANSION TO A 6-LANE ROADWAY INCLUDING TRAFFIC SIGNALS, AND CONSTRUCTION OF A MULTI-USE TRAIL | 3,300,000 | 2,640,000 | 0 | 0 | 0 | 660,000 | EAGAN | A20 |
| 2015 | | MN 55 | 2722-82 | SC | AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM | 300,000 | 0 | 0 | 0 | 150,000 | 150,000 | MNDOT | E2 |
| 2015 | | MN 55 | 2723-123 | SC | WB FROM 1494 NB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-WIDEN RAMP TO A TRIPLE LEFT TURN AND CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE AND ADA | 1,890,000 | 0 | 0 | 0 | 1,890,000 | 0 | MNDOT | E1 |
| 2015 | 8 | MN 610 | 2771-37E | MC | **MN266** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (2010 APPROPRIATIONS ACT-STP) | 399,932 | 0 | 399,932 | 0 | 0 | 0 | MN/DOT | A20 |
| 2015 | 8 | MN 610 | 2771-38E | MC | **MN119** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (SAFETEA-LU) | 936,518 | 0 | 749,214 | 0 | 187,304 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38H | MC | **MN249** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (2008 APPROPRIATIONS ACT-STP) | 490,000 | 0 | 490,000 | 0 | 0 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38S1A | RW | **MN211** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) | 2,107,164 | 0 | 1,685,731 | 0 | 421,433 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38S2A | MC | **MN226** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (SAFETEA-LU) | 1,873,034 | 0 | 1,498,427 | 0 | 374,607 | 0 | MNDOT | A20 |
| 2015 | 8 | MN 610 | 2771-38TA | MC | **MN235** EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE-ROADWAY REALIGNMENT (SAFETEA-LU) | 4,204,068 | 0 | 3,363,254 | 0 | 840,814 | 0 | MNDOT | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|---|---------------|-----------|---------|-------|------------|----------|--------|-----|
| 2015 | | MN 65 | 0207-99 | SC | AT 41ST AVE NE IN COLUMBIA HEIGHTS - REPLACE TRAFFIC SIGNAL AND ADA IMPROVEMENTS | 280,000 | 0 | 0 | 0 | 140,000 | 140,000 | MNDOT | E2 |
| 2015 | | MN 65 | 0208-142 | AM | FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES | 250,000 | 0 | 0 | 0 | 250,000 | 0 | MNDOT | E1 |
| 2015 | | MN 65 | 0208-143 | AM | FROM 140TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES | 250,000 | 0 | 0 | 0 | 250,000 | 0 | MNDOT | E1 |
| 2015 | | MN 77 | 1925-52 | BI | OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL | 2,140,000 | 1,712,000 | 0 | 0 | 428,000 | 0 | MN/DOT | S19 |
| 2015 | | MN 999 | 880M-ADA-15 | SC | **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2015 | 1,080,000 | 860,000 | 0 | 0 | 220,000 | 0 | MNDOT | NC |
| 2015 | | MN 999 | 880M-AM-15 | AM | METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2015 | 4,000,000 | 0 | 0 | 0 | 4,000,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-BI-15 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2015 | 5,030,000 | 4,024,000 | 0 | 0 | 1,006,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-CA-15 | CA | METRO SETASIDE - CONSULTANT DESIGN -2015 | 8,000,000 | 0 | 0 | 0 | 8,000,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-CM-15 | SC | METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2015 | 14,000,000 | 7,200,000 | 0 | 0 | 6,800,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-NO-15 | NO | METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2015 | 1,270,000 | 0 | 0 | 0 | 1,270,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-PM-15 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2015 | 4,500,000 | 0 | 0 | 0 | 4,500,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-RB-15 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2015 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-RS-15 | RS | METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2015 | 1,915,000 | 1,532,000 | 0 | 0 | 383,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-RW-15 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2015 | 19,115,000 | 8,800,000 | 0 | 0 | 10,315,000 | 0 | MN/DOT | NC |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|--------------|------|--|---------------|---------|---------|-------|------------|----------|--------|-----|
| 2015 | | MN 999 | 880M-RX-15 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2015 | 4,600,000 | 0 | 0 | 0 | 4,600,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-SA-15 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2015 | 11,000,000 | 0 | 0 | 0 | 11,000,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-SC-15 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2015 | 1,022,000 | 0 | 0 | 0 | 1,022,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-TE-15 | SC | METRO SETASIDE FOR WATER RESOURCES (\$1.28M), TRAF ENG (\$0), TRAF MGMT(\$0) PRESERVATION PROJECTS FOR FY 2015 | 1,280,000 | 0 | 0 | 0 | 1,280,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-TM-15 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2015 | 400,000 | 0 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 880M-TRLF-15 | RW | **TRLF**REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2015 | | MN 999 | 8825-347 | TM | METROWIDE - TMS UPGRADES | 1,200,000 | 0 | 0 | 0 | 1,200,000 | 0 | MNDOT | S7 |
| 2015 | | MN 999 | 8825-382 | TM | METROWIDE - ELECTRICAL SERVICE UPGRADES/REFURBISH & NID ON I-94 N OF TUNNEL IN MPLS TO SHINGLE CREEK PKWY IN BROOKLYN CTR; SYSTEM REFURBISH, RAMP METERS AT MAPLE GROVE PKWY TO EB94 AND HANSEN BLVD TO WB 10; CAMERA FILL INS | 1,525,000 | 0 | 0 | 0 | 1,525,000 | 0 | MNDOT | NC |
| 2015 | | MN 999 | 8825-383 | SC | METROWIDE - REPAIR OR REPLACE CANTILEVER SIGN STRUCTURES | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MNDOT | O8 |
| 2015 | | MN 999 | 8825-391 | SC | SW QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM | 550,000 | 0 | 0 | 0 | 550,000 | 0 | MNDOT | S18 |
| 2015 | | MN 999 | 8825-462 | SC | SW QUADRANT OF METRO-SIGN REPLACEMENT | 800,000 | 0 | 0 | 0 | 800,000 | 0 | MNDOT | O8 |
| 2015 | | MN 999 | 8825-477 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|---------------|------|---|---------------|-----------|---------|-----------|----------|-----------|----------------------------|-----|
| 2015 | | PED/BIKE | 010-090-005 | EN | FROM 1ST ST BRIDGE OVER W CHASKA CREEK IN CHASKA TO MAIN ST IN CITY OF CARVER (SW OF INTERSECTION OF HICKORY ST)- PEDESTRIAN/BICYCLE TRAIL AND TRAILHEAD FACILITIES | 757,900 | 606,320 | 0 | 0 | 0 | 151,580 | CARVER COUNTY | AQ2 |
| 2015 | | PED/BIKE | 019-090-016 | EN | FROM DAKOTA CSAH 38 TO JOHNNY CAKE RIDGE ROAD IN APPLE VALLEY- PEDESTRIAN/BICYCLE TRAIL INCLUDING BRIDGE | 1,818,135 | 1,100,000 | 0 | 0 | 0 | 718,135 | DAKOTA COUNTY | AQ2 |
| 2015 | | PED/BIKE | 062-090-002 | EN | FROM LONG LAKE REGIONAL PARK IN NEW BRIGHTON TO CR H IN MOUNDS VIEW- PEDESTRIAN/BICYCLE TRAIL | 1,442,320 | 1,100,000 | 0 | 0 | 0 | 342,320 | RAMSEY COUNTY | AQ2 |
| 2015 | | PED/BIKE | 082-090-005 | EN | FROM US 61 TO US 10 IN DENMARK TOWNSHIP- PEDESTRIAN/BICYCLE TRAIL | 1,683,000 | 1,100,000 | 0 | 0 | 0 | 583,000 | WASHINGTON COUNTY | AQ2 |
| 2015 | | PED/BIKE | 091-090-028 | EN | **AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PROJECT, PAYBACK IN FY16) | 11,424,000 | 2,400,000 | 0 | 3,760,000 | 0 | 5,264,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2015 | | PED/BIKE | 092-090-052 | EN | ON THE GATEWAY STATE TRAIL OVER HADLEY AVE NORTH IN OAKDALE- PEDESTRIAN/BICYCLE TRAIL BRIDGE | 1,650,000 | 1,100,000 | 0 | 0 | 0 | 550,000 | DNR | AQ2 |
| 2015 | | PED/BIKE | 110-020-031AC | EN | **AC**FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK- PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS (AC PAYBACK 1 OF 1) | 968,000 | 968,000 | 0 | 0 | 0 | | BROOKLYN PARK | AQ2 |
| 2015 | | PED/BIKE | 164-030-011 | EN | ON E 7TH ST FROM ARCADE ST TO BUSH; ON ARCADE ST FROM E 7TH ST TO BRIDGE OVER PHALEN BLVD; ON FOREST ST FROM WELLS ST TO REANEY AVE IN ST PAUL; AND ON REANEY AVE FROM FOREST ST TO JOHNSON PKWY- SIDEWALKS, LANDSCAPING, TREES, PEDESTRIAN LIGHTING, ON-STREET | 529,411 | 423,536 | 0 | 0 | 0 | 105,875 | SAINT PAUL | O9 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|---------|-------|-----------|----------|------------|-----|
| 2015 | | PED/BIKE | 164-646-001 | EN | ON RAYMOND AVE FROM HAMPDEN AVE TO ENERGY PARK DR IN ST PAUL-STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING, BIKE LANES, PEDESTRIAN LIGHTING | 1,826,330 | 1,100,000 | 0 | 0 | 0 | 726,330 | SAINT PAUL | O9 |
| 2015 | | PED/BIKE | 188-090-002 | EN | FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE-PEDESTRIAN/BICYCLE TRAIL | 1,124,267 | 899,410 | 0 | 0 | 0 | 224,857 | LAKEVILLE | AQ2 |
| 2015 | | RR | 10-00120 | SR | TCWR RR, CARVER CSAH 41 IN DAHLGREN TOWNSHIP (1/2 MILE E OF COLOGNE)-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | RR | 19-00142 | SR | UP RR, TH 55, COURTHOUSE BLVD IN HASTINGS-INSTALL CANTS, UPGRADE TO GATES | 275,000 | 275,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | RR | 27-00308 | SR | CP RR, 5TH AVE S (M220) IN HOPKINS-INSTALL CANTS-UPGRADE TO GATES | 275,000 | 275,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | RR | 27-00309 | SR | PGR RR, W 84TH ST, M1230 IN BLOOMINGTON-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | RR | 27-00310 | SR | PGR RR, W 90TH ST, MSAS 130 IN BLOOMINGTON-REPLACE CANTS, ADD LED HOLDOVER | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | RR | 27-00311 | SR | UP RR, PENNSYLVANIA AVE, M72 IN GOLDEN VALLEY-INSTALL GATES | 250,000 | 250,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | RR | 62-00208 | SR | CP RR, US 61 IN WHITE BEAR LAKE-INSTALL CANTS, UPGRADE TO GATES | 350,000 | 350,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2015 | | US 10 | 0202-93 | SC | AT FELDSPAR AVE NW IN RAMSEY-RECONSTRUCT INTERSECTION | 270,000 | 0 | 0 | 0 | 270,000 | 0 | MNDOT | E1 |
| 2015 | | US 12 | 2714-142 | SC | FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL | 1,265,000 | 0 | 0 | 0 | 1,265,000 | 0 | MN/DOT | S19 |
| 2015 | | US 169 | 2772-97 | SC | AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - REPLACE SIGNAL SYSTEM | 225,000 | 0 | 0 | 0 | 112,500 | 112,500 | MNDOT | E2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|--------------|------|--|---------------|-----------|---------|-------|-----------|-----------|---------------|-----|
| 2015 | | US 169 | 2772-99 | NO | ON EAST SIDE FROM 16TH ST W IN ST. LOUIS PARK TO JUST N OF WAYZATA BLVD IN GOLDEN VALLEY - NOISE WALL AND ACCESS CLOSURE | 845,000 | 0 | 0 | 0 | 770,000 | 75,000 | MN/DOT | O3 |
| 2015 | | US 169 | 7008-100 | SC | BETWEEN MN 282 AND MN 21 IN JORDAN - RECONSTRUCT MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES | 6,430,000 | 5,144,000 | 0 | 0 | 1,286,000 | 0 | MNDOT | S9 |
| 2015 | | US 212 | 2763-49 | AM | **TED12** AT SHADY OAK ROAD IN EDEN PRAIRIE - INTERCHANGE RECONSTRUCTION | 7,000,000 | 0 | 0 | 0 | 0 | 7,000,000 | MNDOT | E3 |
| 2015 | | US 52 | 1928-60 | SC | FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS | 1,265,000 | 1,012,000 | 0 | 0 | 253,000 | 0 | MNDOT | S18 |
| 2015 | | US 61 | 6222-166 | SC | AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES | 250,000 | 0 | 0 | 0 | 125,000 | 125,000 | MNDOT | E2 |
| 2016 | BB | | TRS-TCMT-16A | TR | CMAQ: PURCHASE FOUR BUSES FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON | 1,607,320 | 1,072,082 | 0 | 0 | 0 | 535,238 | METRO TRANSIT | A20 |
| 2016 | BB | | TRS-TCMT-16B | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON CHICAGO AND PORTLAND AVE IN MPLS AND RICHFIELD AND AMERICAN BLVD IN BLOOMINGTON | 8,842,206 | 5,927,918 | 0 | 0 | 0 | 2,914,288 | METRO TRANSIT | A20 |
| 2016 | BB | | TRS-TCMT-16C | TR | CMAQ: PURCHASE FIVE BUSES FOR LIMITED STOP SERVICE ON E 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD | 2,009,150 | 1,476,725 | 0 | 0 | 0 | 532,425 | METRO TRANSIT | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|--------------|------|--|---------------|-----------|---------|-------|----------|-----------|-----------------|-----|
| 2016 | | BB | TRS-TCMT-16D | TR | CMAQ: SERVICE DEMONSTRATION FOR LIMITED STOP SERVICE ON EAST 7TH ST, ARCADE AVE, MARYLAND AVE AND WHITE BEAR AVE IN ST PAUL AND WHITE BEAR AVE IN MAPLEWOOD | 7,514,836 | 5,523,275 | 0 | 0 | 0 | 1,991,561 | METRO TRANSIT | A20 |
| 2016 | | CSAH 11 | 002-611-034 | RC | FROM N OF EGRET BLVD TO N OF NORTHDALE BLVD- RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES | 4,183,200 | 3,346,560 | 0 | 0 | 0 | 836,640 | ANOKA COUNTY | A20 |
| 2016 | | CSAH 116 | 002-716-015 | MC | FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE- RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING | 11,477,760 | 7,840,000 | 0 | 0 | 0 | 3,637,760 | ANOKA COUNTY | A20 |
| 2016 | | CSAH 146 | 027-746-005 | BR | ON CSAH 146 (BROWN RD) OVER LONG LAKE CREEK IN ORONO-REPLACE BRIDGE #90622 | 560,000 | 448,000 | 0 | 0 | 0 | 112,000 | HENNEPIN COUNTY | S19 |
| 2016 | | CSAH 24 | 002-624-026 | RC | FROM CR 72 (RUM RIVER BLVD)/POPPY ST THROUGH KERRY ST IN ST FRANCIS- RECONSTRUCT INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS AND MULTI-USE TRAIL | 1,848,000 | 1,478,400 | 0 | 0 | 0 | 369,600 | ANOKA COUNTY | S19 |
| 2016 | | CSAH 34 | 107-020-065 | RC | FROM W94TH ST TO T8500 BLOCK OF NORMANDALE BLVD IN BLOOMINGTON- RECONSTRUCT OF CSAH 34 (NORMANDALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS | 8,120,000 | 6,496,000 | 0 | 0 | 0 | 1,624,000 | BLOOMINGTON | A20 |
| 2016 | | CSAH 46 | 027-646-007 | BR | OVER GODFREY PKWY IN MPLS- REPLACE BRIDGE #90585 | 2,240,000 | 1,792,000 | 0 | 0 | 0 | 448,000 | HENNEPIN COUNTY | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|-------------|------|---|---------------|-----------|---------|-------|------------|-----------|-----------------|-----|
| 2016 | | CSAH 53 | 027-653-021 | RD | FROM JUST WEST 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 | 16,800,000 | 7,840,000 | 0 | 0 | 0 | 8,960,000 | HENNEPIN COUNTY | A20 |
| 2016 | | CSAH 8 | 019-608-001 | SH | DAKOTA CSAH 8 (WENTWORTH AVE) AT DAKOTA CSAH 73 (OAKDALE AVE) IN W ST. PAUL-ROUNDABOUT | 896,000 | 806,400 | 0 | 0 | 0 | 89,600 | DAKOTA COUNTY | E1 |
| 2016 | | I 35E | 1982-171 | NO | ON SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL | 750,000 | 0 | 0 | 0 | 675,000 | 75,000 | MN/DOT | O4 |
| 2016 | | I 35E | 1982-179 | NO | NORTH SIDE FROM KETTLE PARK TO S OF KINGS ROAD IN EAGAN - NOISE BARRIER | 845,000 | 0 | 0 | 0 | 761,000 | 84,000 | MN/DOT | O3 |
| 2016 | | I 35E | 6280-369 | BI | FROM ST. CLAIR AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - REDECK BRIDGES 9519, 62802 AND 62803 | 1,425,000 | 0 | 0 | 0 | 1,425,000 | 0 | MN/DOT | S10 |
| 2016 | | I 35W | 0280-70 | SC | SB ENTRANCE RAMP FROM LAKE DR (ANOKA CSAH 23) TO S OF 85TH AVE IN BLAINE - CONSTUCT SB PARALLEL ACCELERATION LANE, DRAINAGE, CURB & GUTTER | 365,000 | 0 | 0 | 0 | 365,000 | 0 | MNDOT | S6 |
| 2016 | | I 35W | 2782-316 | RB | FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MNDOT | O6 |
| 2016 | | I 35W | 2783-137 | BI | FROM HENNEPIN AVE TO JOHNSON ST IN MINNEAPOLIS - REDECK BRIDGES 27885, 27886, 27985, 27989, 27994, GUARDRAIL | 2,045,000 | 0 | 0 | 0 | 2,045,000 | 0 | MN/DOT | S10 |
| 2016 | | I 35W | 6284-163 | BR | FROM JUST S OF I694 IN NEW BRIGHTON TO JUST S OF RAMSEY CR E2 IN ARDEN HILLS - REPLACE BRIDGES 9570 & 9599 AND APPROACHES, GUARDRAIL, RETAINING WALL AND PONDING | 10,705,000 | 0 | 0 | 0 | 10,705,000 | 0 | MN/DOT | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|------------|---------|-------|-----------|----------|-------------|-----|
| 2016 | | I 35W | 6284-166 | RS | FROM JCT MN36 IN ROSEVILLE TO JUST N I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, AUXILLIARY LANES | 10,580,000 | 9,522,000 | 0 | 0 | 1,058,000 | 0 | MNDOT | A20 |
| 2016 | | I 94 | 6282-201 | BR | AT GROTTO ST N IN ST. PAUL- REPLACE PED BRIDGE 9773 | 1,900,000 | 0 | 0 | 0 | 1,900,000 | 0 | MNDOT | S19 |
| 2016 | | I 94 | 6282-204 | BI | FROM JUST E OF DALE ST TO JUST W OF PELHAM BLVD IN ST PAUL - REPAIR BRIDGES 9379, 9381, 9452, 9457, 9663, REDECK BRIDGES 9383, 62813, 62845 AND MILL AND OVERLAY BRIDGE 9387 | 6,685,000 | 0 | 0 | 0 | 6,685,000 | 0 | MNDOT | S19 |
| 2016 | | I 94 | 6283-175 | SC | EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL | 3,460,000 | 3,114,000 | 0 | 0 | 346,000 | 0 | MN/DOT | A15 |
| 2016 | | I 94 | 6283-234 | RC | FROM JUST E MOUNDS BLVD IN ST PAUL TO E OF MN120 IN WOODBURY AND ON US61 FROM JUST N BURNS AVE TO W JCT MN5 IN ST PAUL- UNBONDED CONCRETE OVERLAY, REPAIR BRIDGES 62706, 62861, 62862, 62838 AND 62870, DRAINAGE, SIGNALS, LIGHTING, SIGNING, GUARDRAIL, TMS AN | 32,520,000 | 29,268,000 | 0 | 0 | 3,252,000 | 0 | MN/DOT | S10 |
| 2016 | | LOCAL 99 | 107-030-006 | TM | CMAQ:INSTALLATION OF INTERCONNECT INFRASTRUCTURE, COMMUNICATIONS EQUIPMENT AND MANAGEMENT SOFTWARE, IMPLEMENTATION OF PHASING MODIFICATIONS AND DEVELOPMENT AND INSTALLATION OF NEW COORDINATED TIMING PLANS THROUGH BLOOMINGTON | 1,120,000 | 896,000 | 0 | 0 | 0 | 224,000 | BLOOMINGTON | E2 |
| 2016 | | LOCAL 99 | 141-030-023 | SH | 35TH AND 36TH ST BETWEEN PARK AVE AND BLAISDALE AVE IN MPLS-CONSTRUCT OVERHEAD SIGNAL INDICATIONS AT 16 INTERSECTIONS | 1,344,000 | 1,209,600 | 0 | 0 | 0 | 134,400 | MINNEAPOLIS | S7 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|------------|---------|-------|-----------|-----------|----------------|-----|
| 2016 | | LOCAL 99 | 141-030-024 | SH | 38 SIGNALIZED INTERSECTIONS IN MPLS-INSTALL PEDESTRIAN COUNTDOWN SIGNALS | 341,600 | 306,880 | 0 | 0 | 0 | 34,720 | MINNEAPOLIS | S7 |
| 2016 | | LOCAL 99 | 164-020-123 | RC | FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE- EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS | 10,026,296 | 7,840,000 | 0 | 0 | 0 | 2,186,296 | SAINT PAUL | A20 |
| 2016 | | LOCAL 99 | 164-080-012 | BI | ON WHEELOCK PKWY OVER THE TROUT BROOK STORM WATER STREAM, TROUT BROOK REGIONAL TRAIL AND CP RAILWAY BETWEEN ABLE ST AND PARK ST IN ST PAUL- RECONSTRUCT BRIDGE #90396 | 2,464,000 | 1,960,000 | 0 | 0 | 0 | 504,000 | SAINT PAUL | S19 |
| 2016 | | LOCAL 99 | 880M-SHL-16 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016 | 9,020,244 | 8,118,220 | 0 | 0 | 0 | 902,024 | MN/DOT | NC |
| 2016 | | LOCAL 99 | TRS-TCMT-16 | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 0 | 875,000 | MET COUNCIL-MT | T1 |
| 2016 | | MN 100 | 2733-89 | RD | FROM JUST N I494 IN EDINA TO 36TH ST IN ST LOUIS PARK-CPR AND DIAMOND GRINDING | 10,000,000 | 8,000,000 | 0 | 0 | 2,000,000 | 0 | MNDOT | S11 |
| 2016 | 6 | MN 100 | 2734-33AC | MC | **AC**FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309(NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING A | 33,830,000 | 33,830,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |
| 2016 | | MN 100 | 2735-193 | TM | SB ENTRANCE RAMP FROM DULUTH ST TO MN100 IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS, DRAINAGE, TMS | 270,000 | 0 | 0 | 0 | 270,000 | 0 | MN/DOT | AQ1 |
| 2016 | | MN 13 | 1901-171 | RB | AT CSAH 5 IN BURNSVILLE- LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|---------------|------|---|---------------|------------|-----------|-------|-----------|-----------|--------|-----|
| 2016 | | MN 252 | 2748-62 | TM | FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS | 839,039 | 671,232 | 0 | 0 | 167,807 | 0 | MNDOT | E2 |
| 2016 | | MN 280 | 6241-102 | RC | FROM JUST S COMO IN LAUDERDALE TO I35W IN ROSEVILLE-MILL AND OVERLAY AND PARTIAL RECONSTRUCT | 3,830,000 | 3,064,000 | 0 | 0 | 766,000 | 0 | MNDOT | S10 |
| 2016 | 4 | MN 36 | 8214-114AH | RC | ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET | 9,518 | 0 | 0 | 0 | 4,759 | 4,759 | MN/DOT | NC |
| 2016 | | MN 36 | 8214-114AK | RC | FROM N SUNNYSIDE DR TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE | 2,000,000 | 0 | 0 | 0 | 1,000,000 | 1,000,000 | MN/DOT | AQ2 |
| 2016 | 4 | MN 36 | 8214-114CCAC2 | RW | **MN217**AC**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)(AC PAYBACK 2 OF 2) | 1,437,808 | 0 | 1,437,808 | 0 | 0 | 0 | MNDOT | A20 |
| 2016 | 4 | MN 36 | 8221-01AC2 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 2 OF 3) | 33,000,000 | 33,000,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |
| 2016 | | MN 41 | 1008-81 | RB | HISTORIC CHASKA ATHLETIC PARK IN CHASKA-LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | | MN 47 | 0206-65 | SH | AT 142ND AVENUE IN RAMSEY-RECONSTRUCT CENTER RAISED MEDIAN TO GAIN POSITIVE OFFSET FOR NB AND SB LEFT TURN LANES | 280,000 | 252,000 | 0 | 0 | 28,000 | 0 | MNDOT | S9 |
| 2016 | | MN 5 | 1002-100 | SH | E AND W JCT MN101 IN CHANHASSEN-ACCELERATION LANES | 1,680,000 | 1,512,000 | 0 | 0 | 168,000 | 0 | MNDOT | E3 |

