

TRANSPORTATION ADVISORY BOARD  
Metropolitan Council  
390 N. Robert St., St. Paul, Minnesota 55101-1805

Minutes of a Meeting of the  
FUNDING AND PROGRAMMING COMMITTEE  
April 16, 2015

MEMBERS PRESENT: Tim Mayasich (chair), Colleen Brown, Mark Filipi, Jenifer Hager, Brian Isaacson, Craig Jenson, Jane Kansier, Mary Karlsson, Elaine Koutsoukos, Bruce Loney, Eriks Ludins, Gina Mitteco, Ryan Peterson, Lyndon Robjent, Amanda Smith, John Sass, Carla Stueve, Michael Thompson, Cynthia Wheeler, Andrew Witter, and Joe Barbeau (staff)

OTHERS PRESENT: Gayle Gedstad (MnDOT), Jim Grube (Hennepin County), Maury Hooper (Hennepin County), Carl Ohrn (MTS), Steve Peterson (MTS), Katie White (MTS)

**1. Call to Order**

The meeting was called to order at 1:30 p.m.

**2. Adoption of Agenda**

MOTION: Eriks Ludins moved to adopt the agenda. Seconded by Andrew Witter. Mark Filipi moved to rearrange agenda item 8, 2014 Regional Solicitation Development of Funding Alternatives, to immediately follow the TAB report. Seconded by Elaine Koutsoukos. The motion was approved unanimously.

**3. Approval of the Minutes**

MOTION: Brian Isaacson moved to approve the minutes. Seconded by Filipi. The motion was approved unanimously.

**4. TAB Report**

Elaine Koutsoukos reported that TAB Executive Committee met prior to the April TAB meeting. There was complex discussion regarding the Regional Solicitation funding and final scores, which will be part of the TAB discussions and recommendations at this TAB meeting. The Metropolitan Council approved the draft amendment to the 2040 Housing Policy Plan on March 25. The plan has three main components including an update of the allocation of affordable housing need and update of the criteria to develop the housing performance scores. The plan is out for public comment until May 15. On Thursday 4/09 updated local forecasts of population, employment and households went out to local governments. The forecasts will be out for public comment until May. TAB approved the 2016-2019 TIP schedule.

**5. 2014 Regional Solicitation Development of Funding Alternatives – Action Item**

Steve Peterson said that TAB thought the eight funding scenario options provided in the packet is too many and would prefer that three scenarios be provided for consideration: 1) the mid-level “base” scenario brought to the Committee last month, 2) the mid-level “expansion-heavy” scenario, and 3) the mid-level “modernization/reconstruction-heavy” scenario. TAB requested that Staff provide the following items for information:

- Pie chart showing the solicitation as a proportion of total funding.
- Pie chart showing the proportion of bikeway/ped funding vs. overall funding.
- Map highlighting the projects versus the geographic areas highlighted in the equity measure.
- Information on which projects are included in the geographic areas highlighted in the equity measure
- List of the Council sector representatives.
- Summary charts and maps for all options considered. Add to the table the number of projects submitted, by county.
- List of proposed projects that are connected to each other.
- Information on travel behavior?

Steve Peterson provided the following overview comments:

1. The mid-level and all additional preliminary scenarios proportioned the \$143.57 M of 2018 and 2019 funds by mode to reflect the TAB-approved modal funding ranges (based on historic averages).
  - A. Roadways Including Multimodal Elements (48%-68% of funds)
  - B. Transit and TDM Projects (22%-32% of funds)
  - C. Bicycle and Pedestrian Facilities (10%-20% of funds)
2. Money was distributed between the various sub-categories within each mode based on the dollar value of the projects submitted.
3. Per TAB's direction, \$7 M is set aside for TMO/TDM funding (\$5.8 M for base-level TDM funding for Metro Transit and the TMOs and \$1.2 M for the competitive TDM solicitation). This \$7 M is reflected in all of the preliminary funding scenarios shown in the attached tables.
4. As in all past solicitations and the development of this year's scenarios, the point breaks have been used to assist in "drawing lines" for funding recommendations. However, there is not a good natural break in the scores for the multiuse trails and bicycle facilities category.
5. For Safe Routes to School funding, most preliminary funding scenarios distribute \$953,884 (2 projects) to this sub-category. MnDOT's target for Safe Routes to School funding is approximately \$1 M. The next project on the ranked list is for \$177,600, which would meet and exceed this target.
6. No A-Minor Arterial Connector projects are funded in any preliminary scenario.
7. While some of the 2017 federal funds have been allocated, some remain to be distributed in this solicitation. The 2017 TAP funds and the 2017 CMAQ funds for transit expansion were allocated in separate solicitations. TAB has directed the approximately \$19 M of STP funds toward the roadway category. TAB also set aside \$4.32 M of CMAQ funds for roadway system management projects, similar to past allocations. Since the beginning of the solicitation, MnDOT has determined that an additional \$3.3 M of 2017 CMAQ funds are available. In order to develop preliminary scores, staff suggests that \$3.3 M of new funds could be assigned to 2017 system management projects since these types of projects can be delivered relatively quickly. If this is done, the freed up funds could be used to fund the #8 ranked roadway reconstruction/modernization project (\$3.13 M requested) in a later program year.

Steve Peterson then posed two key questions:

1. To what level should we over-program? All current funding scenarios are over-programmed by approximately \$3 M-\$5 M (2%-3.5%).
2. What funding scenarios does the Committee wish to forward to TAC? Given TAB's direction, the Committee is most likely looking at the mid-level funding scenario, which has been broken into three sub-scenarios: the base scenario, the roadway expansion-heavy scenario, and the roadway reconstruction/modernization-heavy scenario.

TAB hopes to decide on a final funding program in May, though a special meeting is tentatively scheduled for June 3.

Historically, based on the 2003 through 2011 Regional Solicitations, roadway expansion has accounted for 66 percent of roadway funding, while the mid-level base scenario has it at 52 percent. Reconstruction and modernization shows an increase from 16 percent to 33 percent. Bridges and system management show drops from 11 percent to nine percent and from seven percent to six percent, respectively. Historically, multiuse trails and bicycle facilities have accounted for 88 percent of bicycle and pedestrian funding, while the mid-level scenario has it at 89 percent. Pedestrian facilities shows a decrease from 12 percent to seven percent, while Safe Routes to School, which has never been a part of the solicitation, accounts for four percent in the mid-level base scenario. This is the first time that there has been a transit modernization category. The only application is shown as funded in the mid-level base scenario.

Steve Peterson shared the mid-level base scenario, which was provided at last month's meeting.

The Council was recently informed of \$3 million in additional CMAQ funds. The scenarios reflect this funding going toward roadway system management. This enabled \$3.1 to be shown funding Ramsey County's White Bear Avenue reconstruction project.

Steve Peterson shared the “roadway expansion-heavy” mid-level funding scenario, which adds three roadway expansion projects, adds one bridge project, and subtracts five reconstruction/modernization projects from the base scenario. He then shared the “roadway reconstruction/modernization-heavy” mid-level funding scenario, which adds one reconstruction/modernization project, adds four bridge projects, and subtracts three expansion projects from the base scenario. The funding summaries show these scenarios overprogrammed at between \$4.5 million and \$6 million.

Michael Thompson said that the “roadway expansion-heavy” scenario causes a lot of other projects to be removed.

Tim Mayasich said that TAB has asked for three scenarios and will have to address the details. Therefore the question is whether there is more to do at a technical level. Isaacson question whether the Committee has pushed enough boundaries to draw out a complete set of options for policymakers.

Gina Mitteco asked whether the bicycle and pedestrian elements of roadway projects can be quantified. Koutsoukos replied that they can. Witter suggested that this information be added to the pie charts TAB requested.

Ryan Peterson said that MnDOT provides very little funding for expansion and that this is therefore a rare opportunity to expand. Carla Stueve expressed disagreement, stating that a lot of Hennepin County bridges are in bad condition and that safety should be key.