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

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|---|---------------|------------|---------|-------|-----------|-----------|--------|-----|
| 2016 | | MN 5 | 6201-87 | AM **BP08**FROM HENNEPIN/RAMSEY CO LINE TO W 6TH ST IN ST PAUL-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE (CHP 152 TRANSIT ADVANTAGE BONDS) | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 | MNDOT | AQ2 |
| 2016 | | MN 77 | 1925-56 | BI AT DAKOTA CSAH32 (CLIFF RD) OVER MN77 IN EAGAN - MILL, LOW SLUMP OVERLAY, REPLACE JOINTS BRIDGE# 19067 | 575,000 | 0 | 0 | 0 | 575,000 | 0 | MNDOT | S19 |
| 2016 | | MN 95 | 1909-94 | SC AT ARGENTA TRAIL(DAKOTA CSAH 63) IN INVER GROVE HEIGHTS-CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL WITH ADA CROSSING, DUAL LEFT TURN LANES | 470,000 | 0 | 0 | 0 | 470,000 | | MNDOT | AQ2 |
| 2016 | | MN 999 | 880M-ADA-16 | SC **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2016 | 1,080,000 | 860,000 | 0 | 0 | 220,000 | 0 | MNDOT | NC |
| 2016 | | MN 999 | 880M-AM-16 | AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2016 | 3,000,000 | 0 | 0 | 0 | 3,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-BI-16 | BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2016 | 3,875,000 | 0 | 0 | 0 | 3,875,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-CA-16 | CA METRO SETASIDE - CONSULTANT DESIGN -2016 | 8,000,000 | 0 | 0 | 0 | 8,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-CM-16 | SC METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2016 | 2,100,000 | 0 | 0 | 0 | 2,100,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-ML-16 | RC METRO SETASIDE FOR MANAGED LANE IMPLEMENTATION PROJECT FOR FY 2016 | 20,000,000 | 15,000,000 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-NO-16 | NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2016 | 25,000 | 0 | 0 | 0 | 25,000 | 0 | MN/DOT | O3 |
| 2016 | | MN 999 | 880M-PM-16 | PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2016 | 5,000,000 | 0 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2016 | | MN 999 | 880M-RB-16 | RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2016 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|----------|---------------|----------|------|---|---------------|-----------|---------|-------|------------|----------|----------------------------|-----|
| 2016 | MN 999 | 880M-RS-16 | RS | | METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2016 | 1,585,000 | 1,268,000 | 0 | 0 | 317,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-RW-16 | RW | | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2016 | 18,200,000 | 0 | 0 | 0 | 18,200,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-RX-16 | RX | | METRO SETASIDE FOR ROAD REPAIR FOR FY 2016 | 4,600,000 | 0 | 0 | 0 | 4,600,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-SA-16 | SA | | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2016 | 10,000,000 | 0 | 0 | 0 | 10,000,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-SC-16 | SC | | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2016 | 65,000 | 0 | 0 | 0 | 65,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-TE-16 | SC | | METRO SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0.325M), TMS(\$0) & WRE (\$2.025M) FOR FY 2016 | 7,350,000 | 0 | 0 | 0 | 7,350,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-TM-16 | TM | | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2016 | 400,000 | 0 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-TR-16 | TM | | METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2016 | 730,000 | 0 | 0 | 0 | 730,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 880M-TRLF-16 | RW | | **TRLF**REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2016 | MN 999 | 8825-478 | TM | | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2016 | MN 999 | 8825-480 | TM | | METROWIDE - DMS REPLACEMENT | 425,000 | 0 | 0 | 0 | 425,000 | 0 | MNDOT | S7 |
| 2016 | PED/BIKE | 091-090-028AC | EN | | **AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL BETWEEN TRACY AVE AND FRANCE AVE/EDINA PROMENADE IN EDINA (AC PAYBACK 1 OF 1) | 3,760,000 | 3,760,000 | 0 | 0 | 0 | 0 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2016 | PED/BIKE | 091-090-076 | EN | | FROM BOONE AVE N/36TH AVE N IN NEW HOPE TO 32ND AVE N AND XENIA AVE N IN CRYSTAL-PEDESTRIAN/BICYCLE TRAIL | 1,153,600 | 922,880 | 0 | 0 | 0 | 230,720 | THREE RIVERS PARK DISTRICT | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|--|---------------|-----------|---------|-------|----------|-----------|----------------------------|-----|
| 2016 | | PED/BIKE | 091-090-077 | EN | ALONG 57TH AVE N FROM E OF TH 100 TO N MISSISSIPPI REGIONAL PARK IN BROOKLYN CENTER-PEDESTRAIN/BICYCLE TRAIL | 1,435,840 | 1,120,000 | 0 | 0 | 0 | 315,840 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2016 | | PED/BIKE | 127-020-029 | EN | FROM MAIN STREET (CR 102) AND 57TH AVE NE TO 44TH AVE NE ACROSS I-694 IN FRIDLEY-PEDESTRIAN/BICYCLE BRIDGE AND TRAIL CONNECTION | 1,442,560 | 1,120,000 | 0 | 0 | 0 | 322,560 | FRIDLEY | AQ2 |
| 2016 | | PED/BIKE | 130-090-004 | EN | AT THREE POINTS ALONG THE VERMILLION RIVER BETWEEN THE INTERSECTION OF 3RD ST AND BAILY ST TO VERMILLION FALLS PARK IN HASTINGS-PEDESTRIAN/BICYCLE TRAIL | 1,008,000 | 806,400 | 0 | 0 | 0 | 201,600 | HASTINGS | AQ2 |
| 2016 | | PED/BIKE | 141-030-022 | EN | ON 7TH AND 8TH ST S FROM 1ST AVE N TO CHICAGO AVE AND ON 6TH AND 9TH ST S FROM 1ST AVE N TO 2ND AVE S IN MPLS-LANDSCAPING, PEDESTRIAN LIGHTING, PEDESTRIAN SAFETY IMPROVEMENTS | 2,016,000 | 1,120,000 | 0 | 0 | 0 | 896,000 | MINNEAPOLIS | O9 |
| 2016 | | PED/BIKE | 141-220-005 | EN | RECONSTRUCTION OF 6TH AVE N WITH PRESERVATION OF HISTORIC PAVERS AND LOADING DOCKS, INSTALLATION OF SIDEWALKS FROM 5TH ST N TO THE END OF ST N OF WASHINGTON AVE | 2,799,104 | 1,120,000 | 0 | 0 | 0 | 1,679,104 | MINNEAPOLIS | O9 |
| 2016 | | PED/BIKE | 164-646-002 | EN | ON RAYMOND AVE FROM ENERGY PARK DR TO COMO AVE, STREET RECONSTRUCTION TO ADD CURB EXTENSIONS, BOULEVARD TREES, LANDSCAPING, PEDESTRIAN MEDIANS, SIDEWALK WIDENING | 1,472,240 | 1,120,000 | 0 | 0 | 0 | 352,240 | SAINT PAUL | O9 |
| 2016 | | PED/BIKE | 199-090-001 | EN | FROM MISSISSIPPI W REGIONAL PARK TO CITY LIMITS 3/8 MI W OF MNDOT WAYSIDE REST AREA/DAYTONPORT ROADSIDE PARKING AREA IN CITY OF RAMSEY-PEDESTRIAN/BICYCLE TRAIL | 1,631,739 | 1,120,000 | 0 | 0 | 0 | 511,739 | RAMSEY | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|----------|------|---|---------------|---------|---------|-------|-----------|----------|--------|-----|
| 2016 | | RR | 02-00136 | SR | BNSF RR, EGRET BLVD, MSAS 104 IN COON RAPIDS-INSTALL GATES | 275,000 | 275,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | RR | 19-00143 | SR | PGR RR, RANDOLPH BLVD (MN 56) IN RANDOLPH TOWNSHIP-UPGRADE TO GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | RR | 19-00144 | SR | PGR RR, 282ND ST E, DAKOTA CSAH 88 IN RANDOLPH TOWNSHIP-INSTALL GATES | 225,000 | 225,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | RR | 27-00303 | SR | CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION | 250,000 | 250,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | RR | 62-00209 | SR | MNNR RR, LONG LAKE ROAD, RAMSEY CSAH 45 IN NEW BRIGHTON-INSTALL GATES | 250,000 | 250,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | RR | 70-00124 | SR | UP RR, DELAWARE AVE, T180 IN ST. LAWRENCE TWSP-INSTALL GATES | 275,000 | 275,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | RR | 82-00143 | SR | CP RR, WASHINGTON CSAH 9, KEYSTONE AVE IN HUGO-INSTALL GATES | 250,000 | 250,000 | 0 | 0 | 0 | 0 | MNDOT | S8 |
| 2016 | | US 12 | 2713-107 | SC | AT HENNEPIN CSAH 90 IN INDEPENDENCE - CONSTRUCT LEFT TURN LANES | 1,640,000 | 0 | 0 | 0 | 1,640,000 | 0 | MN/DOT | E1 |
| 2016 | | US 169 | 2750-82 | TM | FROM MN610 IN BROOKLYN PARK TO US10 IN ANOKA-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS | 1,152,197 | 921,758 | 0 | 0 | 230,439 | 0 | MNDOT | E2 |
| 2016 | | US 169 | 2750-84 | RB | AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | | US 169 | 2772-102 | BI | OVER US212/MN62 IN EDEN PRAIRIE/EDINA-REDECK BRIDGES 27079 AND 27080, NEW APPROACH PANELS | 2,320,000 | 0 | 0 | 0 | 2,320,000 | 0 | MNDOT | S19 |
| 2016 | | US 169 | 2772-103 | NO | ON EAST SIDE FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL | 1,355,000 | 0 | 0 | 0 | 1,220,000 | 135,000 | MN/DOT | O3 |
| 2016 | | US 169 | 7005-106 | TM | FROM CANTERBURY RD(SCOTT CSAH 83) TO SCOTT CR18 IN SHAKOPEE-RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL | 1,000,000 | 0 | 0 | 0 | 1,000,000 | 0 | MN/DOT | S4 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|---------------|------|---|---------------|-----------|---------|-------|-----------|----------|-------------|-----|
| 2016 | | US 169 | 7005-114 | RB | AT CR 69 IN JACKSON TWP- LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | O6 |
| 2016 | | US 169 | 7005-88 | TM | FROM SOUTH OF HENNEPIN/SCOTT CO LINE IN SHAKOPEE TO EAST OF US169 IN SAVAGE - TMS INSTALLATION | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MNDOT | S7 |
| 2016 | | US 52 | 6244-101 | RB | FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING | 300,000 | 0 | 0 | 0 | 300,000 | 0 | MNDOT | O6 |
| 2016 | | US 61 | 8205-137 | SC | FROM MAYCREST AVE TO US10 INTERSECTION IN DENMARK TOWNSHIP-CONSTRUCT TURN LANES, MAYCREST AVE CONNECTION, MILL AND OVERLAY, STORM SEWER, PONDS, GUARDRAIL, ADA CURB RAMPS | 5,370,000 | 0 | 0 | 0 | 5,370,000 | 0 | MN/DOT | E1 |
| 2016 | | US 61 | 8205-141 | BI | WASHINGTON CSAH19 OVER US61 IN COTTAGE GROVE - CLEAN BEARINGS, REPLACE JOINTS & MINOR SUBSTRUCTURE REPAIRS ON BRIDGE #9071 | 130,000 | 0 | 0 | 0 | 130,000 | 0 | MNDOT | S19 |
| 2016 | | US 61 | 8206-45 | SC | NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE- RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDBABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED BIKE/PED FACILITIES | 6,720,000 | 5,376,000 | 0 | 0 | 1,344,000 | 0 | MNDOT | E1 |
| 2017 | | CITY | 141-454-001AC | BR | **AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES (AC PAYBACK 1 OF 1) | 8,960,000 | 8,960,000 | 0 | 0 | 0 | 0 | MINNEAPOLIS | S19 |
| 2017 | | CITY | 164-158-020AC | BR | **AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL- REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PAYBACK 1 OF 1) | 1,400,000 | 1,400,000 | 0 | 0 | 0 | 0 | SAINT PAUL | S19 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|---------------|------|---|---------------|------------|---------|-------|----------|------------|---------------------|-----|
| 2017 | | CMAQ | 107-030-005AC | TM | **AC**AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5 (AC PAYBACK 1 OF 1) | 118,774 | 118,774 | 0 | 0 | 0 | | CITY OF BLOOMINGTON | O8 |
| 2017 | | CSAH 60 | 188-020-021AC | RC | **AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1) | 1,632,000 | 1,632,000 | 0 | 0 | 0 | 0 | LAKEVILLE | E1 |
| 2017 | | CSAH 81 | 027-681-034 | RC | FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKLYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL | 11,200,000 | 7,840,000 | 0 | 0 | 0 | 3,360,000 | HENNEPIN COUNTY | A20 |
| 2017 | | CSAH 9 | 019-609-018AC | RC | **AC**FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PAYBACK 1 OF 1) | 5,610,000 | 5,610,000 | 0 | 0 | 0 | 0 | DAKOTA COUNTY | S19 |
| 2017 | | I 35E | 1982-178 | NO | S OF I35E FROM S OF ASTON CIRCLE TO MCANDREWS RD E IN BURNSVILLE - NOISE WALL | 645,000 | 0 | 0 | 0 | 580,000 | 65,000 | MNDOT | O3 |
| 2017 | | I 35E | 6280-381 | RB | S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL-LANDSCAPING | 300,000 | 0 | 0 | 0 | 300,000 | 0 | MNDOT | O6 |
| 2017 | | I 35E | 6280-382 | RB | FROM I94 IN ST PAUL TO JUST N LITTLE CANADA RD IN LITTLE CANADA-LANDSCAPING | 300,000 | 0 | 0 | 0 | 300,000 | 0 | MNDOT | O6 |
| 2017 | | I 35W | 2782-327 | MC | FROM 46TH ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, DRAINAGE, LIGHTING, REPLACE BRIDGES 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872 | 121,000,000 | 58,110,000 | 0 | 0 | 0 | 62,890,000 | MNDOT | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|--------------|------|---|---------------|------------|---------|-------|-----------|-----------|------------|-----|
| 2017 | | I 94 | 2781-432 | RD | FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER- MAJOR CPR AND DIAMOND GRINDING, DRAINAGE | 23,355,000 | 21,019,500 | 0 | 0 | 2,335,500 | | MNDOT | S10 |
| 2017 | | I 94 | 2781-452 | BI | I94 NB ON RAMP OVER GLENWOOD AVE IN MPLS- REPAIR BRIDGE 27728 | 11,385,000 | 9,108,000 | 0 | 0 | 2,277,000 | | MNDOT | S19 |
| 2017 | | I 94 | 2781-453 | BI | AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR | 4,655,000 | 4,189,500 | 0 | 0 | 465,500 | | MNDOT | S19 |
| 2017 | | I 94 | 6282-203 | NO | ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL-NOISE WALL | 630,000 | 0 | 0 | 0 | 565,000 | 65,000 | MNDOT | O3 |
| 2017 | | LOCAL 99 | 164-090-014 | EN | FROM HARRIET ISLAND REGIONAL PARK IN ST PAUL TO THE MISSISSIPPI RIVER REGIONAL TRAIL IN SOUTH ST PAUL-PED/BICYCLE TRAIL | 7,693,280 | 6,154,624 | 0 | 0 | 0 | 1,538,656 | SAINT PAUL | AQ2 |
| 2017 | | LOCAL 99 | 880M-CMAQ-17 | NA | METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2017 | 33,726,532 | 26,981,226 | 0 | 0 | 0 | 6,745,306 | MN/DOT | NC |
| 2017 | | LOCAL 99 | 880M-SHL-17 | SH | METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2017 | 9,222,222 | 8,300,000 | 0 | 0 | 0 | 922,222 | MN/DOT | NC |
| 2017 | | LOCAL 99 | 880M-STP-17 | MC | METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2017 | 8,071,220 | 6,456,976 | 0 | 0 | 0 | 1,614,244 | MNDOT | NC |
| 2017 | | LOCAL 99 | 880M-TAP-17 | EN | METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2017 | 7,832,951 | 6,266,361 | 0 | 0 | 0 | 1,566,590 | MNDOT | NC |
| 2017 | | MN 100 | 2734-50 | RB | FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK- LANDSCAPING | 250,000 | 0 | 0 | 0 | 250,000 | 0 | MNDOT | O6 |
| 2017 | | MN 110 | 1918-110 | RD | **AB**JUST E I35E IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAMATION/WHITE TOPPING | 6,000,000 | 4,800,000 | 0 | 0 | 1,200,000 | 0 | MN/DOT | O6 |
| 2017 | | MN 13 | 7001-112 | RS | FROM E OF US 169 IN SAVAGE TO JUST E OF WASHBURN AVE IN BURNSVILLE-MILL AND OVERLAY | 5,000,000 | 4,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | S10 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|---------------|------|--|---------------|-----------|---------|-------|----------|------------|--------|-----|
| 2017 | | MN 149 | 195-010-010AC | RC | **AC**FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL (AC PAYBACK 1 OF 1) | 2,146,400 | 2,146,400 | 0 | 0 | 0 | 0 | EAGAN | A20 |
| 2017 | | MN 149 | 6223-20 | BI | OVER MISSISSIPPI RIVER IN ST PAUL - REDECK & APPROACH WORK ON BRIDGE #62090 | 14,180,000 | 0 | 0 | 0 | 0 | 14,180,000 | MNDOT | S19 |
| 2017 | | MN 3 | 1920-41 | RS | JUST S MN50 IN CASTLE ROCK TWP TO JUST N 170TH ST IN EMPIRE TWP-MILL AND OVERLAY | 3,500,000 | 2,800,000 | 0 | 0 | 700,000 | 0 | MNDOT | S10 |
| 2017 | | MN 36 | 8214-161 | RB | EASTSIDE OF MN95 TO ST CROIX RIVER FROM BAYPORT TO LIFT BRIDGE - LANDSCAPING | 175,000 | 0 | 0 | 0 | 175,000 | 0 | MN/DOT | O6 |
| 2017 | | MN 36 | 8217-4654D | BR | **ELLA** OVER ST CROIX RIVER - LIFT BRIDGE MGMT PLAN AND REPAIR CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE | 11,600,000 | 0 | 0 | 0 | 0 | 11,600,000 | MNDOT | A20 |
| 2017 | | MN 36 | 8221-01AC3 | BR | **AC**OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 3 OF 3) | 4,320,000 | 4,320,000 | 0 | 0 | 0 | 0 | MN/DOT | A20 |
| 2017 | | MN 5 | 2701-49 | RS | FROM CSAH 4 (EDEN PRAIRIE RD) TO FULLER RD/VENTURE LANE IN EDEN PRAIRIE-MILL AND OVERLAY | 750,000 | 600,000 | 0 | 0 | 150,000 | 0 | MNDOT | S10 |
| 2017 | | MN 50 | 1904-27 | RS | FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-MILL AND OVERLAY | 4,000,000 | 3,200,000 | 0 | 0 | 800,000 | 0 | MNDOT | S10 |
| 2017 | | MN 51 | 6215-101 | RS | FROM DAYTON AVE TO PIERCE BUTLER IN ST PAUL-MILL AND OVERLAY | 1,500,000 | 1,200,000 | 0 | 0 | 300,000 | 0 | MNDOT | S10 |
| 2017 | | MN 51 | 6216-127 | RD | FROM COMO AVE IN ST PAUL TO MN36 IN ROSEVILLE-CPR AND DIAMOND GRINDING | 2,750,000 | 2,200,000 | 0 | 0 | 550,000 | 0 | MNDOT | S10 |
| 2017 | | MN 610 | 0217-23 | TM | FROM US169 IN BROOKLYN PARK TO US10 IN COON RAPIDS - INSTALL TRAFFIC MANAGEMENT SYSTEM | 425,000 | 0 | 0 | 0 | 425,000 | 0 | MNDOT | S7 |
| 2017 | | MN 999 | 880M-ADA-17 | SC | METRO SETASIDE FOR ADA/BIKE PROJECT FOR FY 2017 | 2,000,000 | 1,600,000 | 0 | 0 | 400,000 | 0 | MNDOT | NC |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|---|---------------|-----------|---------|-------|------------|----------|--------|----|
| 2017 | | MN 999 | 880M-AM-17 | AM | METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2017 | 3,000,000 | 0 | 0 | 0 | 3,000,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-BI-17 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS FOR FY 2017 | 510,000 | 408,000 | 0 | 0 | 102,000 | 0 | MNDOT | NC |
| 2017 | | MN 999 | 880M-CA-17 | CA | METRO SETASIDE - CONSULTANT DESIGN -2017 | 6,350,000 | 0 | 0 | 0 | 6,350,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-CM-17 | SC | METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2017 | 15,490,000 | 0 | 0 | 0 | 15,490,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-NO-17 | NO | METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2017 | 190,000 | 0 | 0 | 0 | 190,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-PM-17 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2017 | 5,000,000 | 0 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-RB-17 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2017 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-RW-17 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2017 | 10,114,000 | 0 | 0 | 0 | 10,114,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-RX-17 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2017 | 5,000,000 | 0 | 0 | 0 | 5,000,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-SA-17 | SA | METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2017 | 8,436,000 | 0 | 0 | 0 | 8,436,000 | 0 | MNDOT | NC |
| 2017 | | MN 999 | 880M-SC-17 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS ON NHS FOR FY 2017 | 6,000,000 | 4,800,000 | 0 | 0 | 1,200,000 | 0 | MNDOT | NC |
| 2017 | | MN 999 | 880M-SCN-17 | SC | METRO SETASIDE FOR SAFETY CAPACITY PROJECTS ON NON-NHS FOR FY 2017 | 3,000,000 | 2,400,000 | 0 | 0 | 600,000 | 0 | MNDOT | NC |
| 2017 | | MN 999 | 880M-SH-17 | SH | METRO SETASIDE FOR HSIP FOR FY 2017 | 4,111,111 | 3,700,000 | 0 | 0 | 411,111 | 0 | MNDOT | NC |
| 2017 | | MN 999 | 880M-TE-17 | SC | METRO SETASIDE FOR TRAFFIC ENGINEERING (\$4M), ROADSIDE SAFETY(\$0), TMS(\$0) & WRE (\$4.01M) FOR FY 2017 | 8,010,000 | 0 | 0 | 0 | 8,010,000 | 0 | MNDOT | NC |
| 2017 | | MN 999 | 880M-TM-17 | TM | METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2017 | 400,000 | 0 | 0 | 0 | 400,000 | 0 | MN/DOT | NC |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|---------------|-----|----------|---------------|------|--|----------------------|--------------------|-------------------|--------------------|--------------------|--------------------|---------------|-----|
| 2017 | | MN 999 | 880M-TR-17 | TM | METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2017 | 395,000 | 0 | 0 | 0 | 395,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 880M-TRLF-17 | RW | **TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 1,980,000 | 0 | 0 | 0 | 1,980,000 | 0 | MN/DOT | NC |
| 2017 | | MN 999 | 8825-479 | TM | METROWIDE-LOOP REPLACEMENTS | 75,000 | 0 | 0 | 0 | 75,000 | 0 | MNDOT | S7 |
| 2017 | | PED/BIKE | 019-090-011AC | EN | **AC**THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL (AC PAYBACK 1 OF 1) | 612,000 | 612,000 | 0 | 0 | 0 | 0 | DAKOTA COUNTY | AQ2 |
| 2017 | | PED/BIKE | 019-090-013AC | EN | **AC**MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP- CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY (WAS 091-090-057) (AC PAYBACK 1 OF 1) | 201,639 | 201,639 | 0 | 0 | 0 | 0 | DAKOTA COUNTY | AQ2 |
| 2017 | | US 169 | 2772-105 | RD | JUST NORTH OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY - CPR WITH DIAMOND GRINDING AND MILL AND OVERLAY, DRAINAGE | 16,515,000 | 13,212,000 | 0 | 0 | 3,303,000 | 0 | MNDOT | S10 |
| 2017 | | US 169 | 2772-112 | TM | FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK- INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MNDOT | S7 |
| Totals | | | | | | 2,183,458,923 | | 29,248,861 | | 456,646,673 | | | |
| | | | | | | | 935,332,816 | | 163,258,813 | | 597,285,760 | | |