Isaacson asked about the connection between the Trunk Highway 36 interchange project and the Hadley Avenue trail tunnel project. Carl Ohrn said that the two projects are related but not co-dependent.

Isaacson said that there is not a compelling reason to favor one or more of the packages. MOTION: Brian Isaacson moved to send the three mid-level scenarios to TAB as they are. Seconded by Filipi.

Mary Karlsson suggested that staff try to call out the differences among the three scenarios. Isaacson added that the summary page should show where the scenarios land within the TAB-established modal ranges.

Koutsoukos said that staff is contacting sponsors to see what projects can move up and potentially use the 2016 CMAQ funds of \$12.3 Million. That decision, however, cannot move forward until the final regional solicitation projects are selected. Steve Peterson said that the TAB executive committee expressed interest in using funds for additional projects as opposed to providing additional funds for already-programmed projects.

The motion to send the three mid-level scenarios to TAB as they are was approved unanimously.

## **6. Scope Change Request – Hennepin County CSAH 53 Reconstruction Project – Action Item**

Barbeau said that Hennepin County received \$7,000,000 in Surface Transportation Program (STP) funding for reconstruction of CSAH 53 from just west of Washburn Avenue to 16th Avenue in Richfield for FY 2016. The County is requesting a scope change that would expand upon its original scope. Additions include an increase in project lane miles, increased length of bicycle facilities, \$4 million in City of Richfield utility reconstruction, and a cost increase. Staff reviewed the submitted scope change request. The project originally scored 708 points and was ranked second out of seven projects that applied in the “A” Minor Relievers category.

Staff review, which included sharing the proposed update with some of the scorers from the 2011 solicitation, examined whether the updated project would have scored well enough to be funded. The most notable scoring change was “Crash Reduction Cost Effectiveness”, which dropped by roughly 50% due to the large project cost increase. This drops the score to 654, which is below the 687 that an unfunded project, also sponsored by Hennepin County, received. Based on the information provided by the City, the input of the original scorers, and the Process to Evaluate Scope Change Requests for Regionally-Selected Projects, staff recommends denial of the requested scope change. Jim Grube, Hennepin County Engineer, said that the County seeks the Committee’s

support. The Richfield City Council now supports the project and the City will be taking 18 homes. The project will add off-road bicycle access around the entire City of Richfield. With \$4 million from the city and an unusually high amount dedicated for contingency, one could interpret this \$40 million project to be \$33.54 million. Barbeau added that he ran that amount by the Crash Reduction Cost Effectiveness scorer, who said that the amount would raise the score by 15 points, still not enough to overcome the unfunded project.

Mayasich asked how far the project has gone through the process. Grube replied that it is 50 to 60 percent complete.

Colleen Brown said that it is difficult to determine where this project should rate amongst other projects for cost/benefit-related scores because all projects have funding amounts that shift.

Mitteco asked whether benefits on the score were factored based on removal of the median. Barbeau said that for the crash reduction on the principal arterial being relieved, the scorer originally gave the project 50 out of 50 points, so that score could not be increased. For the crash reduction on the reliever, the scorer originally gave the project 30 out of 50 and Barbeau said he is unsure of what that score did not change.

Robjent express agreement with Brown that it is very difficult to compare cost. MOTION: Robjent moved to recommend approval of the scope change request. Seconded by Witter.

Karlsson asked whether the local funding for the cost increase is available. Grube replied that it is.

Mayasich suggested that for fairness sake, the scoring analysis should be shared with the applicant.

Robjent asked whether the County would complete this project anyway, regardless of whether the federal funding was dropped. Grube replied that the County board and City of Richfield would be unhappy about losing \$7 million; they are already contributing \$20 million and another \$7 million would be prohibitive.

The motion was approved unanimously.

**7. Solicitation Release – 2015-2017 Transit TDM Solicitation – Information Item**

Katie White said that in the 2009 Regional Solicitation, TAB set-aside \$7 million in CMAQ funds for TDM activities in FFY 2013-2014. The funding was meant to support both the baseline TDM activities of the TMOs and Metro Transit, and also to fund new innovative TDM activities at the rate of \$600,000 per year. TAB now has 2015, 2016, and 2017 funding for innovative TDM projects available, for a total of \$1.8 million. Under the current schedule, 2018 and 2019 funds will be available in the spring of 2017 for the next innovative TDM solicitation. The criteria scoring innovative TDM solicitation were adopted through TAB action in September 2014 as part of the adoption of the current Regional Solicitation criteria. In 2013 the first solicitation for innovative TDM projects was released and seven projects were funded on October 1, 2014. Spending for these projects is currently underway.

MOTION: Filipi moved to release the TDM solicitation. Seconded by Brown. The motion was approved unanimously.

**8. 2017 Regional Solicitation Funding Update – Information Item**

Barbeau said that the tables included in the agenda packet reflect some changes in funding amounts believed to be available for the Regional Solicitation. Some changes are minor. Major changes include about \$3.2 million in additional 2017 CMAQ funding and just under \$1 million in additional 2017 STP funding.

**9. 2014 HSIP Solicitation Project Ranking – Information Item**

Issacson said that the Committee will take action on this item next month. Seventy percent of the funding is used for reactive projects, while 30 percent is used for proactive projects. The agenda packet includes a list of projects selected in each track along with projects not selected. Local partners helped to score the proposals.

Robgent asked who proactive projects are selected. Gayle Gedstad said that County Road Safety Plans are the starting point. Carla Stueve said that the best projects are low cost and cover a large area, as opposed to being spot improvements.

**10. Report on Streamlined TIP Amendments – Information Item**

Barbeau said that in the roughly one year since the amendment streamlining process was enacted, 22 amendments have gone through, or are scheduled to go through, Council. Of those roughly two thirds have been streamlined. Streamlined amendments take an average of 11 days between their first meeting, TAB, and Council concurrence, while standard amendments that are not regionally significant take an average of 59 days between their first meeting, Funding and Programming, and Council concurrence.

The TAC Executive Committee approves use of the streamlined process for each amendment. Koutsoukos relays each streamlined amendment to Funding and Programming Committee and TAC via her TAB report.

**11. Other Business**

None.

**12. Adjournment**

MOTION: Filipi moved to adjourn the meeting. Seconded by Thompsons. The motion was approved unanimously and the meeting adjourned.

**ACTION TRANSMITTAL No. 2015-27**

**DATE:** April 28, 2015

**TO:** TAC Funding and Programming Committee

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

**SUBJECT:** 2014 HSIP Solicitation Project Selection

**REQUESTED ACTION:** MnDOT requests approval of the attached 27 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation, to be included in the draft 2016-2019 TIP.

**RECOMMENDED MOTION:** Recommend that TAB approve the attached 27 projects for funding through the Highway Safety Improvement Program (HSIP) solicitation, to be included in the draft 2016-2019 TIP.

**BACKGROUND AND PURPOSE OF ACTION:** The Highway Safety Improvement Program (HSIP) is a core federal program defined in MAP-21. HSIP 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. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. In order to obligate HSIP funds, the state must develop, implement and update a Strategic Highway Safety Plan and produce a program of projects. This amendment is significant as it would fulfill a part of this obligation.

MnDOT shares these federal funds with local governments to improve and protect the transportation system beyond the state's trunk highway system. MnDOT conducts the solicitation, and the proposed projects are evaluated by a team of transportation professionals that includes members of the Technical Advisory Committee.

With guidance and recommendation from its technical committees, the TAB's role is to approve the solicitation criteria and select projects to be awarded HSIP funds. MnDOT conducted a solicitation for both "proactive" and "reactive" projects in 2017-2019. The attached projects, if approved, will be included in the 2016-2019 TIP due to be released for public comment in June. The attached proposed program shows over-programming of \$204,158 and a total budget of \$24,000,000, rendering over-programming below 1%.