Twin Cities Metropolitan Area
2014 - 2017 Transportation Improvement Program

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|------|-------|--------------|------|---|---------------|-----------|-----------|-------|----------|-----------|-------------------------------|-----|
| 2013 | BB | | 027-030-028 | TR | **MN061**THE TRANSPORTATION INTERCHANGE FACILITY IN MPLS-SITE PREPARATION, CONSTRUCT FOUNDATIONS AND BLDG STRUCTURE (2003 APPROPRIATIONS ACT) | 6,941,500 | 0 | 6,941,500 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2013 | BB | | 091-595-029 | MC | UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- CONSTRUCTION (2010 HIGH SPEED RAIL GRANT FROM FRA TO FHWA)(ORIGINAL SP WAS 091-595-028) | 21,262,197 | 0 | 0 | 0 | 0 | 0 | RAMSEY COUNTY | E6 |
| 2013 | BB | | TRS-TCMT-12A | TR | CMAQ: PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE | 8,400,000 | 6,720,000 | 0 | 0 | 0 | 1,680,000 | MET COUNCIL - MTS | T10 |
| 2013 | BB | | TRS-TCMT-14D | TR | CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE | 240,000 | 192,000 | 0 | 0 | 0 | 48,000 | CITY OF SHAKOPEE & PRIOR LAKE | T10 |
| 2013 | CITY | | 062-636-005 | BR | WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL- REMOVE & REPLACE EXISTING BR 5950 | 13,365,000 | 5,350,000 | 0 | 0 | 0 | 8,015,000 | SAINT PAUL | S19 |
| 2013 | CITY | | 164-145-040 | BR | HAMLIN AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL-REPLACE BR 62502 & APPROACHES | 9,750,000 | 3,876,000 | 0 | 0 | 0 | 5,874,000 | SAINT PAUL | S19 |
| 2013 | CITY | | SRS-9064-13 | BT | **SRTS**MINNEAPOLIS PUBLIC SCHOOLS; SRTS NON-INFRASTRUCTURE GRANT TO INCREASE ACCESS TO BICYCLES, MAINTENANCE CLASSES AND SAFETY EDUCATION DELIVERED THROUGH PHYSICAL EDUCATION AND AFTER-SCHOOL PROGRAMS AT SIX SCHOOLS, AND IMPLEMENT CROSSING GUARDS AT LUCY | 60,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | NC |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|---|---------------|-----------|---------|-------|----------|-----------|----------------|-----|
| 2013 | | CITY | SRS-9064-13 | BT | **SRTS** SAFE ROUTES TO SCHOOL - NON-INFRASTRUCTURE GRANT FOR MPLS PUBLIC SCHOOLS- INCREASE ACCESS TO BICYCLES, MAINTENANCE CLASSES & SAFETY EDUCATION DELIVERED THRU PHYSICAL EDUCATION & AFTER SCHOOL PROGRAMS AT SIX SCHOOLS, & IMPLEMENT CROSSING GUARDS AT | 60,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | NC |
| 2013 | | CITY x | 238-591-002 | BT | **SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM) | 171,500 | 0 | 0 | 0 | 0 | 0 | ROGERS | AQ2 |
| 2013 | | CMAQ | 002-596-016 | TR | AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE- PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT | 1,362,720 | 1,090,176 | 0 | 0 | 0 | 272,544 | ANOKA COUNTY | E6 |
| 2013 | | CMAQ | 002-596-018 | TR | AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- CONSTRUCTION OF PARK & RIDE LOT | 1,632,000 | 1,305,600 | 0 | 0 | 0 | 326,400 | ANOKA COUNTY | E6 |
| 2013 | | CMAQ | 010-596-006 | TR | AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE | 491,000 | 392,800 | 0 | 0 | 0 | 98,200 | CITY OF CARVER | O4 |
| 2013 | | CMAQ | 010-596-007 | TR | AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-CONSTRUCT 400 STALL PARK & RIDE | 4,013,013 | 3,210,411 | 0 | 0 | 0 | 802,602 | CITY OF CARVER | E6 |
| 2013 | | CMAQ | 103-080-002 | TR | CONSTRUCT - 333- STALL STRUCTURED PARKING FACILITY WITH PEDESTRIAN OVERPASS, SIDEWALK, TRAIL CONNECTIONS AND AMENITIES ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION | 11,000,000 | 5,885,000 | 0 | 0 | 0 | 5,115,000 | ANOKA | E6 |
| 2013 | | CMAQ | TRS-TCMT-13 | TR | CMAQ: PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT | 1,540,000 | 1,232,000 | 0 | 0 | 0 | 308,000 | MVTA | T10 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|--------------|------|--|---------------|-----------|---------|-------|----------|----------|-------------------------------|-----|
| 2013 | | CMAQ | TRS-TCMT-13A | TR | CMAQ: STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF ROSEMOUNT | 525,096 | 420,077 | 0 | 0 | 0 | 105,019 | MVTA | T10 |
| 2013 | | CMAQ | TRS-TCMT-13B | TR | CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE | 1,770,000 | 1,416,000 | 0 | 0 | 0 | 354,000 | CITY OF SHAKOPEE & PRIOR LAKE | T10 |
| 2013 | | CMAQ | TRS-TCMT-13C | TR | CMAQ: AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR & BEAM AVE-PURCHASE & OPERATION OF FOUR BUSES | 3,763,663 | 3,010,930 | 0 | 0 | 0 | 752,733 | MET COUNCIL-MT | T10 |
| 2013 | | CMAQ | TRS-TCMT-13D | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS. | 4,375,000 | 3,500,000 | 0 | 0 | 0 | 875,000 | MET COUNCIL-MT | AQ1 |
| 2013 | | CMAQ | TRS-TCMT-13F | TR | AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94 | 3,300,000 | 2,640,000 | 0 | 0 | 0 | 660,000 | ANOKA COUNTY | T10 |
| 2013 | | CMAQ | TRS-TCMT-13G | TR | AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94 | 1,993,733 | 1,594,986 | 0 | 0 | 0 | 398,747 | ANOKA COUNTY | T1 |
| 2013 | | CMAQ | TRS-TCMT-14B | TR | CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-PARK & RIDE LAND ACQUISITION, DESIGN & PHASE I CONSTRUCTION | 4,435,350 | 3,548,280 | 0 | 0 | 0 | 887,070 | MET COUNCIL-MT | E6 |
| 2013 | | CR | 002-596-009 | PL | **MN130**PRELIMINARY ENGINEERING FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 & TH 10 BETWEEN TH 169 & TH 101 (SAFETEA-LU) | 1,687,000 | 0 | 719,921 | 0 | 0 | 967,079 | ANOKA COUNTY | O4 |
| 2013 | | CSAH 1 | 002-601-045 | SH | ON ANOKA CSAH 1 (COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIAN | 102,000 | 91,800 | 0 | 0 | 0 | 10,200 | ANOKA COUNTY | S16 |