**RELATIONSHIP TO REGIONAL POLICY:** Federal law requires that all transportation projects that will be funded with federal funds must be in an approved TIP and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity; and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements. Fiscal constraint is met because the funds had already been established for HSIP projects. Each project is consistent with the Transportation Policy Plan and exempt from air quality conformity analysis. Public input opportunity will occur when the TIP is out for public review. The region's Transportation Policy Plan includes transportation safety policies and strategies. The projects selected through the HSIP solicitation are consistent with that plan.

**STAFF ANALYSIS:** Staff recommends approval of the attached projects for inclusion in the draft 2016-2019 TIP.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	

Projects recommended for funding

2017 / 2018 / 2019 HSIP

**REACTIVE** Projects List

3/19/2015

Project #	Submitting Agency	Roadway	Location	Project Description	B/C	Funding Year Requested				Original HSIP Amount Requested	Reactive Projects			Local Match (10%)	TOTAL PROJECT COST
						Any	2017	2018	2019		2017 HSIP \$ Awarded (4% Inflation included)	2018 HSIP \$ Awarded (6% Inflation included)	2019 HSIP \$ Awarded (8% Inflation included)		
R14	Minneapolis	6th Street South	from 1st Ave to Portland Ave	Install mast arms at 5 existing signals (1st Av, Hennepin Av, 3rd Av, 5th Av, Portland Av)	15.30			X		\$990,000		\$1,049,400		\$116,600	\$1,166,000
R15	Minneapolis	7th Street South	from 3rd Ave to 11th Ave	Install mast arms at 6 existing signals (3rd, 5th, Portland, Park, Chicago, 11th)	10.87		X			\$1,575,000	\$1,638,000			\$182,000	\$1,820,000
R19	Hennepin County	CSAH 17	at TH 62	Replace 2 ramp signals, remove free right turn, construct additional left turn storage, FYA, Blue lights	8.60				X	\$945,000			\$1,020,600	\$113,400	\$1,134,000
R16	Minneapolis	8th Street 11th Ave	8th St @ 9th Ave; 8th St @ 11th Ave; 11th Ave @ 14th St	Install mast arms at 3 existing signals	6.28	X				\$990,000		\$1,049,400		\$116,600	\$1,166,000
R22	MnDOT	I-35	from CSAH 1 (Rush City) to Pine CL	Install cable median barrier	6.20		X			\$576,000	\$599,040			\$66,560	\$665,600
R11	Ramsey County	CSAH 31	at CSAH 58	Construct left turn lanes, replace signal, APS, countdown timers	5.96				X	\$943,155			\$1,018,607	\$113,179	\$1,131,786
R18	Carver County	CSAH 33	at CSAH 34	Construct Roundabout	5.17	X				\$1,404,360			\$1,516,709	\$168,523	\$1,685,232
R8	Dakota County	CSAH 31	Northland Dr and Mendota Height Rd	Construct 3/4 Access and Left turn lanes	4.75		X			\$675,000	\$702,000			\$78,000	\$780,000
R17	Chisago County	CSAH 19	CSAH 28 (Falcon Ave) to 1/4 mile west	Reconstruct horizontal alignment, add turn lanes, pave shoulders	4.60			X		\$450,000		\$477,000		\$53,000	\$530,000
R5	Scott County	CSAH 27	at CSAH 68	Construct Roundabout	4.54			X		\$900,000		\$954,000		\$106,000	\$1,060,000
R10	Ramsey County	CSAH 45	at CSAH 10	Construct left turn lanes, replace signal, APS, countdown timers	3.15		X			\$303,500	\$315,640			\$35,071	\$350,711
R9	Dakota County	CSAH 38	CSAH 31 to TH 3	Convert 2-Lane to 3-Lane Road	3.08			X		\$1,080,000		\$1,144,800		\$127,200	\$1,272,000
R23	MnDOT	TH 212	from CSAH 11 to Powers Blvd	Install cable median barrier	2.96		X			\$1,306,800	\$1,359,072			\$151,008	\$1,510,080
R21	Hennepin County	CSAH 15	at CSAH 19	Replace signal, remove free right turn, construct sidewalk, develop LTL on CSAH 19	2.86	X				\$607,500	\$631,800			\$70,200	\$702,000
R4	Scott County	CSAH 46	at CSAH 86	Construct Roundabout	2.86			X		\$810,000		\$858,600		\$95,400	\$954,000
R7	Columbia Heights	TH 65	47th Ave to 50th Ave	Restrict median opening to 3/4, Lighting on both sides, reconstruct sidewalk, ped ramps, no ped crossing signs	2.74	X				\$801,900			\$866,052	\$96,228	\$962,280
R12	Anoka County	CSAH 17	at CSAH 18	Construct new signal, convert bypass lane to left turn lane on CSAH 17	2.40	X				\$810,000			\$874,800	\$97,200	\$972,000
											\$5,245,552	\$5,533,200	\$5,296,768	\$1,786,169	\$17,861,689
Budget											\$5,600,000	\$5,600,000	\$5,600,000		



Projects recommended for funding

2017 / 2018 / 2019 HSIP

**PROACTIVE** Projects List

3/19/2015

Project #	Submitting Agency	Roadway	Location	Project Description	Funding Year Requested				Original HSIP Amount Requested	Proactive Projects			Local Match (10%)	TOTAL PROJECT COST
					Any	2017	2018	2019		2017 HSIP \$ Awarded (4% Inflation included)	2018 HSIP \$ Awarded (6% Inflation included)	2019 HSIP \$ Awarded (8% Inflation included)		
P14	MnDOT	Various	Metro wide	Install signs for on horizontal curves to comply with new MMUTCD standards	X				\$450,000		\$477,000		\$53,000	\$530,000
P2	St. Paul	Grand Ave	from Hamline to Victoria	Ped / Bike Safety improvements	X				\$630,000		\$667,800		\$74,200	\$742,000
P1	Scott County	Various	Various locations	Construct turn lanes				X	\$1,485,000			\$1,603,800	\$178,200	\$1,782,000
P6	Minneapolis	City Streets	City Streets	Install green thermoplastic bike lanes and white dashed poly at intersection approaches	X				\$162,000		\$171,720		\$19,080	\$190,800
P7	Minneapolis	Como Av 7th St	Como Av: 12th Av to 15th Av 7th St: Carew Dr to 13th Av	Install ped curb extensions (8 intersections)	X				\$747,000		\$791,820		\$87,980	\$879,800
P5	Anoka County	CSAH 78	from CSAH 1 to CSAH 14	Signal interconnect (16 signals)	X				\$360,000		\$381,600		\$42,400	\$424,000
P13	Hennepin County	Various	CSAH's 17, 61, 81, 130, 152	Purchase ATMS to monitor and coordinate 81 traffic signals, fiber interconnect 10 miles		X			\$1,440,000	\$1,497,600			\$166,400	\$1,664,000
P19	MnDOT	TH 169	from TH 21 to TH 41	Install cable median barrier		X			\$1,242,000	\$1,291,680			\$143,520	\$1,435,200
P11	Carver County	TH 212	at CSAH 34 and CSAH 43	Install RICWS and lighting at both intersections	X				\$253,350			\$273,618	\$30,402	\$304,020
P17	MnDOT	TH 212	at CSAH 41 and CSAH 36 (east Jct)	Construct 2 RCI intersections	X				\$900,000			\$972,000	\$108,000	\$1,080,000
										\$2,789,280	\$2,489,940	\$2,849,418	\$903,182	\$9,031,820
									Budget	\$2,400,000	\$2,400,000	\$2,400,000		

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2015-26**

**DATE:** May 7, 2015  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** 2015-2018 TIP Amendment for Metro Transit Orange Line Design  
**REQUESTED ACTION:** Metro Transit requests an amendment to the 2015-2018 Transportation Improvement Program (TIP) to add design and engineering for the future Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis.  
**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt the amendment into the 2015-2018 TIP to add design and engineering for the future Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis.