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

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|-------------|--|---------------|-----------|-----------|---------|----------|-----------|-----------------|-----|
| 2013 | | CSAH 1 | 002-601-046 | SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9 (ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED CHANNELIZATION | 408,000 | 367,200 | 0 | 0 | 0 | 40,800 | ANOKA COUNTY | E1 |
| 2013 | | CSAH 10 | 062-610-003 | SH ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES | 295,800 | 266,220 | 0 | 0 | 0 | 29,580 | RAMSEY COUNTY | E1 |
| 2013 | | CSAH 17 | 002-617-020 | SH ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18 (CROSSTOWN BLVD NE) IN HAM LAKE-CONSTRUCT TRAFFIC SIGNAL, TURN LANES | 510,000 | 459,000 | 0 | 0 | 0 | 51,000 | ANOKA COUNTY | E2 |
| 2013 | | CSAH 17 | 070-617-022 | RC ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT | 9,670,000 | 7,099,200 | 0 | 0 | 0 | 2,570,800 | SCOTT COUNTY | A15 |
| 2013 | | CSAH 18 | 002-611-033 | SH ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11 (NORTHDAL BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES | 612,000 | 550,800 | 0 | 0 | 0 | 61,200 | ANOKA COUNTY | E1 |
| 2013 | | CSAH 3 | 027-603-049 | PL **MN061**LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING (2003 APPROPRIATIONS ACT) | 2,000,000 | 0 | 2,000,000 | 0 | 0 | 0 | HENNEPIN COUNTY | O4 |
| 2013 | | CSAH 31 | 062-631-010 | SH ON RAMSEY CSAH 31 (MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL-TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES | 1,575,354 | 1,417,819 | 0 | 0 | 0 | 157,535 | RAMSEY COUNTY | E1 |
| 2013 | | CSAH 32 | 019-632-033 | SH DAKOTA CSAH 32(CLIFF RD) AT NICOLS RD IN EAGAN-SIGNAL REBUILD, LEFT AND RIGHT TURN LANES | 484,000 | 435,600 | 0 | 0 | 0 | 48,400 | DAKOTA COUNTY | |
| 2013 | | CSAH 32 | 019-632-034 | SH **AC**DAKOTA CSAH 32(CLIFF RD) AT JOHNNY CAKE RIDGE RD IN EAGAN-SIGNAL REBUILD, LEFT AND RIGHT TURN LANES (AC PROJECT, PAYBACK IN 2014) | 687,500 | 0 | 0 | 618,750 | 0 | 68,750 | DAKOTA COUNTY | |
| 2013 | | CSAH 42 | 019-642-044 | RW **MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU) | 11,000,000 | 0 | 2,624,675 | 0 | 0 | 8,375,325 | DAKOTA COUNTY | E3 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|---------|-------------|------|---|---------------|------------|---------|------------|-----------|------------|------------------|-----|
| 2013 | | CSAH 42 | 019-642-045 | PL | **MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU) | 375,000 | 0 | 300,000 | 0 | 0 | 75,000 | DAKOTA COUNTY | E3 |
| 2013 | | CSAH 46 | 070-646-005 | SH | **AC**AT CR 29 IN NEW MARKET- ROUNDABOUT (AC PROJECT, PAYBACK IN 2014) | 1,650,000 | 1,115,717 | 0 | 369,283 | 0 | 165,000 | SCOTT COUNTY | |
| 2013 | | EN | 091-070-015 | EN | INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK | 1,214,080 | 719,488 | 0 | 0 | 0 | 494,592 | ST PAUL PARK/REC | O9 |
| 2013 | | I 35 | 7080-50 | SC | FROM SCOTT CSAH 2 IN NEW MARKET TO DAKOTA CSAH 70 IN LAKEVILLE - CABLE MEDIAN BARRIER (\$945K AMOUNT IN OTHER IS DPS FUNDS) | 1,050,000 | 0 | 0 | 0 | 105,000 | 945,000 | MN/DOT | S9 |
| 2013 | | I 35 | 7080-51 | RD | FROM N OF 260TH ST E (CSAH 2) IN NEW MARKET TWP TO SOUTH JUNCTION 35E/35W SPLIT IN BURNSVILLE - CPR AND UNBONDED CONCRETE OVERLAY | 12,000,000 | 10,800,000 | 0 | 0 | 1,200,000 | | MN/DOT | |
| 2013 | | I 35E | 1982-161 | BI | FROM I35E/I35W SPLIT IN BURNSVILLE TO CLIFF ROAD IN EAGAN-REDECK AND PAINT BRIDGE 19809, PAINT BRIDGE 19527, DECK REPAIR ON BRIDGES 19893, 19811, 19812, 19889, 19866, 19813, 19814, CONCRETE PAVEMENT REPAIR, GUARDRAIL | 6,561,914 | 5,900,773 | 0 | 0 | 661,141 | 0 | MN/DOT | S19 |
| 2013 | 1 | I 35E | 6280-308 | BR | S OF UNIVERSITY AVE TO JUST N OF MARYLAND AVE IN ST PAUL-REPLACE EXISTING INTERCHANGE AT PENNSYLVANIA AVE WITH INTERCHANGE AT CAYUGA ST, FRONTAGE ROAD CONSTRUCTION, RETAINING WALLS, NOISE WALLS, TRAILS AND REPLACING 3 BRIDGES (#9265 WITH 62919, #6517 WITH | 101,835,000 | 60,000,000 | 0 | 20,940,000 | 0 | 20,895,000 | MN/DOT | A20 |
| 2013 | 1 | I 35E | 6280-308B | BR | **MN055**CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-CONSTRUCTION (TEA-21) | 44,646 | 0 | 35,717 | 0 | 0 | 8,929 | MN/DOT | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|------------|------|--|---------------|---------|-----------|-------|-----------|-----------|--------|-----|
| 2013 | 1 | I 35E | 6280-308C | BR | **MN091**PHALEN BLVD IN ST PAUL-CONSTRUCTION (2005 APPROPRIATIONS ACT) | 719,612 | 0 | 719,612 | 0 | 0 | 0 | MN/DOT | A20 |
| 2013 | 1 | I 35E | 6280-308D | BR | **MN171** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU) | 3,149,651 | 0 | 2,519,721 | 0 | 0 | 629,930 | MN/DOT | A20 |
| 2013 | 1 | I 35E | 6280-308RR | BR | JUST SOUTH OF UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RAILROAD AGREEMENT | 2,172,800 | 0 | 0 | 0 | 0 | 2,172,800 | MN/DOT | NC |
| 2013 | 1 | I 35E | 6280-308S1 | BR | **MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU) | 5,624,375 | 0 | 4,499,500 | 0 | 0 | 1,124,875 | MN/DOT | O4 |
| 2013 | 1 | I 35E | 6280-308S2 | BR | **MN233** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU) | 3,374,625 | 0 | 2,699,700 | 0 | 0 | 674,925 | MN/DOT | O4 |
| 2013 | 1 | I 35E | 6280-308UT | BR | JUST SOUTH OF UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-UTILITY RELOCATION | 5,445,000 | 0 | 0 | 0 | 0 | 5,445,000 | MN/DOT | NC |
| 2013 | 2 | I 35E | 6280-367A | CA | **BR4M**FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - DESIGN BUILD RFP FOR CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS | 300,000 | 0 | 0 | 0 | 0 | 300,000 | MN/DOT | A20 |
| 2013 | | I 35E | 6280-379 | NO | FROM JUST N OF MN36 IN LITTLE CANADA TO JUST N OF RAMSEY CR E IN VADNAIS HEIGHTS - REPAINT NOISE WALL | 1,000,000 | 0 | 0 | 0 | 1,000,000 | | MNDOT | |
| 2013 | | I 35E | 6281-41 | PL | I-35E MNPASS MANAGED LANE EXTENSION STUDY (OTHER FHWA FUNDS ARE VPPP FUNDS) | 756,250 | 0 | 0 | 0 | 151,250 | | MNDOT | |
| 2013 | | I 35W | 1981-126 | RB | FROM CRYSTAL LAKE RD (ON I-35) TO BURNSVILLE PARKWAY IN BURNSVILLE - LANDSCAPING | 84,915 | 0 | 0 | 0 | 84,915 | 0 | MNDOT | O6 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|------------|------|---|---------------|-----------|---------|-------|----------|----------|--------|-----|
| 2013 | 3 | I 35W | 2782-293 | RB | FROM NICOLLET AVE TO MINNEHAHA PKWY & FROM E JCT MN62/I35W TO PORTLAND AVE IN MINNEAPOLIS/RICHFIELD- LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS | 311,833 | 0 | 0 | 0 | 311,833 | 0 | MNDOT | O6 |
| 2013 | 3 | I 35W | 2782-319 | RB | FROM PENN AVE S. TO NICOLLET AVE IN MINNEAPOLIS/RICHFIELD - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS | 319,890 | 0 | 0 | 0 | 319,890 | 0 | MNDOT | O6 |
| 2013 | | I 35W | 2782-321 | BI | W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON- DECK REPAIR OF BRIDGES 9041, 9039, 9213, REPLACE SIGNAL, GUARDRAIL | 614,612 | 0 | 0 | 0 | 472,739 | 141,873 | MN/DOT | S19 |
| 2013 | | I 394 | 2789-131 | TM | VARIOUS LOCATIONS ALONG I394 CORRIDOR FROM MPLS TO GOLDEN VALLEY- GATE ARM BATTERY BACKUPS, SECURITY UPGRADES AND ELECTRICAL SERVICE UPGRADES/REFURBISHMENT | 1,293,230 | 0 | 0 | 0 | 593,230 | 700,000 | MN/DOT | S7 |
| 2013 | | I 394 | 2789-133 | SC | WB TO I494 NB & SB EXIT RAMP, MINNETONKA - MODIFY CO RD-CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB | 680,000 | 0 | 0 | 0 | 680,000 | 0 | MN/DOT | E1 |
| 2013 | | I 494 | 2785-364AC | MC | FROM I35W TO MN100 IN BLOOMINGTON AND RICHFIELD - ADD WB AUXILIARY LANE, NOISE WALL, DRAINAGE, PONDING, LIGHTING, TMS, APPROACH PANELS, & REPLACE EXISTING BRIDGE #9126 (NEW BRIDGE #27408) & NECESSARY APPROACH RECONSTRUCTION (AC PAYBACK 1 OF 1) | 8,582,163 | 8,582,163 | 0 | 0 | 0 | 0 | MNDOT | A15 |

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

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|------------|--|---------------|------------|---------|-------|-----------|-----------|--------|-----|
| 2013 | I | 494 | 2785-367AC | RS FROM JUST W OF 34TH AVE TO JUST W OF FRANCE AVE IN BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, RETAINING WALLS & TMS (AC PAYBACK 1 OF 1) | 14,721,766 | 14,721,766 | 0 | 0 | 0 | 0 | MNDOT | S10 |
| 2013 | I | 494 | 2785-388 | AM **TED** AT 34TH AVE S IN BLOOMINGTON -INTERCHANGE CONSTRUCTION (TED INTERCHANGE FUNDS) | 4,800,000 | 0 | 0 | 0 | 0 | 4,800,000 | MNDOT | E3 |
| 2013 | I | 694 | 0285-65 | RD FROM I94/I694 SPLIT IN BROOKLYN CENTER TO EAST OF I35W IN ARDEN HILLS - MILL & OVERLAY, CPR, GUARDRAIL, DRAINAGE, BRIDGE DECK MILL, BRIDGE DECK PATCH REPAIRS AND EXPANSION JOINTS | 20,500,000 | 18,450,000 | 0 | 0 | 2,050,000 | | MN/DOT | |
| 2013 | I | 694 | 6285-146 | SC AT RAMSEY COUNTY ROAD F IN ARDEN HILLS - NEW SIGNAL INSTALLATION (DE-BUNDLED FROM 6285-135) | 84,625 | 51,029 | 0 | 0 | 5,670 | 27,926 | MN/DOT | E2 |
| 2013 | I | 694 | 6285-147 | SC FROM I35W IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - CABLE MEDIAN GUARDRAIL (DE-BUNDLED FROM 6285-135) | 294,825 | 265,342 | 0 | 0 | 29,483 | 0 | MN/DOT | S9 |
| 2013 | I | 694 | 6286-55 | SC FROM US 61 TO CENTURY AVE IN WHITE BEAR LAKE - REPLACEMENT OF INTERCHANGE LIGHTING | 345,000 | 0 | 0 | 0 | 345,000 | 0 | MNDOT | S18 |
| 2013 | I | 94 | 2780-92 | AM AT I94 & MAPLE GROVE PKWY IN MAPLE GROVE - PARK AND RIDE RAMP EXPANSION | 2,900,000 | 0 | 0 | 0 | 2,900,000 | 0 | MNDOT | |
| 2013 | I | 94 | 2781-439 | BI PORTLAND AVE & PARK AVE BRIDGES OVER I94/I35W IN MPLS-REDECK BRIDGES 27851 & 27852 & APPROACH WORK | 5,045,676 | 0 | 0 | 0 | 0 | 5,045,676 | MN/DOT | S19 |
| 2013 | I | 94 | 6282-205 | RB W OF PELHAM BLVD IN ST PAUL (SOUTH SIDE) - LANDSCAPING | 50,000 | 0 | 0 | 0 | 50,000 | 0 | MNDOT | |
| 2013 | I | 94 | 6283-174 | DR US 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 IN MAPLEWOOD - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS | 605,000 | 0 | 0 | 0 | 605,000 | 0 | MNDOT | NC |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|--------------|------|--|---------------|-----------|---------|-------|-----------|-----------|----------------|-----|
| 2013 | 1 | I 94 | 6283-237 | BR | SB I-35E TO EB I-94/SB US 52 IN ST PAUL-WIDEN RAMP INCLUDING BR 62831 | 1,033,320 | 0 | 0 | 0 | 0 | 1,033,320 | MN/DOT | S19 |
| 2013 | | I 94 | 8281-03 | BI | OVER ST. CROIX RIVER AT LAKELAND, MN/HUDSON, WI-EPOXY OVERLAY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET) | 900,000 | 0 | 0 | 0 | 900,000 | 0 | MN/DOT | S19 |
| 2013 | | I 94 | 8282-115 | SC | FROM I494 IN WOODBURY TO WISCONSIN STATE LINE IN LAKELAND - CABLE MEDIAN BARRIER (AMOUNT IN OTHER IS DPS FUNDS) | 1,154,464 | 0 | 0 | 0 | 115,446 | 1,039,018 | MN/DOT | S9 |
| 2013 | | I 94 | TRS-TCMT-14E | TR | CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-PARK & RIDE PHASE II CONSTRUCTION | 912,033 | 729,626 | 0 | 0 | 0 | 182,407 | MET COUNCIL-MT | T11 |
| 2013 | | LOCAL 99 | 070-030-006 | SH | COUNTYWIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, AND OTHER APPURTENCES | 616,080 | 554,472 | 0 | 0 | 0 | 61,608 | SCOTT COUNTY | S6 |
| 2013 | | LOCAL 99 | 160-246-008 | RW | **MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN (2010 APPROPRIATIONS ACT-STP) | 999,829 | 0 | 999,829 | 0 | 0 | 0 | ROSEVILLE | NC |
| 2013 | 6 | MN 100 | 2734-33A | BR | **MN241**PRELIMINARY AND FINAL DESIGN OF BRIDGES 5308 AND 5309 ON HWY 100 IN ST LOUIS PARK (2006 APPROPRIATIONS ACT) | 792,000 | 0 | 792,000 | 0 | 0 | 0 | MN/DOT | AQ2 |
| 2013 | | MN 100 | 2755-90 | BI | AT BASS LAKE ROAD OVER TH 100 IN BROOKLYN CENTER-REDECK BRIDGE 27041, REPLACE APPROACH PANELS, SIGNAL INTERCONNECT AND SIGNING | 2,424,803 | 1,852,658 | 0 | 0 | 463,164 | 108,981 | MN/DOT | S19 |
| 2013 | | MN 101 | 1009-22 | AM | FROM CARVER CSAH 18 (LYMAN BLVD) TO CARVER CSAH 14 (PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY | 1,900,000 | 0 | 0 | 0 | 1,900,000 | 0 | MNDOT | A15 |
| 2013 | | MN 101 | 194-010-011 | RC | FROM CARVER CSAH 18 (LYMAN BLVD) TO CARVER CSAH 14 (PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY (FEDERAL MATCH IS UNDER SP 1009-22) | 5,726,400 | 5,426,400 | 0 | 0 | 0 | 300,000 | CHANHASSEN | A15 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|--|---------------|-----------|---------|-------|-----------|------------|-----------|-----|
| 2013 | | MN 120 | 6227-75 | SC | FROM I94 IN MAPLEWOOD TO MN244 IN WHITE BEAR LAKE - REPLACE SIGNS | 300,000 | 0 | 0 | 0 | 300,000 | 0 | MNDOT | O8 |
| 2013 | | MN 13 | 1901-148 | AM | **BP08**AT CSAH 5 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS (\$4M CHP 152 INTERCHANGE BONDS, \$12M CHP 36 BONDS, \$1M SC, \$550K AM) AND RECONSTRUCT TO CONCRETE TO I-35W (\$1.31M SF) (TIED TO SP 019-605-028) | 18,860,000 | 0 | 0 | 0 | 2,860,000 | 16,000,000 | MNDOT | E1 |
| 2013 | | MN 13 | 1901-162 | BI | OVER I35W AND ON BURNSVILLE PKWY OVER I35W IN BURNSVILLE -PAINT BRIDGES 9779 & 9780 & 19683 | 642,298 | 513,838 | 0 | 0 | 128,460 | 0 | MN/DOT | S19 |
| 2013 | | MN 280 | 6242-9472 | BI | **LGA**UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL-REPAIR/MODIFY BRS 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT | 425,000 | 0 | 0 | 0 | 425,000 | 0 | MNDOT | S19 |
| 2013 | | MN 3 | 1908-79 | RS | JUST N OF ANNE MARIE TRL TO MENDOTA ROAD (DAKOTA CSAH 14) IN INVER GROVE HEIGHTS-MILL & OVERLAY, CPR, DRAINAGE, GUARDRAIL REPAIRS & REPLACE CURB | 2,830,000 | 2,264,000 | 0 | 0 | 566,000 | 0 | MNDOT | S10 |
| 2013 | | MN 3 | 1908-83 | SC | AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL | 400,000 | 0 | 0 | 0 | 400,000 | 0 | MNDOT | E2 |
| 2013 | | MN 36 | 206-080-001 | PL | **MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN) TH 36/(WI) TH 64 PRE DESIGN AND STUDY OF LONG TERM ROADWAY APPROACH ALTERNATIVES TO TH36/SH64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU) | 80,000 | 0 | 64,000 | 0 | 0 | 16,000 | LAKE ELMO | |
| 2013 | | MN 36 | 6211-90 | AM | **TED12**FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT INTERCHANGE AT ENGLISH ST (\$500K IS AM FUNDS) (\$1M IN OTHER IS TED FUNDING) | 6,440,000 | 0 | 0 | 0 | 5,440,000 | 1,000,000 | MN/DOT | A15 |

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

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|----------|---|---------------|-----------|---------|------------|-----------|------------|--------|-----|
| 2013 | | MN 36 | 6212-164 | DR JUST E OF SNELLING AVE IN ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT, GUARDRAIL | 311,767 | 0 | 0 | 0 | 311,767 | 0 | MNDOT | NC |
| 2013 | | MN 36 | 6212-167 | BR OVER KELLER LAKE IN MAPLEWOOD-REPLACE BR 5715 (NEW BR 62037) & APPROACHES, GUARDRAIL, STORM SEWER AND PONDS | 4,110,527 | 3,288,422 | 0 | 0 | 822,105 | | MN/DOT | S19 |
| 2013 | | MN 36 | 8204-55 | MC AT HILTON TRAIL IN PINE SPRINGS & GRANT- RECONSTRUCT TO A GRADE-SEPARATED INTERCHANGE, FRONTAGE RD, ACCESS MODIFICATIONS | 12,219,020 | 9,774,776 | 0 | 0 | 2,126,934 | 317,310 | MN/DOT | A15 |
| 2013 | | MN 36 | 8204-63 | DR WB, EAST OF I694 IN PINE SPRINGS - SHORELINE STABILIZATION FOR SOUTH SHORE OF LONG LAKE | 252,831 | 0 | 0 | 0 | 252,831 | 0 | MNDOT | NC |
| 2013 | | MN 36 | 8204-65 | SC WEST OF HIGHLANDS TRAIL N TO E OF DEMONTREVILLE TR N (WASHINGTON CR13) IN LAKE ELMO-CONVERT INTERSECT TO A 3/4 INTERSECT, CONSTRUCT U-TURN IN MEDIANS, & CONSTR ACCELERATION/ DECELERATION (\$1M IN OTHER IS DPS FUNDS) | 1,271,728 | 0 | 0 | 0 | 271,728 | 1,000,000 | MNDOT | E1 |
| 2013 | 4 | MN 36 | 8204-66 | TM FROM TH 120 (CENTURY AVE) IN OAKDALE TO JUST E WASHINGTON AVE/NORELL AVE IN STILLWATER-FIBEROPTIC, TMS, CAMERAS | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 | MN/DOT | S7 |
| 2013 | 4 | MN 36 | 8214-114 | RC **AB**JUST W OF NW AVE TO JCT 95 & 95 FROM JUST S OF 10TH AVE TO JUST N LOOKOUT TRL IN OAK PK HTS, STLWTR, BAYPT- RECONSTRUCT FRNTAGE RDS & INTERSECTIONS, CONSTRUCT BRIDGE 82043 (BEACH RD) & RESTAURANT PK LOT (AC PROJECT, PAYBACK MANAGED INTO FUTURE) | 56,700,000 | 0 | 0 | 45,360,000 | 0 | 11,340,000 | MN/DOT | O4 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|---------------|------|--|---------------|-----------|-----------|-----------|-----------|-----------|------------|-----|
| 2013 | 4 | MN 36 | 8214-114AJ | RC | ST CROIX RIVER CROSSING PROJECT - MITIGATION ITEM: RESTORE LAKE ST. CROIX OVERLOOK AS DIRECTED IN ROADSIDE RESTORATION REPORT (2005) | 649,378 | 0 | 0 | 0 | 324,689 | 324,689 | MN/DOT | NC |
| 2013 | 4 | MN 36 | 8214-114CC | RW | **MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU) (AC PROJECT, PAYBACKS IN 2015 & 2016) | 4,922,260 | 0 | 0 | 3,937,808 | 984,452 | 0 | MNDOT | A20 |
| 2013 | 4 | MN 36 | 8214-114L | RW | **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN) TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU) | 4,000,000 | 0 | 1,000,000 | 0 | 0 | 3,000,000 | STILLWATER | O4 |
| 2013 | 4 | MN 36 | 8214-114MIT13 | BR | OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654 | 12,350,000 | 0 | 0 | 0 | 6,175,000 | 6,175,000 | MN/DOT | A20 |
| 2013 | 4 | MN 36 | 8214-114PECE | RC | DESIGN & CONSTRUCTION OVERSIGHT OF DB FOR W OF NW AVE TO JCT 95 & 95 FROM JUST S OF 10TH AVE TO JUST N LOOKOUT TRL IN OAK PK HTS, STLWTR, BAYPT-RECONSTRUCT FRNTAGE RDS & INTERSECTIONS, CONSTRUCT BRIDGE 82043 (BEACH RD) & RESTAURANT PK LOT | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 | MN/DOT | A20 |
| 2013 | 4 | MN 36 | 8214-114Q | BR | RELOCATION OF HISTORIC SHODDY MILL & WAREHOUSE FROM OAK PARK HEIGHTS TO STILLWATER-MITIGATION ITEM FOR REPLACEMENT OF RIVER BRIDGE 4654 | 1,255,337 | 0 | 0 | 0 | 618,014 | 637,323 | MN/DOT | A20 |
| 2013 | 4 | MN 36 | 8214-114RW | RW | JUST W OF NW AVE TO JCT 95 & 95 FROM JUST S OF 10TH AVE TO JUST N LOOKOUT TRL IN OAK PK HTS, STLWTR, BAYPT-RIGHT OF WAY ACQUISITION | 2,600,000 | 2,080,000 | 0 | 0 | 520,000 | 0 | MNDOT | A20 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|-------|-------------|------|---|---------------|-----------|---------|------------|-----------|------------|--------|-----|
| 2013 | 4 | MN 36 | 8214-114 | STIP | RC STIPENDS FOR DB FROM W OF NW AVE TO JCT 95 & 95 FROM JUST S OF 10TH AVE TO JUST N LOOKOUT TRL IN OAK PK HTS, STLWTR, BAYPT- RECONSTRUCT FRNTAGE RDS & INTERSECTIONS, CONSTRUCT BRIDGE 82043 (BEACH RD) & RESTAURANT PK LOT | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MN/DOT | NC |
| 2013 | | MN 36 | 8217-4654 | EAC | BI OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654 (AC PAYBACK 1 OF 1) | 1,393,438 | 1,393,438 | 0 | 0 | 0 | 0 | MN/DOT | S19 |
| 2013 | | MN 36 | 8221-82045A | | BR **AC**AT BRIDGE 82045 OVER ST. CROIX RIVER - CONSTRUCT SUBSTRUCTURE (COFFERDAMS, DRILLED SHAFTS, FOOTINGS, & STARTER COLUMN SEGMENTS) FOR 5 RIVER PIERS (AC PROJECT, PAYBACK IN 2014) | 48,000,000 | 0 | 0 | 19,200,000 | 0 | 28,800,000 | MN/DOT | |
| 2013 | | MN 47 | 0205-97 | | SC 40TH AVE NE/ANOKA CO CSAH 2 IN COLUMBIA HTS - SIGNAL REPLACEMENT | 247,040 | 0 | 0 | 0 | 118,770 | 128,270 | MNDOT | E2 |
| 2013 | | MN 47 | 0206-66 | | SC FROM JUST N OF MARTIN ST TO JUST N OF BNSF RR CROSSING IN ANOKA - MILL AND OVERLAY, ADD SOUTHBOUND SHOULDER, RECONSTRUCT MEDIAN ISLANDS | 200,000 | 0 | 0 | 0 | 200,000 | 0 | MNDOT | |
| 2013 | | MN 47 | 2726-69 | | RS TH 65 (CENTRAL AVE) TO 27TH AVE NE IN MPLS - PAVEMENT PRESERVATION, DRAINAGE, ADA | 2,475,000 | 0 | 0 | 0 | 2,475,000 | 0 | MNDOT | S10 |
| 2013 | | MN 5 | 1002-98 | | TM FROM EAST JUNCTION CARVER CR11 IN VICTORIA TO I494 IN EDEN PRAIRIE - COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY | 797,626 | 638,100 | 0 | 0 | 159,526 | 0 | MNDOT | E2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|---|---------------|-----------|---------|-------|-----------|-----------|------------------|-----|
| 2013 | | MN 5 | 6229-35 | AM | AT THE INTERSECTION OF N. MENDOTA ST, MINNEHAHA AVE E. & 7TH ST E. IN SAINT PAUL - REPLACE TRAFFIC SIGNALS INCLUDING APS, SIDEWALKS & ADA PED RAMPS | 115,000 | 0 | 0 | 0 | 115,000 | 0 | MNDOT | E2 |
| 2013 | | MN 55 | 2724-121 | AM | **ADA** AT 32ND ST, 38TH ST, AND 46TH ST IN MINNEAPOLIS- PEDESTRIAN CROSSING UPGRADES | 350,000 | 0 | 0 | 0 | 350,000 | 0 | MNDOT | AQ2 |
| 2013 | | MN 610 | 2771-100 | RB | FROM HENNEPIN CSAH 81 IN MAPLE GROVE TO US169 IN BROOKLYN PARK-LANDSCAPING | 200,000 | 0 | 0 | 0 | 200,000 | 0 | MNDOT | O6 |
| 2013 | | MN 62 | 2774-16 | BI | UNDER PENN AVE & UNDER XERXES AVE IN MPLS, EDINA, & RICHFIELD-REDECK BRS 7268 & 27504 AND REPLACE APPROACH PANELS | 1,665,000 | 1,332,000 | 0 | 0 | 333,000 | 0 | MNDOT | S19 |
| 2013 | | MN 62 | 2775-21 | SC | FROM MN77 TO 45TH AVE SOUTH IN MPLS - REPLACE LIGHTING SYSTEMS | 442,870 | 0 | 0 | 0 | 442,870 | 0 | MNDOT | S18 |
| 2013 | | MN 65 | 0207-96 | SC | 49TH AVE NE/ANOKA CSAH 4 IN COLUMBIA HTS- SIGNAL REPLACEMENT | 229,236 | 0 | 0 | 0 | 109,868 | 119,368 | MNDOT | E2 |
| 2013 | | MN 65 | 0207-98 | BR | AT 80TH AVE NE OVER MN65 IN SPRING LAKE PARK-RE-DECK PED BRIDGE 02022 AND CONSTRUCT ADA ACCESSIBLE RAMPS | 1,954,027 | 0 | 0 | 0 | 1,954,027 | 0 | MN/DOT | AQ2 |
| 2013 | | MN 65 | 0208-137 | TM | TH 10 TO ANOKA CSAH 14 IN BLAINE-SIGNS FOR BUS SHOULDER | 25,000 | 0 | 0 | 0 | 25,000 | 0 | MN/DOT | O8 |
| 2013 | | MN 65 | 0208-140 | RB | JUST S OF ANOKA CSAH 14 TO JUST N OF ANOKA CSAH 14, BLAINE - LANDSCAPING | 114,232 | 0 | 0 | 0 | 114,232 | 0 | MNDOT | O6 |
| 2013 | | MN 65 | 0208-148 | AM | FROM 215TH AVE NE TO 220TH AVE NE IN EAST BETHEL- ACCESS CLOSURE AND WEST FRONTAGE ROAD CONSTRUCTION | 702,000 | 0 | 0 | 0 | 702,000 | 0 | MNDOT | S6 |
| 2013 | | MN 7 | 163-010-038 | MC | LOUISIANA AVE, ST LOUIS PARK- CONSTRUCT INTERCHANGE (REMAINDER OF MATCH IS COMING FROM SP 2706-226) | 15,400,000 | 7,630,000 | 0 | 0 | 0 | 7,770,000 | SAINT LOUIS PARK | A15 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|------------|------|--|---------------|---------|---------|-------|------------|-----------|--------|-----|
| 2013 | | MN 7 | 2704-34 | AM | AT KINGS POINT RD (HENNEPIN CSAH 11) IN MINNETRISTA - ROUNDABOUT | 594,000 | 0 | 0 | 0 | 594,000 | 0 | MNDOT | E1 |
| 2013 | | MN 7 | 2704-35 | TM | JUST NORTH OF MN7 AT BELL ST IN ST BONIFACIUS - CONSTRUCT PARK AND POOL LOT, LIGHTING, STORM WATER TREATMENT | 170,000 | 0 | 0 | 0 | 170,000 | 0 | MN/DOT | E6 |
| 2013 | | MN 7 | 2706-226 | AM | **TED12**AT LOUISIANA AVENUE IN ST LOUIS PARK- GRADE SEPARATED INTERCHANGE W/ROUNDABOUTS (\$594K AM, \$1M SC) (\$3M IN OTHER IS TED FUNDING) | 4,594,000 | 0 | 0 | 0 | 1,594,000 | 3,000,000 | MNDOT | A15 |
| 2013 | | MN 95 | 8209-100 | SC | FROM MN96 IN STILLWATER TO I94 IN LAKELAND (INCLUDING MN36 IN STILLWATER) - SIGN REPLACEMENT | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MNDOT | O8 |
| 2013 | | MN 95 | 8209-46 | TM | AT NE QUAD I-94 IN LAKELAND-MODIFY, EXPAND, & CHIP SEAL PARK & RIDE LOT, INSTALL CAMERAS, BIKE PARKING, LIGHTING AND DRAINAGE | 185,000 | 0 | 0 | 0 | 185,000 | 0 | MN/DOT | E6 |
| 2013 | | MN 95 | 8210-101 | SC | JUST SOUTH OF WASHINGTON CR52 IN SCANDIA TO MN96 IN STILLWATER - SIGN REPLACEMENT | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MNDOT | O8 |
| 2013 | | MN 999 | 880M-AM-13 | AM | METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013 | 260,000 | 0 | 0 | 0 | 260,000 | 0 | MN/DOT | NC |
| 2013 | | MN 999 | 880M-BI-13 | BI | METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013 | 20,000 | 0 | 0 | 0 | 20,000 | 0 | MN/DOT | NC |
| 2013 | | MN 999 | 880M-CA-13 | CA | METRO SETASIDE - CONSULTANT DESIGN -2013 | 8,700,000 | 0 | 0 | 0 | 8,700,000 | 0 | MN/DOT | NC |
| 2013 | | MN 999 | 880M-PM-13 | PM | METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013 | 3,850,000 | 0 | 0 | 0 | 3,850,000 | 0 | MN/DOT | NC |
| 2013 | | MN 999 | 880M-RB-13 | RB | METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | MN/DOT | NC |
| 2013 | | MN 999 | 880M-RW-13 | RW | METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013 | 30,210,000 | 0 | 0 | 0 | 30,210,000 | 0 | MN/DOT | NC |
| 2013 | | MN 999 | 880M-RX-13 | RX | METRO SETASIDE FOR ROAD REPAIR FOR FY 2013 | 6,600,000 | 0 | 0 | 0 | 6,600,000 | 0 | MN/DOT | NC |