**BACKGROUND AND PURPOSE OF ACTION:** The project is for design and engineering for a future Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis, currently in FTA Capital Investment Grant (CIG) Project Development. This project does not include construction.

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

**STAFF ANALYSIS:** The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 with FHWA/FTA conformity determination established on March 13, 2015. The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis. Public input opportunities for this amendment are provided through the TAB's and Council's regular meetings.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Release	

Please amend the 2015 – 2018 Transportation Improvement Program (TIP) to include this project in program year 2015. This project is being submitted with the following information:

**PROJECT IDENTIFICATION:**

STATE FISCAL YEAR	A T P	DIST	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2015	M	M		New	Metro Transit	Design of Orange Line BRT corridor improvements	

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
5307	Design and Engineering-Orange Line	FTA	2,250,000	0	0	1,800,000	0	450,000

**PROJECT BACKGROUND:**

1. Briefly describe why amendment is needed (e.g., project in previous STIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP).

The project is a design and engineering project for a future Orange Line BRT corridor in Burnsville, Bloomington, Richfield, and Minneapolis, currently in FTA Capital Investment Grant (CIG) Project Development. The funds will recognize federal formula funds apportioned to Metro Transit, matched by Counties Transit Improvement Board funds, to be used for corridor design and environmental work included in professional services contracts supporting the Project Development phase of METRO Orange Line.

The project does not include construction. Construction funds will include future FTA Sec. 5309 CIG funds, FHWA CMAQ funds, state funding, local funding, and Counties Transit Improvement Board Funds. Secured funds are in various placeholders in regional budget documents. The requested amendment includes only environmental, design, and related pre-construction activities supporting Small Starts Project Development.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money \_\_\_\_\_
- Anticipated Advance Construction \_\_\_\_\_
- ATP or MPO or Mn/DOT Adjustment by deferral of other projects \_\_\_\_\_
- Earmark or HPP not affecting fiscal constraint \_\_\_\_\_
- Other \_\_\_\_\_

**CONSISTENCY WITH MPO LONG RANGE PLAN:**

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015 with FHWA/FTA conformity determination established on March 13, 2015.

**AIR QUALITY CONFORMITY:**

- Subject to conformity determination .....\_\_\_\_\_
- Exempt from regional level analysis..... X\_\_\_\_\_
- N/A (not in a nonattainment or maintenance area).....\_\_\_\_\_

\*Exempt Project Category #O-1 (Specific activities that do not involve or lead directly to construction) per Section 93.126 of the Conformity Rules

**ACTION TRANSMITTAL No. 2015-29**

**DATE:** April 9, 2015  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scope Change Request for City of Hopkins Downtown LRT Station Park-and-Ride Structure  
**REQUESTED ACTION:** The City of Hopkins requests modification to the scope of its Downtown LRT Station Park-and-Ride Structure (SP# 132-080-002 and 132-080-003) to allow for (1) change in procurement method, (2) change in physical design of the park-and-ride structure, and (3) reduction in the number of transit spaces from 240 to 190.  
**RECOMMENDED MOTION:** Recommend approval of the Hopkins Downtown LRT Station Park-and Ride Structure (SP# 132-080-002 and 132-080-003).

**BACKGROUND AND PURPOSE OF ACTION:** The City of Hopkins received \$6,000,000 in CMAQ funding from the 2014 CMAQ solicitation for right-of-way acquisition and construction of a 240-space park-and-ride lot. The total project cost was \$12,200,000, rendering the local match at just over 50%.

The City is requesting a scope change that would alter the project in three ways:

- Change the procurement method. Because a developer has purchased the land and wishes to begin construction as soon as possible, the 2017 award would be used to purchase a parking area from the developer, as opposed to being used directly for construction and land acquisition.
- Change in the physical design of the park-and-ride structure. The original design was a two-level parking structure. The requested design includes parking on one level under a residential development. The parking spaces have moved closer to the LRT station.
- Reduction in the number of spaces. The application requests a reduction from 240 spaces to 190.

The total project cost is reduced from \$12,200,000 to \$7,635,000. Should the applicant keep the entire \$6,000,000 CMAQ award, the local match would be 21.4%, which is within the minimum required match. The cost reduction reflects the change in procurement and the reduced number of parking spaces being provided. The original budget assumed that the entire parcel would need to be purchased and now the City will only be purchasing a proportional share of the land costs.

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy and process allow project sponsors to make adjustments to their projects as needed

while still providing substantially the same benefits described in their original project applications.

A TIP amendment is not needed because the changes, if approved, will be incorporated into the new 2016-2019 TIP. The project will not be authorized prior to approval of that TIP.

**STAFF ANALYSIS:** Scope change evaluation policy calls for the Funding & Programming Committee to base its recommendation on whether the estimated score of the revised project scope would have been high enough to have been awarded funds through the regional solicitation. This solicitation did not use numeric scores, but a “high/medium/low” rating process, making quantification difficult. Nevertheless, staff provided the scope change application to the original project reviewers for their review. A summary of the results of scorer review is shown here:

Category	Orig. Rating	New Rating	Notes
1. Regional Significance	High	High	Project improved but already received top score.
2. Usage & Impacts	Medium	Medium	Scorer says no change in rating
3 Equity	Low/Medium	Low/Medium	Scorer says no change in rating
4. Project Readiness	Medium	Medium – Medium/High	Scorer says rating would likely have improved
5. Project Costs	Low	Low – Low/Medium	Scorer did not participate. Staff believes slight improvement.
6. Emissions Reductions	Medium	Low/Medium	Scorer did not participate. Staff assumes saving reduction from 308 tons to 243.83 tons.
<b>Average Composite</b>	<b>Medium</b>	<b>Medium</b>	Difficult to suggest that this project would have been below another unfunded project

There were six applications in the solicitation. Four were funded. The other three funded projects had composite scores of High, High/Medium, and High/Medium, respectively. The two projects that were not selected had composite scores of Medium and Medium/Low.

Scorers of categories 1 and 4 cited slight improvements. Scorers of categories 2 and 3 said no change would have occurred in their ratings with the updated scope. The scorers of categories 5 and 6 were unable to assess the proposal. Staff, therefore, reviewed these two categories:

- Category 5-Cost: The cost per parking space is reduced from \$50,833 to \$40,184. This may or may not lead to an increased rating. A slight increase is reflected above.
- Category 6-Emissions Reductions: The original scope had a reduction of 308 tons of emissions. A proportionate reduction based on number of spaces would show a reduction of 243.83 tons. Therefore this rating could be reduced to low/medium.

Given the qualitative nature of the scoring system and the minor changes to most of the categories, staff finds it difficult to provide evidence that the project, as proposed, would not have been funded based on the ratings. Therefore, staff recommends approval of the scope change's physical layout.

However, the amount of federal funding to include with the scope change remains in question at this point. This project was originally awarded \$6 million in federal CMAQ funds for what was a \$12.2 million project. Approval of this request would bring the project total to \$7,635,000. The entire \$6 million could still be provided; the local match would be 21% (20% is required). However, fewer parking spaces are provided. Past practice does not point to a specific formula as to how to address federal funding for such requests. Options include:

1. Allow the applicant to keep the entire \$6 million
2. Reduce the \$6 million federal portion by the proportion that the entire project cost has been reduced (this brings the federal portion to \$3,754,918)
3. Reduce the \$6 million federal portion by the proportion of the parking spaces being reduced (this brings the federal portion to \$4,750,000)
4. Recognize that this project was eligible to receive \$7 million in funding and did not receive that due to the amount of funding available in the solicitation.