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

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|----------|-------|--------------|--|---------------|---------|---------|-------|------------|------------|--------------|-----|
| 2013 | MN 999 | | 880M-SA-13 | SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013 | 26,200,000 | 0 | 0 | 0 | 13,700,000 | 12,500,000 | MN/DOT | NC |
| 2013 | MN 999 | | 880M-TE-13 | SC METRO SETASIDE FOR TRAFFIC ENGINEERING (\$125K), WATER RESOURCE (\$0) PRESERVATION PROJECTS FOR FY 2013 | 125,000 | 0 | 0 | 0 | 125,000 | 0 | MN/DOT | NC |
| 2013 | MN 999 | | 880M-TM-13 | TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013 | 600,000 | 0 | 0 | 0 | 600,000 | 0 | MN/DOT | NC |
| 2013 | MN 999 | | 880M-TRLF-13 | RW **TRLF**REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65 | 2,244,000 | 0 | 0 | 0 | 2,244,000 | 0 | MN/DOT | NC |
| 2013 | MN 999 | | 8825-212 | SC VARIOUS LOCATIONS IN NW METRO QUADRANT - RELAMPING LIGHTING FIXTURES | 477,766 | 0 | 0 | 0 | 477,766 | 0 | MNDOT | S18 |
| 2013 | MN 999 | | 8825-356 | SC METROWIDE ADA SIGNAL UPGRADES | 113,801 | 0 | 0 | 0 | 113,801 | 0 | MN/DOT | E2 |
| 2013 | MN 999 | | 8825-366 | TM METROWIDE - REPLACE CCTV, UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE AND CONTROLLERS | 500,000 | 0 | 0 | 0 | 500,000 | 0 | MN/DOT | S7 |
| 2013 | MN 999 | | 8825-435 | SC METROWIDE - SIGN AND STRUCTURE REPLACEMENT AND REPAIR | 350,000 | 0 | 0 | 0 | 350,000 | 0 | MNDOT | O8 |
| 2013 | MN 999 | | 8825-445 | SC **ADA** ADA UPGRADES-CURB RAMPS, APS BUTTONS, PED COUNTDOWNS-METROWIDE | 650,000 | 0 | 0 | 0 | 650,000 | 0 | MNDOT | AQ2 |
| 2013 | MN 999 | | 8825-463 | SC ON MN65 & MN55, AT VARIOUS INTERSECTIONS IN MPLS- RECONSTRUCT SIGNALIZED INTERSECTIONS | 1,070,000 | 0 | 0 | 0 | 650,000 | 420,000 | MNDOT | |
| 2013 | MN 999 | | 8825-465 | TM ON I694, I35, I35E - INSTALL TEMPORARY MOTORIST INFO SYSTEM | 569,141 | 0 | 0 | 0 | 569,141 | 0 | MNDOT | |
| 2013 | PED/BIKE | | 002-614-035 | EN OVER 35W IN LINO LAKE- CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14 | 329,766 | 263,813 | 0 | 0 | 0 | 65,953 | ANOKA COUNTY | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|---------|-------|----------|-----------|----------------------------|-----|
| 2013 | | PED/BIKE | 010-090-004 | EN | CONNECTION OF LAKE MINNETONKA TR & MINN RIVER BLUFFS LRT REG TR- CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION | 556,716 | 445,373 | 0 | 0 | 0 | 111,343 | CARVER COUNTY | AQ2 |
| 2013 | | PED/BIKE | 019-090-014 | EN | MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL | 2,500,000 | 1,090,000 | 0 | 0 | 0 | 1,410,000 | DAKOTA COUNTY | AQ2 |
| 2013 | | PED/BIKE | 027-070-006 | PL | **MN242**FROM FRANCE AVE TO THE MISSISSIPPI RIVER BRIDGE IN MPLS-BRIDGE STUDY ALONG THE MIDTOWN GREENWAY CORRIDOR (2006 APPROPRIATIONS ACT) | 225,000 | 0 | 14,735 | 0 | 0 | 210,265 | HENNEPIN COUNTY | |
| 2013 | | PED/BIKE | 027-619-023 | EN | ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE TRAIL | 618,000 | 216,233 | 0 | 0 | 0 | 401,767 | HANOVER | |
| 2013 | | PED/BIKE | 062-636-006 | EN | CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL | 4,640,000 | 1,040,000 | 0 | 0 | 0 | 3,600,000 | RAMSEY COUNTY | AQ2 |
| 2013 | | PED/BIKE | 091-090-069 | EN | ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, AND APPURTENCES | 637,500 | 510,000 | 0 | 0 | 0 | 127,500 | MPLS PARK/REC BOARD | AQ2 |
| 2013 | | PED/BIKE | 091-090-070 | EN | ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS-TRAIL IMPROVEMENTS, LIGHTING, AND APPURTENCES | 701,250 | 561,000 | 0 | 0 | 0 | 140,250 | MPLS PARK/REC BOARD | AQ2 |
| 2013 | | PED/BIKE | 091-090-073 | EN | OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION FOR A LUCE LINE REGIONAL TR PED/BIKE BRIDGE | 1,760,000 | 1,020,000 | 0 | 0 | 0 | 740,000 | THREE RIVERS PARK DISTRICT | AQ2 |
| 2013 | | PED/BIKE | 092-090-049 | EN | CONNECT LAKE BYLLESBY REG PARK TO STATE TR- CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER | 678,300 | 542,640 | 0 | 0 | 0 | 135,660 | DNR | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|---------|-------|----------|----------|---------------|-----|
| 2013 | | PED/BIKE | 103-090-002 | EN | FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA- CONSTRUCT THE RUM RIVER TR, & INTERPRETIVE/EDUCATIONAL FOR THE HENRY HAMMER TR | 988,000 | 790,400 | 0 | 0 | 0 | 197,600 | ANOKA | AQ2 |
| 2013 | | PED/BIKE | 103-090-003 | EN | ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY- CONSTRUCT MISSISSIPPI RIVER TRAIL | 509,487 | 387,808 | 0 | 0 | 0 | 121,679 | CITY OF ANOKA | AQ2 |
| 2013 | | PED/BIKE | 120-020-037 | EN | FROM 66TH TO 76TH ST ON FRANCE AVE IN EDINA- INTERSECTION ENHANCEMENTS AND CONSTRUCT SIDEWALK AND TRAIL CONNECTIONS | 2,045,000 | 1,090,000 | 0 | 0 | 0 | 955,000 | EDINA | AQ2 |
| 2013 | | PED/BIKE | 120-091-002 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-EDINA BIKE BOULEVARD | 266,000 | 0 | 0 | 0 | 0 | 46,000 | EDINA | AQ2 |
| 2013 | | PED/BIKE | 127-091-001 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-SIDEWALK & BIKE LANE ON MAIN STREET FROM 57TH AVE TO 61ST AVE | 150,000 | 0 | 0 | 0 | 0 | 40,000 | FRIDLEY | AQ2 |
| 2013 | | PED/BIKE | 127-591-002 | BT | **SRTS** CE AND CONSTRUCT INFRASTRUCTURE IMPROVEMENTS AT THREE SCHOOLS IN FRIDLEY | 94,040 | 0 | 0 | 0 | 0 | 0 | FRIDLEY | AQ2 |
| 2013 | | PED/BIKE | 128-091-004 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES -COMPLETE STREETS PROJECT RIGHT OF WAY, GOLDEN VALLEY | 675,000 | 0 | 0 | 0 | 0 | 0 | GOLDEN VALLEY | AQ2 |
| 2013 | | PED/BIKE | 140-010-007 | EN | AT DODD RD (TH 149) & TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS | 628,320 | 502,656 | 0 | 0 | 0 | 125,664 | MENDOTA HTS | AQ2 |
| 2013 | | PED/BIKE | 141-090-037 | EN | FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-LIGHTING | 1,275,000 | 1,020,000 | 0 | 0 | 0 | 255,000 | MINNEAPOLIS | S18 |
| 2013 | | PED/BIKE | 141-091-013 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS | 275,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|---------|-------|----------|----------|-------------|-----|
| 2013 | | PED/BIKE | 141-091-016 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR | 1,505,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | AQ2 |
| 2013 | | PED/BIKE | 141-091-025 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE/PEDESTRIAN CROSSING IMPROVEMENTS | 765,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | AQ2 |
| 2013 | | PED/BIKE | 141-591-004 | BT | **SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS | 63,000 | 0 | 0 | 0 | 0 | 0 | MINNEAPOLIS | AQ2 |
| 2013 | | PED/BIKE | 142-591-002 | BT | **SRTS** IN FRONT OF GLEN LAKE ELEMENTARY ON EXCELSIOR BLVD AND WOODRIDGE RD IN MINNETONKA, CONSTRUCT SIDEWALK SYSTEM | 300,662 | 0 | 0 | 0 | 0 | 0 | MINNETONKA | AQ2 |
| 2013 | | PED/BIKE | 157-091-005 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT GIRARD AVE/HUMBOLDT AVE BIKE ST IN RICHFIELD | 100,000 | 0 | 0 | 0 | 0 | 62,525 | RICHFIELD | AQ2 |
| 2013 | | PED/BIKE | 157-091-006 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL | 150,000 | 0 | 0 | 0 | 0 | 10,100 | RICHFIELD | AQ2 |
| 2013 | | PED/BIKE | 160-091-003 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR PHASE II, ROSEVILLE | 609,878 | 0 | 0 | 0 | 0 | 0 | ROSEVILLE | AQ2 |
| 2013 | | PED/BIKE | 164-020-109 | EN | RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL- RECONSTRUCT RAYMOND AVE, INCLUDING GRADING AND SURFACING, INTERSECTION REALIGNMENT, AND PEDESTRIAN STREETSCAPE IMPROVEMENTS | 1,612,800 | 1,075,200 | 0 | 0 | 0 | 537,600 | SAINT PAUL | AQ2 |
| 2013 | | PED/BIKE | 164-090-013 | EN | FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED RAILWAY | 747,500 | 598,000 | 0 | 0 | 0 | 149,500 | SAINT PAUL | AQ2 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|----------|-------------|------|---|---------------|-----------|-----------|-------|-----------|----------|--------------|-----|
| 2013 | | PED/BIKE | 164-091-010 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES -CONSTRUCT JEFFERSON AVENUE BIKEWAY FROM MISSISSIPPI RIVER BOULEVARD TO WEST SEVENTH STREET | 1,000,000 | 0 | 0 | 0 | 0 | 250,000 | SAINT PAUL | AQ2 |
| 2013 | | PED/BIKE | 164-091-015 | BT | SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-GRIGGS STREET BIKEWAY | 400,000 | 0 | 0 | 0 | 0 | 0 | SAINT PAUL | AQ2 |
| 2013 | | RR | 10-00117 | SR | MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA (2 MI SW)-INSTALL GATES | 204,000 | 183,600 | 0 | 0 | 0 | 20,400 | MNDOT | S8 |
| 2013 | | RR | 19-00138 | SR | PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES | 229,500 | 206,550 | 0 | 0 | 0 | 22,950 | MNDOT | S8 |
| 2013 | | RR | 19-00139 | SR | UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT-UPGRADE TO GATES | 280,500 | 252,450 | 0 | 0 | 0 | 28,050 | MNDOT | S8 |
| 2013 | | RR | 27-00301 | SR | PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES | 229,500 | 206,550 | 0 | 0 | 0 | 22,950 | MNDOT | S8 |
| 2013 | | RR | 27-00302 | SR | CP ON BROOKSIDE AVE, MSAS 305 IN ST LOUIS PARK-INSTALL GATES | 255,000 | 229,500 | 0 | 0 | 0 | 25,500 | MNDOT | S8 |
| 2013 | | RR | 62-00202 | SR | MNRR ON HAMLIN AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES & ONE CANTILEVER | 255,000 | 229,500 | 0 | 0 | 0 | 25,500 | MNDOT | S8 |
| 2013 | | RR | 62-00205 | SR | CP ON WESTERN AVENUE, MUN 724 IN ST PAUL-INSTALL GATES | 280,500 | 252,450 | 0 | 0 | 0 | 28,050 | MNDOT | S8 |
| 2013 | | US 10 | 002-596-021 | PL | **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE (SAFETEA-LU) | 1,322,055 | 0 | 1,057,644 | 0 | 0 | 264,411 | ANOKA COUNTY | O1 |
| 2013 | | US 10 | 0202-94 | RS | FAIROAK AVE IN ANOKA TO JUST EAST OF HANSON BLVD OVERPASS IN COON RAPIDS-MILL AND OVERLAY, AGGREGATE SHOULDERING, DRAINAGE, CURB AND GUTTER, ADA IMPROVEMENTS, PROFILE REPAIRS, TMS | 7,330,000 | 5,864,000 | 0 | 0 | 1,466,000 | 0 | MN/DOT | S10 |
| 2013 | | US 10 | 0202-97 | AM | FROM ALPACA ST NW TO TRAPROCK ST NW IN RAMSEY-ACCESS CLOSURES AND FRONTAGE RD CONSTRUCTION | 702,000 | 0 | 0 | 0 | 702,000 | 0 | MNDOT | S6 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-----------|------|---|---------------|-----------|---------|-------|-----------|-----------|--------|-----|
| 2013 | | US 10 | 6205-37 | RC | JUST WEST OF I35W IN MOUNDS VIEW TO I694 IN ARDEN HILLS - UNBONDED CONCRETE OVERLAY & DRAINAGE | 4,797,370 | 3,836,896 | 0 | 0 | 960,474 | 0 | MN/DOT | S10 |
| 2013 | | US 10 | 6205-38S | SH | CSAH 96, ARDEN HILLS- CONSTRUCT INTERCHANGE (FORMERLY SP 062-596-003S) | 2,222,222 | 2,000,000 | 0 | 0 | 0 | 222,222 | MNDOT | E3 |
| 2013 | | US 10 | 6205-38UG | MC | CSAH 96, ARDEN HILLS- CONSTRUCT INTERCHANGE (FORMERLY SP 062-596-003UG) | 11,520,493 | 5,630,000 | 0 | 0 | 0 | 5,890,493 | MNDOT | E3 |
| 2013 | | US 12 | 2713-102 | DR | FROM OLD CRYSTAL BAY ROAD IN ORONO TO JUST WEST OF BROWN ROAD LONG LAKE- CATCH BASINS, MODIFY PAVED BERM, AND CONSTRUCT SUBSURFACE DRAINAGE | 400,000 | 0 | 0 | 0 | 400,000 | 0 | MNDOT | AQ2 |
| 2013 | | US 169 | 2750-71 | RB | HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING | 111,746 | 0 | 0 | 0 | 111,746 | 0 | MNDOT | O6 |
| 2013 | | US 169 | 2750-74 | SC | FROM HENNEPIN COUNTY ROAD 30 IN OSSEO TO US 10 IN ANOKA - SIGN REPLACEMENT | 117,928 | 0 | 0 | 0 | 117,928 | 0 | MNDOT | O8 |
| 2013 | | US 169 | 2750-75 | RC | **BP08**AT 93RD AVENUE (HENNEPIN CSAH 30) IN BROOKLYN PARK AND OSSEO- CONVERT EXISTING INTERSECTION TO A FOLDED DIAMOND HALF INTERCHANGE (INTERCHANGE BONDS) | 7,518,820 | 0 | 0 | 0 | 1,518,820 | 6,000,000 | MNDOT | E3 |
| 2013 | | US 169 | 2750-80 | RD | FROM NORTH OF 85TH AVE TO 101ST AVE IN BROOKLYN PARK - CONCRETE REPAIR | 627,000 | 0 | 0 | 0 | 627,000 | 0 | MNDOT | |
| 2013 | | US 169 | 2750-83 | AM | ON MENDELSSOHN AVE, FROM 73RD AVE TO BROOKLYN BLVD IN BROOKLYN PARK - Mill AND OVERLAY | 111,000 | 0 | 0 | 0 | 111,000 | 0 | MNDOT | |
| 2013 | | US 169 | 2772-92 | RS | FROM N END OF BRIDGE OVER TH55 IN PLYMOUTH TO JUST S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK-MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE | 12,235,000 | 9,788,000 | 0 | 0 | 2,447,000 | 0 | MN/DOT | S10 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|--------------|------|--|---------------|-----------|---------|-------|-----------|-----------|--------|-----|
| 2013 | | US 169 | 2772-96 | BI | OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR & OVER 2ND ST IN HOPKINS-REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL | 3,525,000 | 0 | 0 | 0 | 3,525,000 | 0 | MN/DOT | S19 |
| 2013 | 7 | US 169 | 2776-03RW13 | RW | I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE | 2,500,000 | 2,000,000 | 0 | 0 | 500,000 | 0 | MNDOT | O4 |
| 2013 | | US 169 | 2776-103 | BI | JUST N. OF MN101 IN SHAKOPEE TO JUST S. OF PIONEER TRAIL IN BLOOMINGTON & EDEN PRAIRIE- REPLACE STRIP SEAL JOINTS & DRAIN WORK ON BR NOS. 27624A-G, SHLDER WORK,ITS, M&O & RESTRIP ON TH 13/101 NB, SIGN | 4,775,000 | 0 | 0 | 0 | 4,775,000 | 0 | MN/DOT | |
| 2013 | | US 169 | 2776-27624AA | BI | JUST N. OF MN101 IN SHAKOPEE TO JUST S. OF RIVERVIEW RD/OLD SHAKOPEE RD W IN BLOOMINGTON & EDEN PRAIRIE - EARLY MODULAR JOINTS FOR BRIDGE NOS. 27624 A-G | 429,345 | 0 | 0 | 0 | 429,345 | 0 | MN/DOT | |
| 2013 | | US 169 | 2776-27624AB | BI | JUST N. OF MN101 IN SHAKOPEE TO JUST S. OF RIVERVIEW RD/OLD SHAKOPEE RD W IN BLOOMINGTON & EDEN PRAIRIE - EARLY MATERIALS FOR STRIP SEAL & COVER PLATES (BRIDGE NOS. 27624 A-G) | 269,000 | 0 | 0 | 0 | 269,000 | 0 | MN/DOT | |
| 2013 | | US 169 | 2776-27624AC | BI | JUST N. OF MN101 IN SHAKOPEE TO JUST S. OF RIVERVIEW RD/OLD SHAKOPEE RD W IN BLOOMINGTON & EDEN PRAIRIE - EARLY MATERIALS FOR DRAINAGE SCUPPERS (BRIDGE NOS. 27624 A-G) | 41,000 | 0 | 0 | 0 | 41,000 | 0 | MN/DOT | |
| 2013 | | US 169 | 7005-102 | AM | **BP08**AT MARSCHALL ROAD IN SHAKOPEE-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS) | 1,681,800 | 0 | 0 | 0 | 0 | 1,681,800 | MNDOT | E6 |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|------|-----|--------|-------------|------|--|---------------|---------|---------|-------|----------|-----------|--------|-----|
| 2013 | | US 169 | 7005-107 | AM | AT XCEL ENERGY SUBSTATION DRIVEWAY IN JACKSON TOWNSHIP - DIRECT ACCESS CLOSURE INCLUDING FRONTAGE ROAD (BONNEVISTA DRIVE) EXTENSION | 532,364 | 0 | 0 | 0 | 532,364 | 0 | MNDOT | S6 |
| 2013 | | US 212 | 1013-88 | RC | AT TH281 (CSAH 53) IN COLOGNE - 3/4 INTERSECTION (\$1.35M IN OTHER IS DPS FUNDS) | 1,448,757 | 0 | 0 | 0 | 98,757 | 1,350,000 | MNDOT | E1 |
| 2013 | | US 212 | 1017-100 | RB | AT CARVER CSAH 11 INTERCHANGE IN CHASKA- LANDSCAPING | 81,790 | 0 | 0 | 0 | 81,790 | 0 | MNDOT | O6 |
| 2013 | | US 212 | 8825-430 | SC | MN62 FROM SHADY OAK RD(CSAH 61) TO US212 & US212 AT SHADY OAK RD (CSAH 61) IN EDEN PRAIRIE - REPLACE LIGHTING SYSTEMS | 275,000 | 0 | 0 | 0 | 275,000 | 0 | MNDOT | S18 |
| 2013 | | US 52 | 1906-64 | RB | AT DAKOTA CSAH 47 OVERPASS IN HAMPTON - LIVING SNOW FENCE (LANDSCAPING) | 54,382 | 0 | 0 | 0 | 54,382 | 0 | MNDOT | O6 |
| 2013 | | US 61 | 082-604-010 | SH | AT WASHINGTON CSAH 4 (170TH ST) IN HUGO- CONSTRUCT ROUNDABOUT- TIED TO SP 8206-41 | 249,004 | 224,104 | 0 | 0 | 0 | 24,900 | MNDOT | |
| 2013 | | US 61 | 1913-72 | SC | AT MN 55 IN HASTINGS - SIGNAL REPLACEMENT | 254,936 | 0 | 0 | 0 | 191,202 | 63,734 | MNDOT | E2 |
| 2013 | | US 61 | 6220-78 | SC | FROM LOWER AFTON ROAD TO WARNER ROAD IN ST. PAUL - CABLE MEDIAN BARRIER (AMOUNT IN OTHER IS DPS FUNDS) | 210,558 | 0 | 0 | 0 | 21,056 | 189,502 | MN/DOT | S9 |
| 2013 | | US 61 | 6222-168 | TM | FROM RAMSEY CTY ROAD 30 (LARPENTEUR AVE) IN MAPLEWOOD TO N JCT RAMSEY CTY ROAD 8/FRENCHMAN RD IN HUGO - COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS & MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY | 950,273 | 759,419 | 0 | 0 | 190,854 | 0 | MNDOT | E2 |

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

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|---------------|-----|-------|----------|--|--------------------|--------------------|-------------------|-------------------|--------------------|--------------------|--------|----|
| 2013 | | US 61 | 8206-41 | SH AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT ROUNDABOUT-TIED TO 082-604-010 | 1,147,565 | 1,032,808 | 0 | 0 | 114,757 | 0 | MNDOT | E2 |
| Totals | | | | | 747,743,793 | | 26,988,554 | | 137,294,217 | | | |
| | | | | | | 258,004,857 | | 90,425,841 | | 206,926,672 | | |

Appendix B.
Conformity Documentation
Of the 2014-2017 Transportation Improvement Program to the 1990 Clean Air
Act Amendments
April 15, 2013

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93*, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2014-2017 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

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

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the USEPA on February 23, 2011. This appendix describes the procedures used to analyze the 2014-2017 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the 2014-2017 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2014-2017 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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I. CONFORMITY OF THE 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

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

- *Inter-agency consultation* (§93.105, §93.112). The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects* (§93.126, §93.127). The TIP analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MNDOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published December 31, 2012.

Other conformity requirements have been addressed as follows:

- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of 23 CFR Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- Any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

The Council remains committed to a proactive public involvement process used in the development and adoption of the plan as required by the Council's Public Participation Plan for Transportation Planning. The Public Participation Plan is in Appendix D of the 2030 Transportation Policy Plan (revision adopted February 14, 2007) and complies with the public involvement process as defined in 23 CFR 450.316 and the SAFETEA-LU requirements of Title 23 USC 134(i)(5), as well as the most current revisions to the Conformity Rule.

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

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

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the plan. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, MnDOT, EPA and the FHWA. The following is a list of interagency meetings held and scheduled in 2013 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

2014-2017 TIP Adoption Schedule

| DATE | ITEM | ORGANIZATION | ACTION/TOPIC |
|--------------------|--|-----------------------------|---|
| March 14 | TIP Schedule/Public input process | TAC – F&PC | <input type="checkbox"/> Email to TAC F&PC |
| March 21 | TIP Schedule/Public input process | TAC – F&PC | <input type="checkbox"/> Review and accept TIP adoption schedule |
| April 3 | TIP Schedule/Public input process | TAC | <input type="checkbox"/> TAC reviews TIP schedule, recommends to TAB |
| April 11 | Draft 2014-2017 TIP | MC Staff | <input type="checkbox"/> Email to TAC F&PC |
| April 17 | TIP Schedule/Public input process | TAB | <input type="checkbox"/> Reviews and adopts TIP schedule and public input process |
| April 18 | Draft 2014-2017 TIP | TAC – F&PC | <input type="checkbox"/> MnDOT summary of elements and changes <input type="checkbox"/> Recommend to TAC |
| May 1 | Draft 2014-2017 TIP | TAC | <input type="checkbox"/> Recommends to TAB for purpose of public meeting and comment |
| May 15 | Draft 2014-2017 TIP | TAB | <input type="checkbox"/> Adopts Draft TIP and sets public hearing date <input type="checkbox"/> MPCA letter of comment for air quality conformity included <input type="checkbox"/> Public comment period starts <input type="checkbox"/> Input process – notice in State Register |
| June 19 | Public hearing | TAB | <input type="checkbox"/> Public hearing at TAB meeting |
| June 28 | 45 – day public comment period ends | | |
| July 11 | Prepare Public Hearing Report Draft TIP revised to address public comment | MC and TAB staff prepares | <input type="checkbox"/> Email to TAC F&PC |
| July 18 | Public Hearing Report and Final TIP | TAC F&PC | <input type="checkbox"/> Review and recommend |
| August 7 | Public Hearing Report and Final TIP | TAC | <input type="checkbox"/> Review and recommend |
| August 21 | Public Hearing Report and Final TIP | TAB | <input type="checkbox"/> Adopts Public Hearing Report and Final TIP and forwards to MC. |
| September 9 | Final TIP | MC Transportation Committee | <input type="checkbox"/> Review and recommends to MC |
| September 25 | Final TIP | Met Council | <input type="checkbox"/> Adopts, forwards to MnDOT w/ TIP checklist |
| September-October | Regional TIP is incorporated into State TIP | MnDOT Central Office | <input type="checkbox"/> Forwarded to federal agencies |
| September-November | Conformity Determination by Federal Agencies | FHWA/FTA/EPA | <input type="checkbox"/> Reviews and Recommends Approval |
| November | STIP Approved | FHWA | <input type="checkbox"/> Approve STIP |

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2014-2017 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

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

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

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:
 - a. A determination of categorical exclusion: or
 - b. A finding of no significant impact: or
 - c. A final Environmental Impact Statement for which a record of decision has been issued.
3. The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.
 - a. Safety projects that eliminated hazards or improved traffic flows.
 - b. Mass transit projects that maintained or improved the efficiency of transit operations.
 - c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
 - d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2014-2017 TIP timeframe, including the following:

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

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

2030 Transportation Policy Plan; Adopted November 10, 2010

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2014-2017 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-1 through B-3.

Wright County and City of New Prague Projects

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

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

| Route | Description | Agency | MNDOT Project Number/Comments |
|-------|---|--------|-------------------------------|
| TH 25 | TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES | MNDOT | 8605-44 |
| TH 23 | FROM E OF ST. CLOUD TO TH 25 IN FOLEY – 2 TO 4 LANE EXPANSION | MNDOT | |
| I-94 | ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF RAMP FOR CSAH 19 | MNDOT | 8680-145 |

| Table B-1 Regionally Significant Projects 2015 Action Scenario | | | |
|--|---|----------------------|-------------|
| I-94 | ADD WB AUXILLARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO | MNDOT | 8605-44 |
| TH 51 | FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS | ANOKA COUNTY | 002-651-007 |
| CSAH 11 | ON ANOKA CSAH 11 (FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL | ANOKA COUNTY | 002-611-032 |
| CSAH 18 | ON CARVER CSAH 18 (LYMAN BLVD) FROM CARVER CSAH 15 (AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY | CARVER COUNTY | 010-618-013 |
| TH 149 | FROM TH 55 TO JUST NORTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL | EAGAN | 195-010-010 |
| CSAH 61 | FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS (TIED TO 2706-235) | HENNEPIN COUNTY | 027-661-046 |
| | HWY 36 EAST P&R (STILLWATER) | METROPOLITAN COUNCIL | TRF-TCMT |
| TH 7 | AT HENNEPIN CSAH 61 (SHADY OAK RD) IN MINNETONKA - UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS | MNDOT | 2706-235 |
| I-94 | EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL | MNDOT | 6283-175 |
| TH 55 | FROM N JCT MN149 TO S JCT MN149 IN EAGAN- WIDEN FROM 4-LANE SECTION TO 6-LANE SECTION | MNDOT | 1909-95 |
| I-494 | FROM N OF I394 IN MINNETONKA TO I94/I494/I694 INTERCHANGE IN MAPLE GROVE - UNBONDED CONCRETE OVERLAY, CPR, RIGHT SIDE DYNAMIC SHOULDER, SIGNING, STRIPING, DRAINAGE, TMS, NOISE WALLS, REDECK AND WIDEN BRIDGES 27973, 27974, 27975, 27976, 27977, 27978, AND REDECK BRIDGE 27905 | MNDOT | 2785 |
| I-394 | FROM RIDGEDALE DRIVE TO WESTBOUND I394 IN MINNETONKA - NEW ENTRANCE RAMP/BRIDGE 27W09 | MNDOT | 2789-141 |
| TH 52 | REPLACE LAFAYETTE BRIDGE | MNDOT | 6244-30 |
| | CEDAR AVENUE BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | CENTRAL CORRIDOR LIGHT RAIL TRANSIT | METROPOLITAN COUNCIL | CCLRT |

| Table B- 2 Regionally Significant Projects 2020 Action Scenario | | | |
|---|---|--------------|----------------------------------|
| Route | Description | Agency | MnDOT Project Numbers – comments |
| CSAH 116 | FROM JUST E OF CRANE ST THROUGH JEFFERSON ST IN ANDOVER AND HAM LAKE-RECONSTRUCT FROM 2-LANE UNDIVIDED TO A 4-LANE DIVIDED ROADWAY INCLUDING SEPARATED BIKE/PED FACILITY, SIGNALIZED INTERSECTIONS AND IMPROVE AT-GRADE RAIL CROSSING | ANOKA COUNTY | 002-716-015 |
| CSAH 11 | FROM N OF EGRET BLVD TO N OF NORTHDAL BLVD-RECONSTRUCT CSAH 11 (FOLEY BLVD) AS A 4-LANE DIVIDED | ANOKA COUNTY | 002-611-034 |

**Table B- 2
Regionally Significant Projects
2020 Action Scenario**

| | | | |
|-------------------|--|----------------------|-------------|
| | ROADWAY AS WELL AS A TRAIL AND SIDEWALK, PONDS, TRAFFIC SIGNALS AND DEDICATED LEFT- AND RIGHT-TURN LANES | | |
| CSAH 34 | FROM W94TH ST TO T8500 BLOCK OF NORMANDEALE BLVD IN BLOOMINGTON-RECONSTRUCT OF CSAH 34 (NORMANDEALE BLVD) AS A 4-LANE DIVIDED ROADWAY WITH LEFT-TURN LANES AND MULTI-USE TRAILS | BLOOMINGTON | 107-020-065 |
| TH 55 | FROM THE MN149 NORTH INTERSECTION THROUGH THE MN149 SOUTH INTERSECTION-EXPANSION TO A 6-LANE ROADWAY INCLUDING TRAFFIC SIGNALS, AND CONSTRUCTION OF A MULTI-USE TRAIL | EAGAN | 195-010-011 |
| CSAH 53 | FROM JUST WEST 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 COUNTY | 027-653-021 |
| CSAH 81 | FROM N OF 63RD AVE N TO N OF CSAH 8 IN BROOKILYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED ROADWAY INCLUDING CONCRETE MEDIAN AND A MUTLI-USE TRAIL | HENNEPIN COUNTY | 027-681-034 |
| TH 100 | FROM 36TH ST TO CEDAR LAKE RD IN ST. LOUIS PARK - RECONSTRUCT INTERCHANGES INCLUDING CONSTRUCTING AUXILLIARY LANES | MN/DOT | 2734-33AC |
| I-35E | FROM I94 IN ST. PAUL TO JUST NORTH OF LITTLE CANADA RD IN LITTLE CANADA - CONSTRUCT MNPASS LANE, REHAB PAVEMENT, REPLACE BRIDGES 6509, 6510, 6511, 6512, 6514, 6579, 9117, 9118, 9119, 9120 AND TMS | MN/DOT | 6280-367 |
| TH 610 | EXTENSION OF 105TH AVE TO W OF I94 IN MAPLE GROVE | MNDOT | 2771 |
| I-35W | FROM 46TH ST TO I94 IN MPLS - MANAGED LANE COMPLETION, PAVEMENT RECONSTRUCTION AND REPAIR, NOISEWALLS, TMS, DRAINAGE, LIGHTING, REPLACE BRIDGES 9731, 9733, 27842, 27843, 27867, 27868, 27869, 27870, 27871, 27872 | MNDOT | 2782-327 |
| I-35E | FROM JCT MN36 IN ROSEVILLE TO JUST N I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING, AUXILLIARY LANES | MNDOT | 6284-166 |
| CSAH 35 | CSAH 35 (PORTLAND AVE) FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT TO 2-LANE ROAD WITH A CENTER TURN LANE AND INCLUDING TRANSIT FACILITIES, BIKE LANES AND PEDESTRIAN FACILITIES | RICHFIELD | 157-020-026 |
| TH 101 | AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PROJECT, PAYBACK IN 2015) (TIED WITH 2738-28, 2738-29) | ROGERS | 238-010-003 |
| PIERCE BUTLER RTE | FROM GROTTO ST TO ARUNDEL ST AT MINNEHAHA AVE- EXTENSION OF PIERCE BUTLER ROUTE ON A NEW ALIGNMENT AS A 4-LANE ROADWAY WITH BIKE LANES AND SIDEWALKS | SAINT PAUL | 164-020-123 |
| CSAH 17 | FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL | SCOTT COUNTY | 070-617-024 |
| TH 36 | NEW ST CROIX RIVER CROSSING | MNDOT | 8217-82045 |
| TH 610 | CONSTRUCT FROM I-94 TO CSAH 81 | | |
| | I-35W BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | WEST BROADWAY AVE BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | ROBERT ST BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | CHICAGO-EMERSON/FREMONT AVES BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | SNELLING AVE BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |

Table B- 2
Regionally Significant Projects
2020 Action Scenario

| | | | |
|--|---|----------------------|--|
| | EAST 7 TH ST BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | WEST 7 TH ST BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | SOUTHWEST LIGHT RAIL TRANSIT | METROPOLITAN COUNCIL | |
| | BOTTINEAU LIGHT RAIL TRANSIT | METROPOLITAN COUNCIL | |

Table B- 3
Regionally Significant Projects
2030 Action Scenario

| Route | Description | Agency | MnDOT Project Numbers - Comments |
|--------------|---|----------------------|---|
| | AMERICAN BOULEVARD ARTERIAL BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | CENTRAL AVE ARTERIAL BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |
| | NICOLLET AVE ARTERIAL BUS RAPID TRANSIT | METROPOLITAN COUNCIL | |

IV. CONFORMITY DEMONSTRATION

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

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

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: Ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used the SIP; A regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems; Adoption of a regional long-term 2030 Regional Development Framework that supports land use patterns that efficiently connect housing, jobs, retail centers, and transit oriented development along transit corridors; The continued involvement of local government units in the regional 3C transportation planning process allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

Pursuant to the Conformity Rule, the Council reviewed the TIP and certifies that the TIP conforms with the SIP and does not conflict with its implementation. All Transportation System Management (TSM) strategies which were the adopted TCM's for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCM's nor fully funded non-regulatory TCM's that will be implemented during the programming period of the TIP. There are no prior TCM's that were adopted since November 15, 1990, nor any prior TCM's that have been amended since that date.

As part of the Urban Partnership Agreement (UPA), additional transit lanes have been added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor has been enhanced through dynamic priced shoulder lanes.

A list of officially adopted TCM's for the region may be found in the November 27, 1979 Federal Register notice for EPA approval of the Minneapolis-St. Paul CO Maintenance Plan, based upon the 1980 Air Quality Control Plan for Transportation, which in turn cites transit strategies in the 1978-1983 Transportation Systems Management Plan. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future. The following lists the summary and status of the currently adopted TCM's:

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

- *Community-Centered Transit.* The Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. This program had been used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service. A regional restructuring of dial-a-ride service, now called Transit Link, occurred in 2010.
- *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council, as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.
- *Total Commuter Service.* The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now by the Van-Go! program, a service of the Council.
- *Elderly and Handicapped Service.* ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. LRT trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.
- *Responsiveness in Routing and Scheduling.* Metro Transit conducted a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the remaining sector were studied and changes were implemented. Service is now re-evaluated as needed..
- *CBD Parking Shuttles.* The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD.
- *Simplified Fare Collection.* The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based upon time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.
- *Bus Shelters.* Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit and heated transit centers at major transfer points and light-rail stations.
- *Rider Information.* Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline. Some shelters and stations have real time "next trip" information.
- *Transit Marketing.* Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs, and other programs. Metro Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.

- *Cost Accounting and Performance-Based Funding.* Key criteria in the aforementioned Transit Redesign process include service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue-hour). Metro Transit uses these metrics to evaluate route cost-effectiveness and performance and determine which routes are kept, re-tuned, or eliminated.
- *"Real-Time" Monitoring of Bus Operations.* The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.
- *Park and Ride.* Appendix J of the *Transportation Policy Plan* provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating, and maintaining park-and-ride facilities. In 2009 the region served 108 park-and-ride facilities with a capacity of 25,700. Average usage in 2009 was 67 percent.
- **Hennepin and First Avenue One-Way Pair.** These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local CO hot-spot issue that has since been resolved. The streets reverted to a two-way configuration in 2009.

The above list includes two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include in St. Paul, a CO Traffic Management System at the Snelling and University Avenue. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992. In December 1999 the vehicle emissions inspection/maintenance program was eliminated.

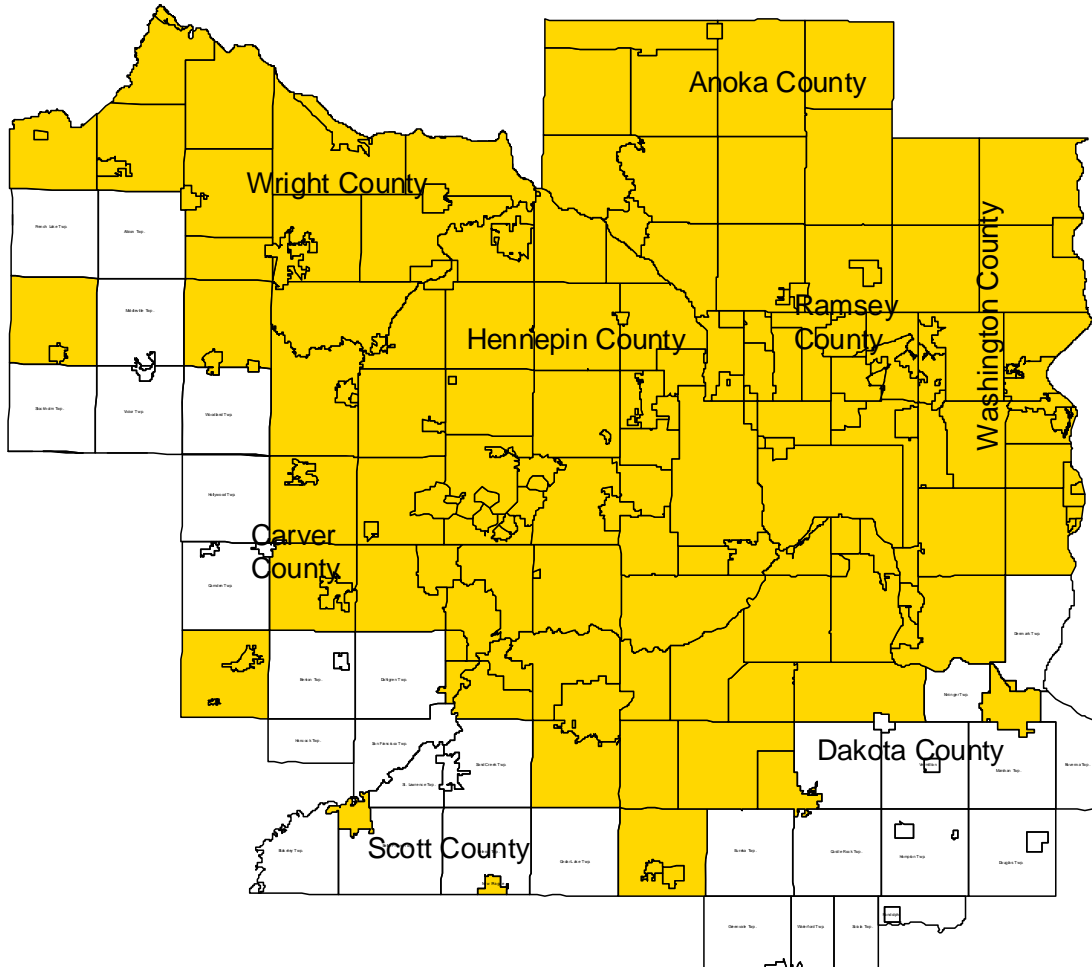
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

**Carbon Monoxide Maintenance Area
Seven County Metropolitan Area
and Wright County**



Note: Shaded area is designated maintenance.