Assuming a \$7 million maximum contribution had been awarded, options 2 and 3 above could be re-worked to:

- o Option 2: \$4,380,738
- o Option 3: \$5,541,667

Staff recommends approval of the scope change and encourages Committee dialog on whether or not to reduce the requested federal amount.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



April 30, 2015

Mr. Timothy Mayasich  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

Re: TIP Project Numbers 132-080-002 and 132-080-003

Dear Mr. Mayasich

The City of Hopkins requests your consideration of this formal scope change request for a park-and-ride facility at the proposed Downtown Hopkins light rail station, part of the Southwest LRT (METRO Green Line Extension) project (Attachment A – Project Location). The 2015-2018 Transportation Improvement Program (TIP) currently includes \$6,000,000 of federal funding scheduled in year 2017 for this park-and-ride project. We respectfully request that the Metropolitan Council TAC Funding and Programming Committee consider this scope change request at its May 21<sup>st</sup>, 2015 meeting.

#### **Project Intent**

The City of Hopkins requested CMAQ funds to partially fund the acquisition of property and construction of a 240-space structured park-and-ride facility adjacent to the planned Downtown Hopkins station. The City of Hopkins views the proposed facility and associated transit-oriented development opportunity as an important part of the city's plans for the LRT station area and Eighth Avenue. As was discussed in the original application, the City of Hopkins is moving forward with major streetscape improvements along Eighth Avenue between Mainstreet and the Downtown Hopkins LRT station that will reframe Eighth Avenue as "the Artery", a pedestrian and bicycle seductive streetscape infused with public art. The proposed site for the park-and-ride facility was also envisioned to have a transit-oriented development that would front along 8<sup>th</sup> Avenue, helping to providing an active streetscape.

The original intent was that the Southwest LRT project would purchase the property, demolish the existing structure, prepare the site, and then construct a 240-space park-and-ride structure in the northwest portion of the property, leaving some land available for private development. However, since the original application, a developer has purchased the site that was targeted for the park-and-ride and is proposing an approximately 200 unit multi-family residential project. The developer is aware of the park-and-ride plans and is willing to accommodate the transit use in the proposed multi-family residential project as well as space for a future bike facility and retail space at the request of the City of Hopkins.

The current transit-oriented development plans include two levels of structured parking, one level below grade with approximately 270 spaces for the residential uses, and one level at street level with approximately 190 spaces for transit users, all capped by 4 and 5 stories of housing. The street level also includes live/work units that would front 8<sup>th</sup> Avenue as well as a bike retail space at the corner of 8<sup>th</sup>



Avenue and Excelsior Blvd., both of which are very important design aspects requested and supported by the City.

The transit parking component would be designed so that park-and-ride users would have separate auto access off of 1<sup>st</sup> Street South and a separate pedestrian entrance at the corner of 8<sup>th</sup> Avenue and Excelsior Blvd. Due to the inclusion of the live/work units and the bike facility/retail space the ground level is only able to accommodate 190 transit parking spaces.

The developer has a schedule that requires the construction of the development to begin in early 2016 with a planned completion date of September 2017. The CMAQ funds are not available until 2017 so the City of Hopkins now anticipates purchasing the parking when completed via a vertical plat or similar legal instrument. Ultimately the park-and-ride will be operated and maintained by Metro Transit.

### **Requested Scope Changes**

Based on the Federal STP-UG Funding application (Attachment B) and the current scope change policy, the following changes have been identified:

- Change in the procurement method for the transit parking
- Change in the physical design of the park-and-ride structure
- Reduction in the number of transit spaces

### Change in Procurement

The original CMAQ grant application included a budget for right-of-way acquisition and construction of 240 structured park-and-ride spaces for a total project cost of \$12,200,000. At the time of application, the plan was that the SWLRT project would acquire land and then build the park-and-ride structure in the northwest corner of the property, leaving some property available for a future transit-oriented development. Now that a developer has bought the property identified for the park-and-ride and has a construction schedule that precedes the transit project, the procurement will involve purchasing a level of parking that has already been constructed. Therefore CMAQ funds will now be used to purchase a finished asset via a vertical plat. Part of the purchase would include an agreement related to shared operations and maintenance responsibilities and costs. The change in procurement does not impact the projected park-and-ride generated ridership.

### Physical Design of Park-and-Ride Structure

The original CMAQ application showed a 2-level parking structure located in the northwestern part of the site, the furthest location from the actual LRT station, allowing the property along the important street frontages of 8<sup>th</sup> Avenue and Excelsior to be developed (Attachment A). The current proposal is that the transit parking will be incorporated as one level of a 6-story residential development (Attachment C). The parking level will cover the majority of the site and pedestrian access to the park-and-ride will be more visible and easier to reach from the LRT station area. In addition, the

incorporation of the transit parking into the overall development allows for a more efficient use of the property and creates an area that will see activity for most of the day, creating a safer and more enjoyable environment for the park-and-ride user. The change in physical design does not impact the budget or project park-and-ride generated ridership. However, by partnering with a private developer, the transit facility will be delivered at the same time as approximately 200 residential units. The 200 residential units are expected to add 134 daily transit trips.

Reduction in the Number of Transit Spaces

The original CMAQ application was for a 240-space structured park-and-ride. The size of the structure was determined by the estimated 2030 demand. However, the current development plans can only accommodate 190 spaces in order to maintain an active street frontage by including the live/work units and bike facility/retail space along 8<sup>th</sup> Avenue. The original CMAQ application was evaluated using the ridership estimated in 2019 which was 234 new weekday rides based on 117 new park-and-ride users. Reducing the size of the park-and-ride to 190 spaces still meets the estimated 2019 demand and allows for growth. There is another park-and-ride planned for the next Southwest LRT station to the west in Hopkins (Shady Oak) and it will have the ability to be expanded in the future, should future demand require additional park-and-ride capacity. Given the importance of providing an active street frontage along 8<sup>th</sup> Avenue and the fact that 2019 demand is still accommodated, the City of Hopkins and Metro Transit are supportive of reducing the size of the park-and-ride at this location (Attachment D). The reduction in spaces from 240 to 190 reduces the overall cost of the project, without negatively impacting ridership. As previously mentioned, the accommodation of the transit parking within the residential development will actually increase ridership due to the ridership that can be attributed to the addition of 200 residential units on the site. The total weekday rides would be 234 from the park-and-ride and 134 from the housing totaling 368.

Revised Budget

The original CMAQ application included the following budget in year-of-expenditure dollars:

Budget Category	Units	Cost (YOE \$)	Useful Life	Annualized Cost
Property Acquisition	2 acres	\$4,800,000	100	\$48,000
Facility Cost	240 spaces	\$7,400,000	50	\$148,000
<b>Total Cost</b>		<b>\$12,200,000</b>		<b>\$196,000</b>

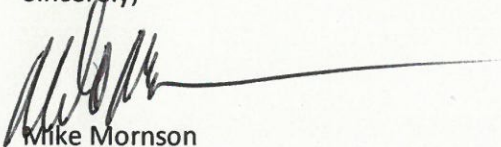
The revised budget assumes the purchase of 190 transit spaces after construction and via a vertical plat or similar legal instrument. The facility acquisition cost was determined by estimating the value at the time of purchase using the “cost approach” appraisal method. The “cost approach” appraisal would consider all costs to produce the asset including a proportional share of land value.

Budget Category	Units	Cost (YOE \$)	Useful Life	Annualized Cost
Facility Acquisition	190 spaces	\$7,635,000	50	\$152,700

**Conclusion**

We look forward to discussing the proposed project and above requested scope changes with you. If you have any additional questions or require additional information, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Mornson", with a long horizontal line extending to the right.

Mike Mornson  
City Manager, City of Hopkins

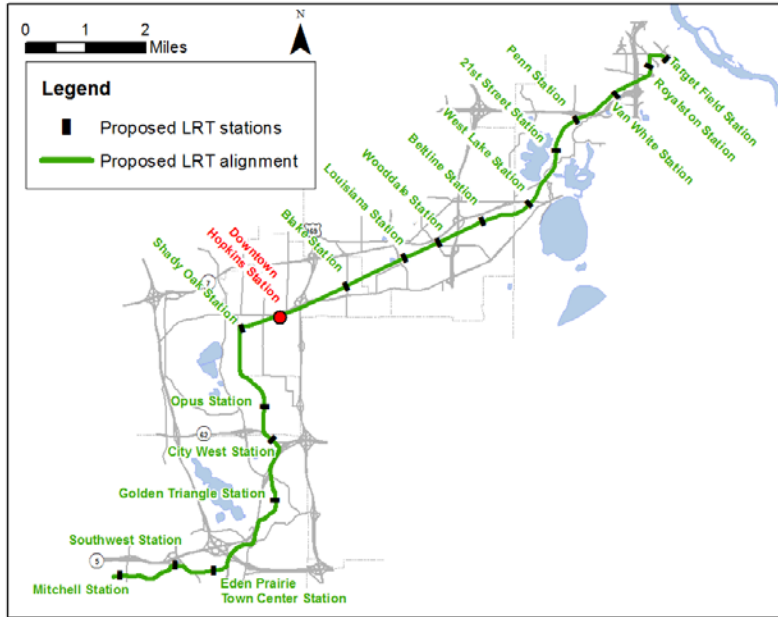
**Attachments:**

- Attachment A – Project Location Map
- Attachment B – 2017 Federal Funding Application (Form 1)
- Attachment C – Proposed Private Development Plans
- Attachment D – Southwest LRT Project Office Letter of Support

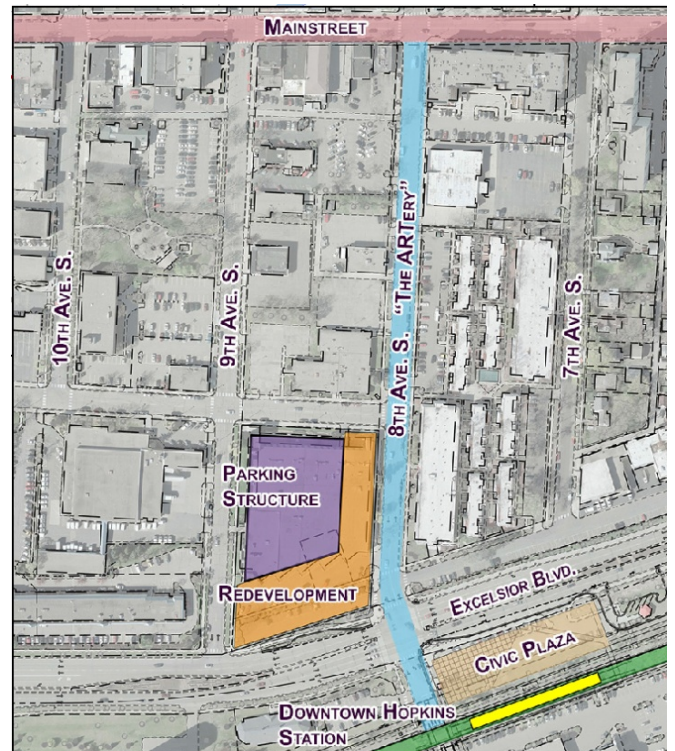
Cc Craig Lamothe, SWLRT Project Director

# ATTACHMENT A

## Project Location Map



Revised Site Plan



Original Site Plan

## **ATTACHMENT B**

### **2017 Federal Funding Application (Form 1)**

## 2017 Congestion Mitigation/Air Quality (CMAQ) Application – Transit Capital

<b>INSTRUCTIONS:</b> Complete and return completed application to the Metropolitan Council. <b>Applications must be <u>received</u> by 12:00 PM at the Metropolitan Council on April 11, 2014.</b>	Office Use Only
---	-----------------

### I. GENERAL INFORMATION

1. APPLICANT: City of Hopkins			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 1010 First Street South			
CITY: Hopkins	STATE: MN	ZIP CODE: 55343	4. COUNTY: Hennepin
5. CONTACT PERSON: Mike Mornson	TITLE: City Manager	PHONE NO.(952) 548-6301	
6. CONTACT E-MAIL ADDRESS: mmornson@hopkinsmn.com			

### II. PROJECT INFORMATION

7. PROJECT NAME: Downtown Hopkins LRT Station Park-and-Ride Structure

8. BRIEF PROJECT DESCRIPTION (Include location, type of improvement, etc.). Include what you will be doing with the funds, (limit description to project scope). :

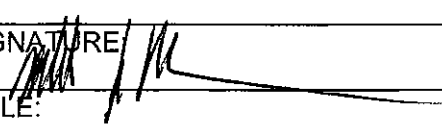
The City of Hopkins seeks a CMAQ grant of \$7 million to partially fund the acquisition of property and construction of a 240-space structured park-and-ride facility adjacent to the new Downtown Hopkins light rail station, part of the Southwest LRT (METRO Green Line Extension) project. This facility would provide park-and-ride capacity for LRT customers traveling east to Minneapolis and St. Paul and west to Eden Prairie, replacing a small surface park-and-ride lot (owned by the City and maintained by Metro Transit) that will be converted to a civic plaza.

9. INDICATE PROJECT OR PROGRAM CONSTRUCTION LETTING, COMPLETION, OR FULLY OPERATION DATES: Estimated letting for construction in 2016. The park-and-ride structure will enter service with the Green Line Extension LRT line in 2019.

### III. PROJECT FUNDING

10. Are you applying for funds from another source(s) to implement this project? Yes  No

If yes, please identify the source(s): Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority

11. FEDERAL CMAQ AMOUNT REQUESTED: \$7,000,000	15. MATCH % OF PROJECT TOTAL: 43% (Minimum of 20%)
12. MATCH AMOUNT: \$5,200,000	16. PROGRAM YEAR: <input checked="" type="checkbox"/> 2017 ONLY
13. PROJECT TOTAL: \$12,200,000	17. SIGNATURE: 
14. SOURCE OF MATCH FUNDS: Sec. 5309 FTA New Starts, Counties Transit Improvement Board, State of Minnesota, Hennepin County Regional Railroad Authority, City of Hopkins	18. TITLE: City Manager, City of Hopkins, Minnesota