EXHIBIT 2

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

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

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2014-2017 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

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

MASS TRANSIT

| | |
|---|-----|
| Operating assistance to transit agencies..... | T-1 |
| Purchase of support vehicles..... | T-2 |
| Rehabilitation of transit vehicles..... | T-3 |
| Purchase of office, shop, and operating equipment for existing facilities | T-4 |
| Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)..... | T-5 |
| Construction or renovation of power, signal, and communications systems..... | T-6 |
| Construction of small passenger shelters and information kiosks | T-7 |

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

AIR QUALITY

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

OTHER

Specific activities which do not involve or lead directly to construction, such as:

| | |
|--|------|
| Planning and technical studies | |
| Grants for training and research programs | |
| Planning activities conducted pursuant to titles 23 and 49 U.S.C. | |
| Federal-aid systems revisions | O-1 |
| Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action | O-2 |
| Noise attenuation | O-3 |
| Advance land acquisitions (23 CFR 712 or 23 CFR 771) | O-4 |
| Acquisition of scenic easements | O-5 |
| Plantings, landscaping, etc..... | O-6 |
| Sign removal | O-7 |
| Directional and informational signs | O-8 |
| Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)..... | O-9 |
| Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes | O-10 |

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

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

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

Projects Exempt from Regional Emissions Analyses

| | |
|---|-----|
| Intersection channelization projects..... | E-1 |
| Intersection signalization projects at individual intersections | E-2 |
| Interchange reconfiguration projects | E-3 |
| Changes in vertical and horizontal alignment..... | E-4 |
| Truck size and weight inspection stations..... | E-5 |

Regionally significant projects

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

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

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Chapter 1: Overview

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

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

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

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

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

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

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

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

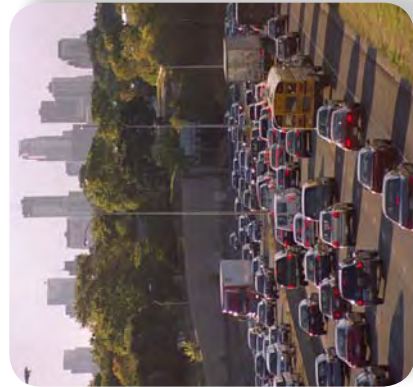


Figure 2-1: Road congestion is expected to continue to grow

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

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

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

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

The Regional Transportation Strategy

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

The Highway Vision

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



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

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

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

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

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

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

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

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

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

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

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

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

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

The Transit Contribution

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

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

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

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

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



Figure 2-3: Hiawatha LRT

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

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

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

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



Figure 2-4: Metro Transit Bus



Figure 2-5: Northstar Commuter Rail

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

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



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

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

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

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

Other Transportation Modes

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

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

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

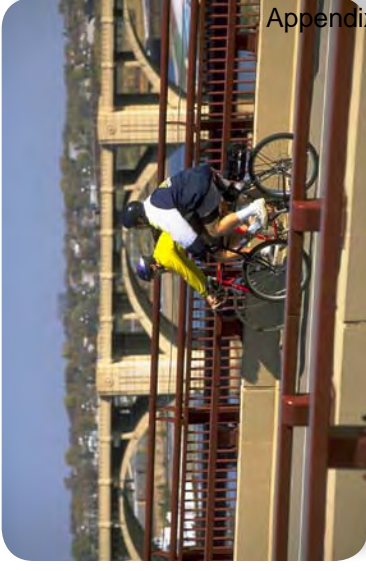
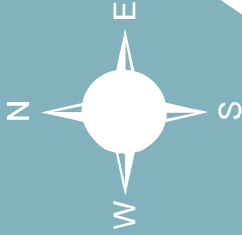


Figure 2-7: Bike commuting is a growing mode choice in the region



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





Chapter 2: Policies and Strategies

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

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

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing for Regional Transportation Investments

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

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



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

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

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

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

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

Policy 3: Investments in Regional Mobility

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

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

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

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

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

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

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

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

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

Policy 4: Coordination of Transportation Investments and Land Use

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

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

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



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



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

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

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

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

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

Policy 5: Investments in Regional, National and Global Connections

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

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

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

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

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

Policy 6: Public Participation in Transportation Planning and Investment Decisions

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

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

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

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

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

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

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

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

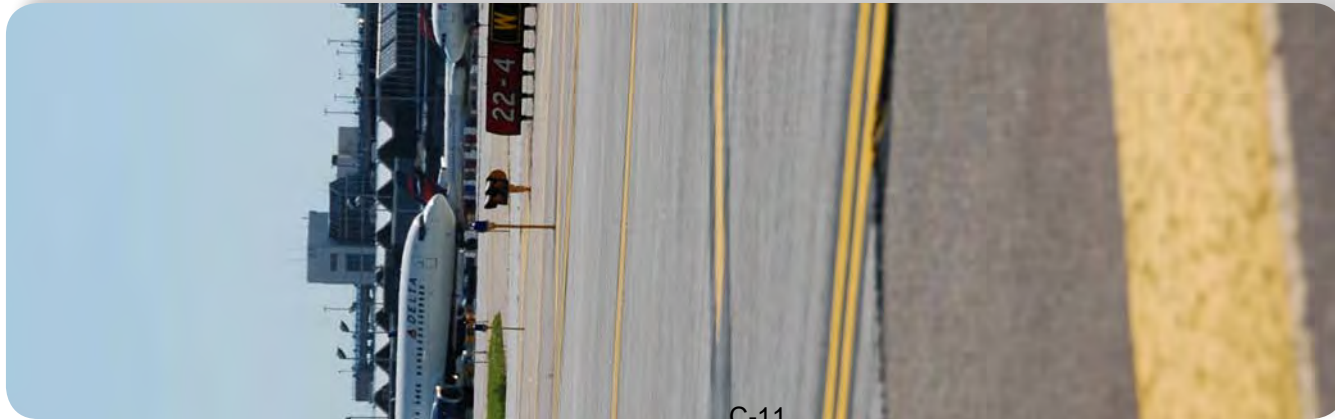


Figure 2-3: Work will be done to maintain Minneapolis-St. Paul airport as a major passenger hub.



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



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

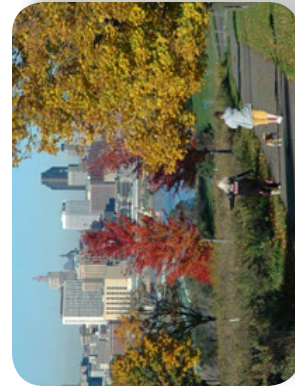


Figure 2-6: Transportation projects must adhere to federal standards, such as air quality

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

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

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

Policy 8: Energy and Environmental Considerations in Transportation Investments

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

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

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

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

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

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

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



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

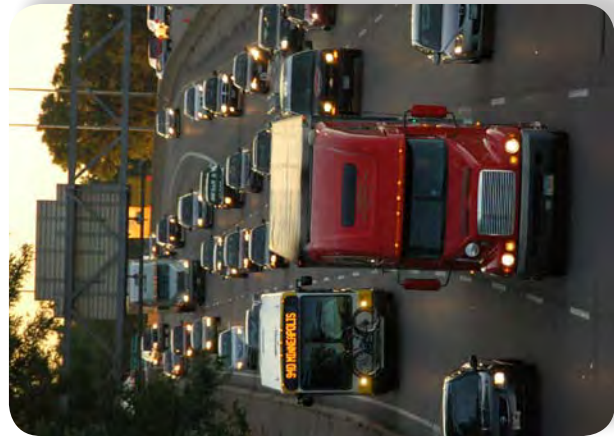


Figure 2-8: A highway is a multimodal facility capable of carrying cars, buses and trucks.

Highway System Policies

Policy 9: Highway Planning

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

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

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

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

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

Policy 11: Highway System Management and Improvements

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

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

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



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

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

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

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

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

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

Transit System Policies

Policy 12: Transit System Planning

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

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

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



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



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

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

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

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

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

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

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

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

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

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

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

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

Policy 14: Transit System Operations and Management

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

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

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

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

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

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

Policy 15: Transitway Development and Implementation

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

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



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

C-17

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

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

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

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

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

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

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

Policy 16: Transit for People with Disabilities

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

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

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

Figure 2-15: Metro Mobility satisfies federal ADA requirements





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



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

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

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

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

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

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

Policy 18: Providing Pedestrian and Bicycle Travel Systems

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

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

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

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

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



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

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

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

Aviation Policies

Policy 19: Aviation and the Region's Economy


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

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

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

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





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

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

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

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

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

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

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

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

Policy 21: Consistency with Federal and State Plans/Programs

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

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

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

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

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

Policy 22: Airport Development Plans

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

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

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

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

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

Policy 23: Agency and Public Coordination

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

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

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

Policy 24: Protecting Airspace and Operational Safety

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



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

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

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

Policy 25: Airports and Land Use Compatibility

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

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

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

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

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

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

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

Policy 26: Adequate Aviation Resources

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

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

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

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





Chapter 3: Regional Transportation Finance

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

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

Recent Funding Developments

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

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

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



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

MVST Revenue Dedication

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

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

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

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

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

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

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

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

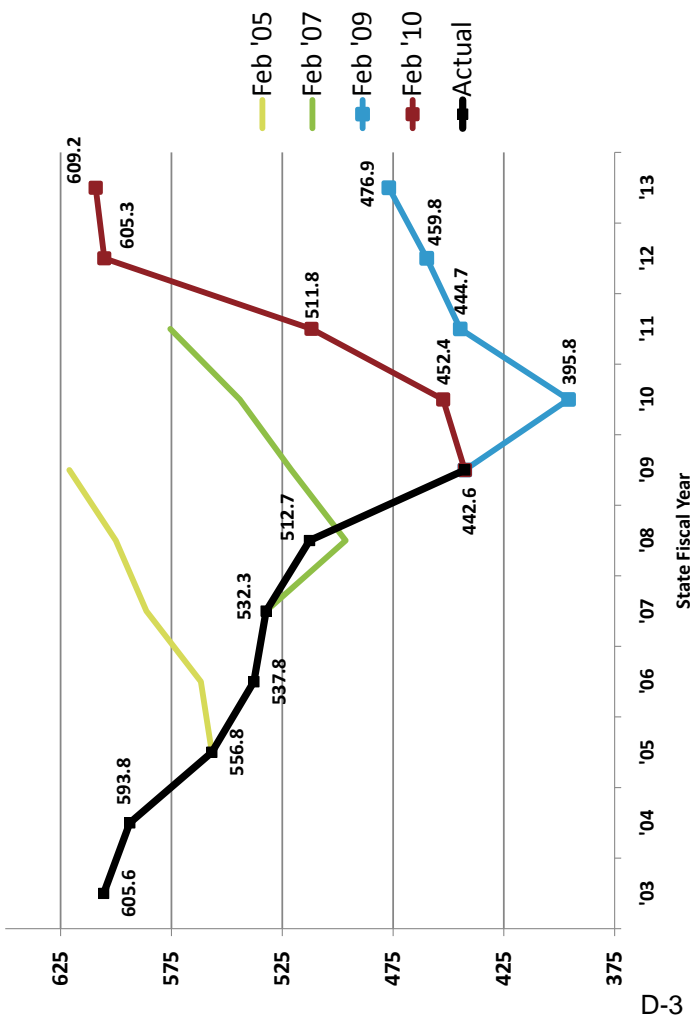


operating costs. Once the MVST revenues are fully phased in, collections will need to increase by at least three percent to five percent annually just to enable the transit system to maintain its existing levels of service. In the transit chapter, this plan makes the assumption that MVST revenues will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

2008 Omnibus Transportation Funding Bill

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

Figure 3-3: Forecasted Statewide MVST Revenues



Highway Funding Provisions

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

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

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

Table 3-4: Gas Tax and Debt Service Surcharge

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

* Maximum or actual amount needed for debt service.



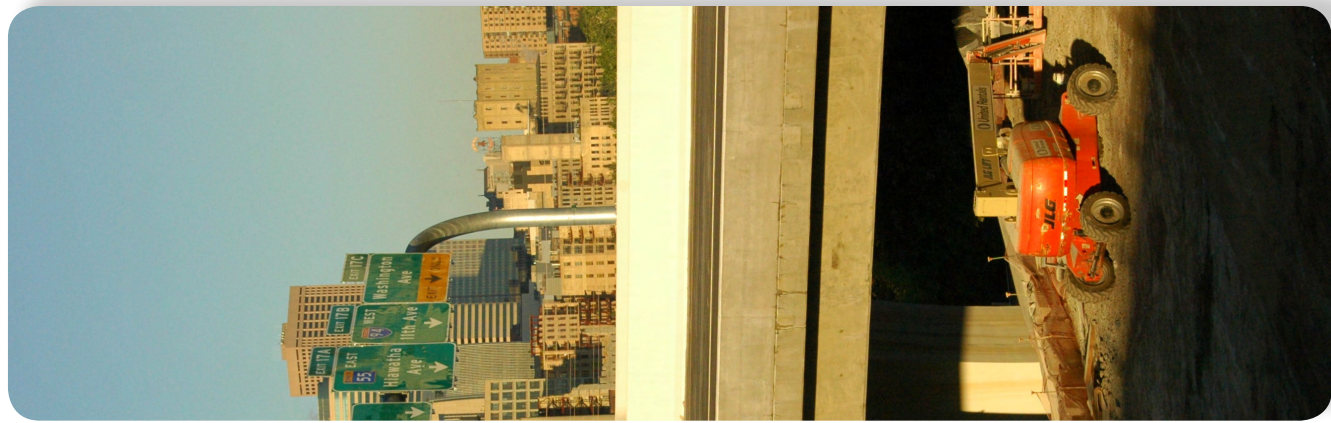


Figure 3-5: Bridge construction work is an investment priority mandated by the Legislature

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

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

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

Transit Funding Provisions

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

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

The metropolitan sales tax legislation also specified the following:

- Expenditure of the sales tax proceeds are limited to the following purposes:
 - capital improvements to transitways including the purchase of buses and rail vehicles,
 - transitway studies, design, property acquisition and construction,
 - operating assistance for transitways,
 - capital costs for park-and-ride facilities, and
 - up to 1.25 percent of the proceeds for pedestrian and bicycle programs and pathways
 - assistance for general bus operations is not eligible for funding.

- The sales tax proceeds are to be allocated by the Joint Powers Board through a grant application process.
- Projects selected for funding must be consistent with the Council's *Transportation Policy Plan (TPP)*, as determined by the Council.

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

Transportation Finance Issues and Trends

Volatility and Decrease of MVST Revenues

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

Revenue Source Lacking to Grow Bus Operations

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

Increasing Gas Prices and Leveling off of Gas Tax Revenues

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

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

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

Uncertain Future of Federal Revenues

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

Lack of Funding for Highway Expansion

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

Transportation Finance Policies and Strategies

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

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing for Regional Transportation Investments

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

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

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

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

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

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

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



D-7

Highway and Transit Revenues

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

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

Highway Revenues

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

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

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

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

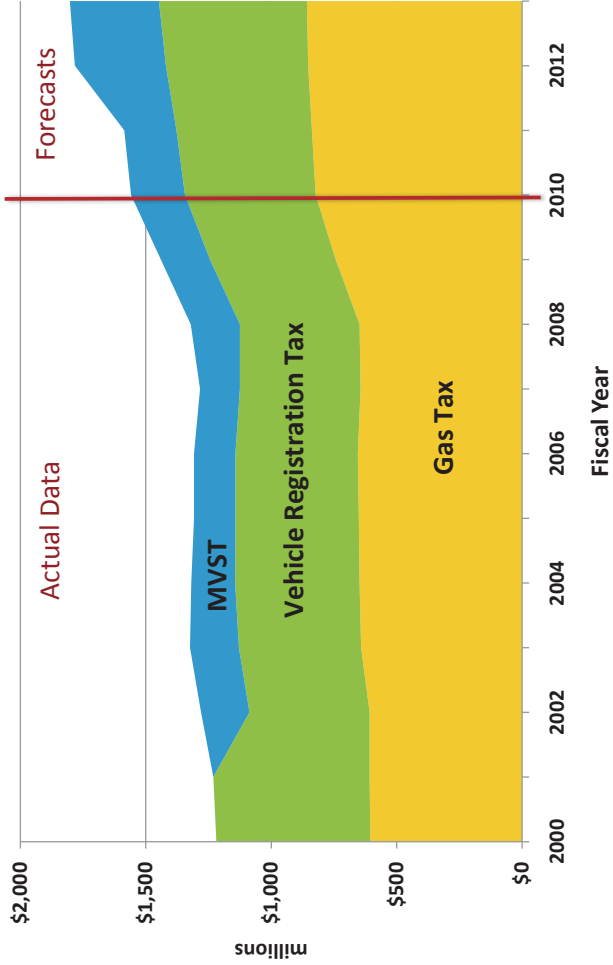
Prior to the adoption of the 2006 constitutional amendment to dedicate the MVST revenues to transportation, highways received 32 percent of the total MVST revenues or about \$160 million in FY 2007. Under the new constitutional dedication, this amount will grow to 60 percent of total MVST revenues by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

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

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



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



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

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

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



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



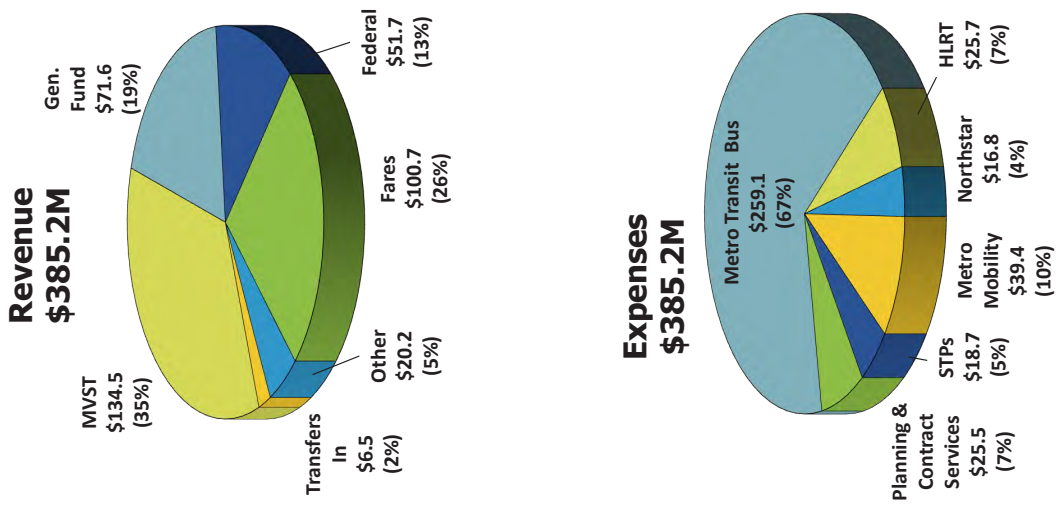
Transit Revenues Operating Revenues

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

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

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

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



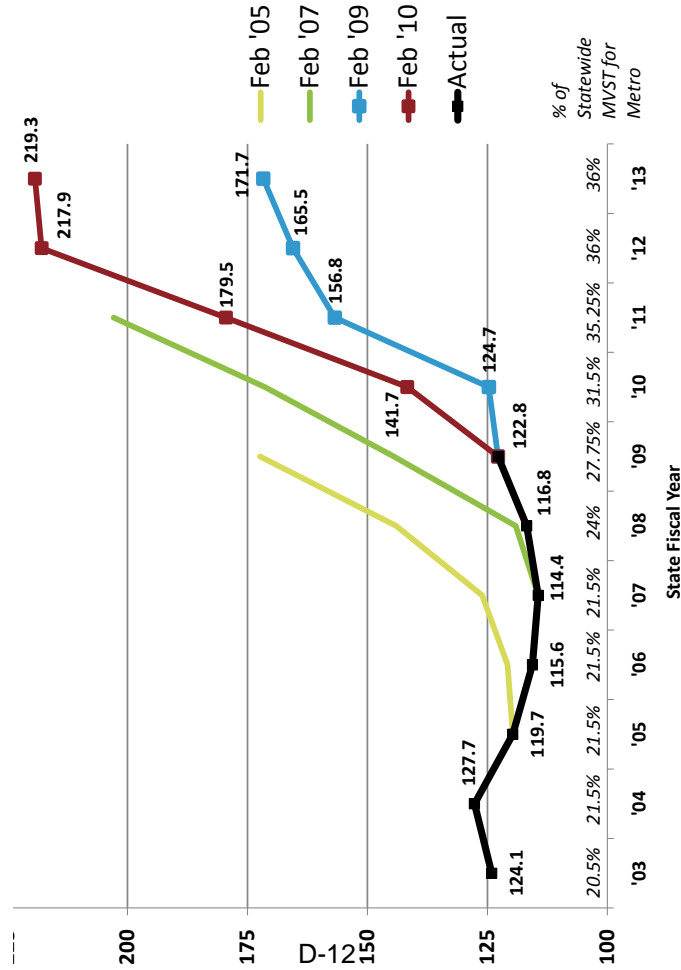
This policy plan assumes that after 2012, the existing transit operating revenues will grow at a rate to maintain existing levels of service. It is assumed the growth to cover inflationary cost increases will occur primarily through growth in the MVST revenues and will require a growth rate of three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

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

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

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

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



Transit Capital Revenue

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

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

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

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

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

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

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



for federal funds commit at least a 50 percent local match (beyond the required 20 percent minimum). In this region, the assumed formula for the remainder of the capital costs would be: 10 percent from the local entities where the project is located (usually the county regional rail authorities), 30 percent using sales tax funds awarded from the CTIB and 10 percent from the state, most likely using state bonds. The revenue estimates in Chapter 7: Transit, assume that this region will continue to receive federal New Starts funding to construct the major transitway projects, but it is likely that only one project would be receiving federal New Starts construction funding in any given year. The region should pursue funding for multiple transitways if changes in federal guidance and available funding levels indicate that this assumption can be modified.

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

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

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