# **ATTACHMENT C**

## **Proposed Private Development Plans**







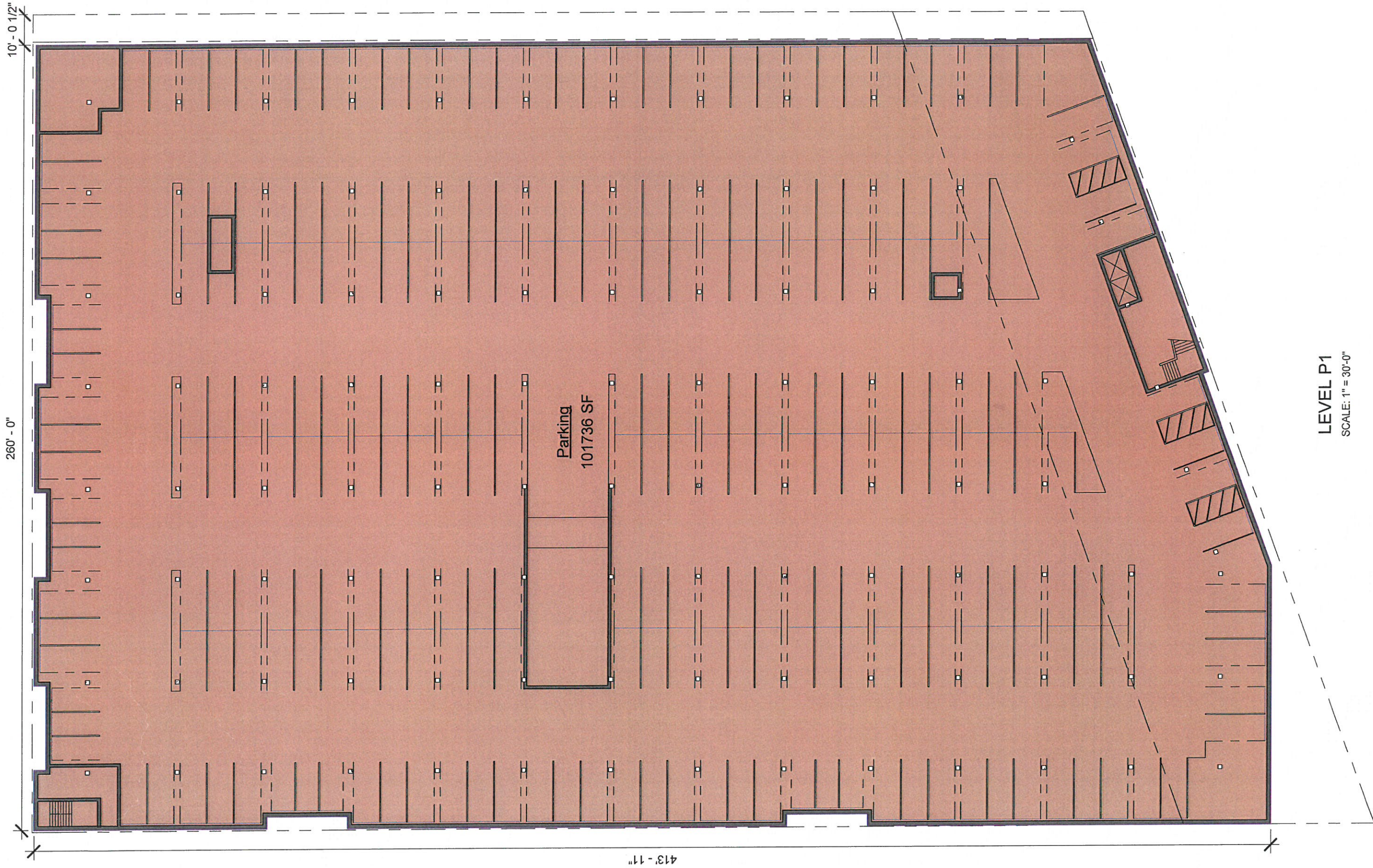












Parking  
101736 SF

LEVEL P1  
SCALE: 1" = 30'-0"

14' - 5 1/2"

255' - 7"

413' - 11"

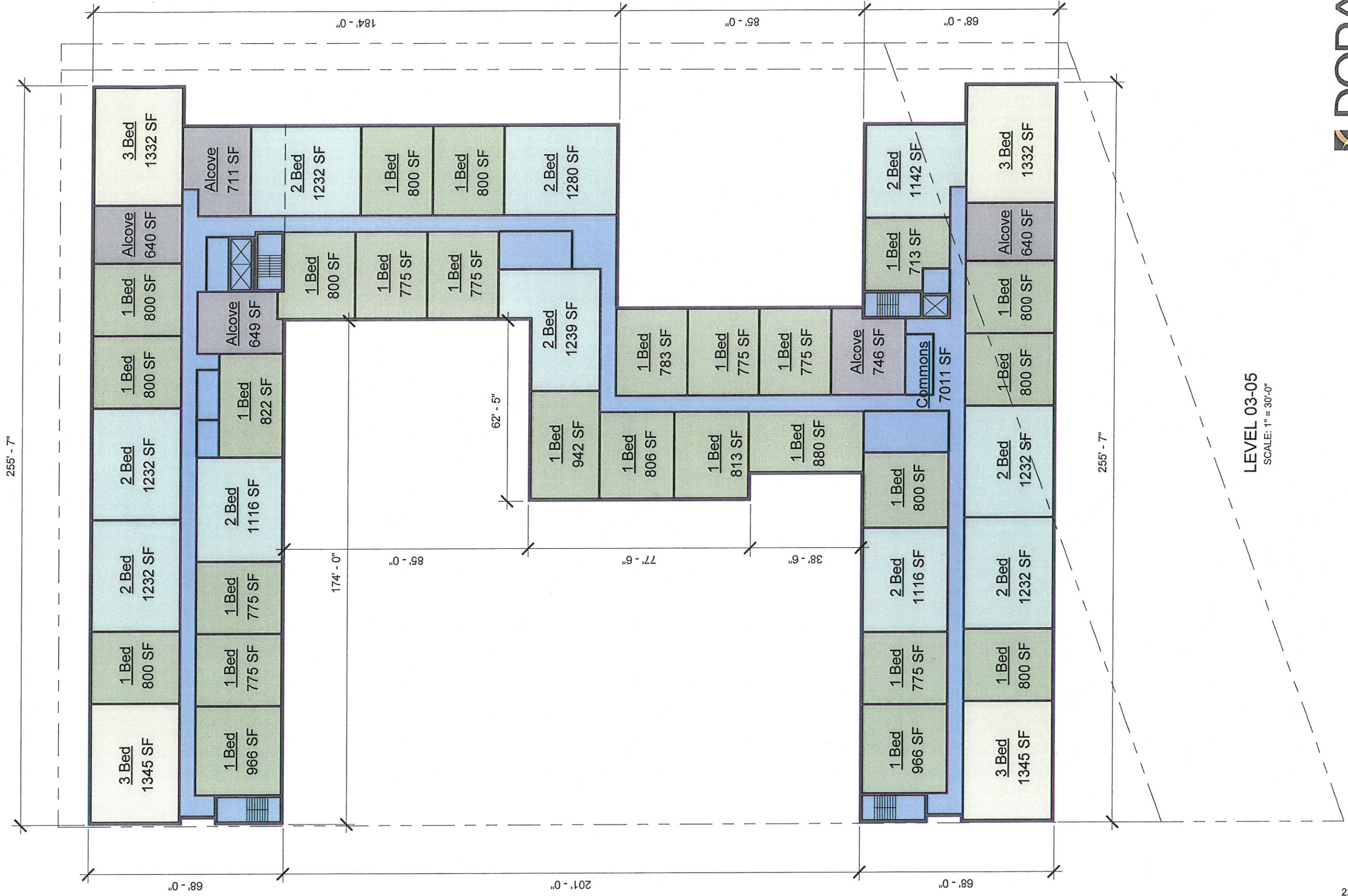


LEVEL 1  
SCALE: 1" = 30'-0"

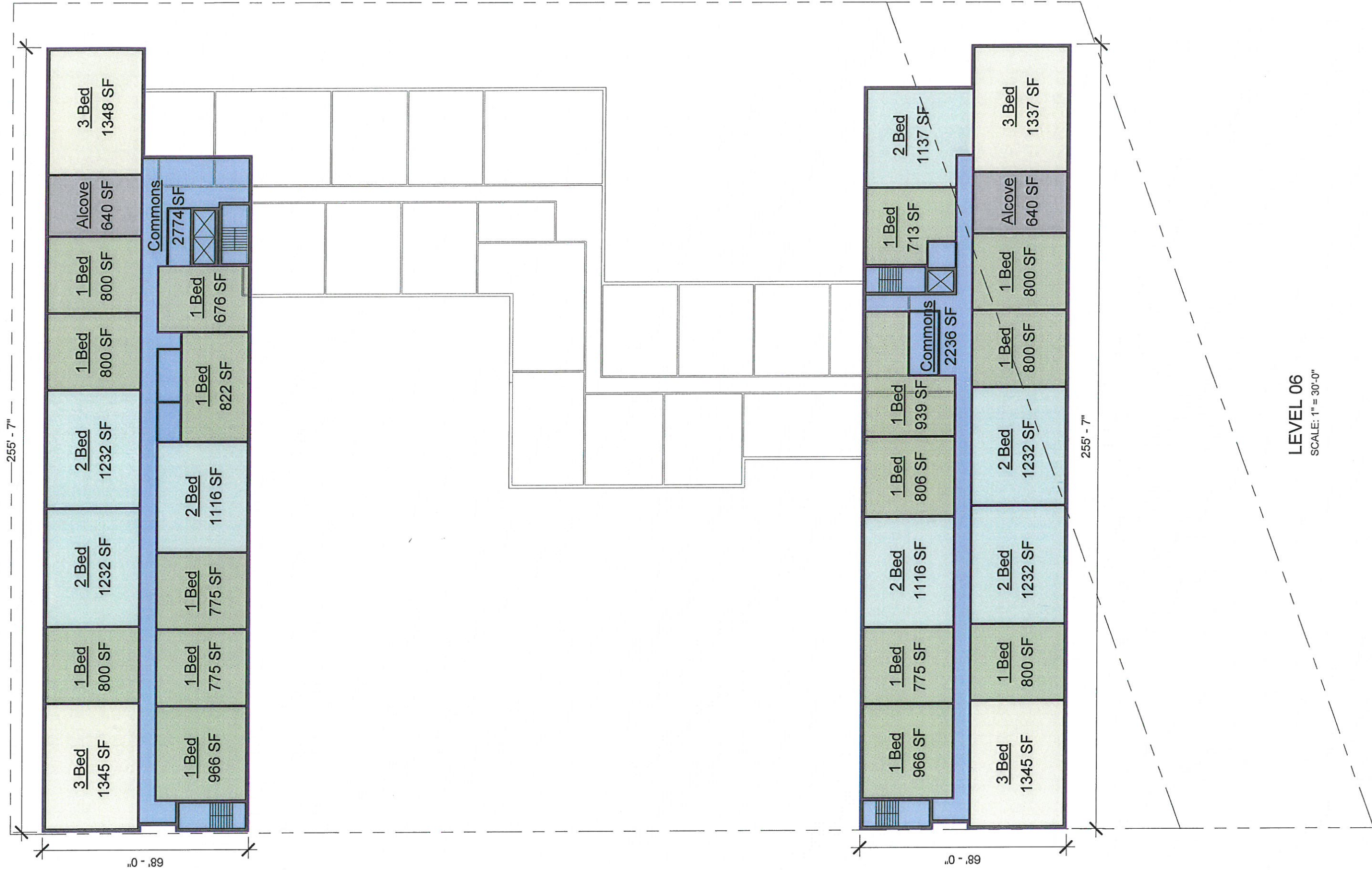




**LEVEL 02**  
 SCALE: 1" = 30'-0"



LEVEL 03-05  
 SCALE: 1" = 30'-0"



LEVEL 06  
SCALE: 1" = 30'-0"

## **ATTACHMENT D**

### **Southwest LRT Project Office Letter of Support**

April 30, 2015

Mr. Mike Mornson  
City Manager, City of Hopkins  
1010 1<sup>st</sup> Street S.  
Hopkins, MN 55343

Re: TIP Project Numbers 132-080-002 and 132-080-003

Dear Mr. Mornson

The Southwest LRT Project Office is supportive of the City of Hopkins' scope change request to the Transportation Advisory Board related to the addition of a park-and-ride facility at the proposed Downtown Hopkins light rail station, part of the Southwest LRT (METRO Green Line Extension) project.

We understand that there are three changes being proposed in order to coordinate construction of the proposed park-and-ride with a proposed multi-family residential project:

- Change in the procurement method for the transit parking
- Change in the physical design of the park-and-ride structure
- Reduction in the number of transit spaces

We are very supportive of the City's goals related to encouraging high quality Transit-Oriented Development (TOD) at the station areas. Having transit facilities integrated with other uses, as opposed to a stand-alone facility, benefits transit in a number of ways. Integrated facilities use land more efficiently thereby encouraging increased density, which has a positive impact on ridership. In addition, studies have shown that having a mix of uses within a station area also increases ridership. Finally, the transit park-and-ride customer is benefited by having the park-and-ride located in a high activity area with services nearby.

We are also supportive of the proposed reduction in transit spaces provided at the Downtown Hopkins station. We are currently planning to construct a surface park-and-ride at the Shady Oak Station in Hopkins that will initially be constructed to meet 2020 demand. The site will be able to accommodate additional park-and-ride capacity in the future, either through additional surface parking or through the addition of a structure. The additional capacity would be able to include the 50 spaces originally planned for the Downtown Hopkins Station.

Given the benefits to the City of Hopkins and the Southwest LRT Project, we support the integration of the proposed park-and-ride facility into the proposed multi-family residential project. We understand that future operations and maintenance agreements will have to be negotiated when Metro Transit assumes ownership of the proposed park-and-ride and associated facilities.

Sincerely,



Craig A. Lamothe, AICP  
Project Director, Southwest LRT

**ACTION TRANSMITTAL No. 2015-31**

**DATE:** May 14, 2015  
**TO:** TAC Funding and Programming Committee  
**PREPARED BY:** Joe Barbeau, Senior Planner (651-602-1705)  
**SUBJECT:** Scope Change Request for Hastings Transportation Enhancement Project  
**REQUESTED ACTION:** The City of Hastings requests modification of the scope of its Transportation Enhancement-funded project (SP# 130-090-004) in 2016 to reduce the project scope and some funding.  
**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board approve the request to modify the scope for the City of Hastings's Transportation Enhancement-funded project (SP# 130-090-004) with a reduction in requested federal funding.

**BACKGROUND AND PURPOSE OF ACTION:** The City of Hastings received \$720,000 in Transportation Enhancement (TE) funding for construction of three trail segments to help complete the Vermillion River Regional Greenway in the 2011 Regional Solicitation.

The City is requesting a scope change that would reduce its original scope and federal funding amount. The original scope calls for construction of three segments of trail:

- Segment 1: 1,915 linear feet - Trail along Bailey Street from existing trail at 3rd Street to existing trail at 8th Street
- Segment 2: 1,870 linear feet – Trail along 10th Street East from existing trail at Progress Dr, crossing the Vermillion River, to existing trail in CP Adams Park
- Segment 3: 2,995 linear feet – Trail along Vermillion River from existing trail at western boundary of CP Adams Park to existing trail south of the Vermillion River trail bridge crossing

Segment 1 is now proposed to be fully-funded as part of a local project. A portion of Segment 2 has already been constructed as part of a reconstruction project. Note that this segment has moved adjacent to the roadway.

As shown in the attached request, the following changes are proposed:

- Elimination of Segment 1.
- Elimination of approximately 975 linear feet of Segment 2.

Segment 3 will remain intact as proposed. The original application would have constructed 6,780 linear feet. The update would construct 3,890 feet (57.4% of the original length).

The project, originally estimated at \$900,000, is now estimated at \$805,000. The applicant is asking for the federal contribution to be reduced from \$720,000 to \$644,000 (a difference of \$76,000, 10.5%).

**RELATIONSHIP TO REGIONAL POLICY:** Projects that receive funding through the regional solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy and process allow project sponsors to make adjustments to their projects as needed while still providing substantially the same benefits described in their original project applications.

A TIP amendment is not needed because the changes, if approved, will be incorporated into the new 2016-2019 TIP. The project will not be authorized prior to approval of that TIP.

**STAFF ANALYSIS:** Staff reviewed the submitted scope change request. The project originally scored 801 points and was ranked fourth out of 50 projects that applied in the Transportation Enhancement category. Staff review, which included sharing the proposed update with scorers from the 2011 Regional Solicitation, examined whether the updated project would have scored well enough to be funded. As illustrated in the table below, no scorer felt that the project as now presented would have a score that differed from the original score. The below table highlights all categories:

Criteria	Category	Max	Orig	New	Notes
1	Urgency	200	160	160	Scorer feels that there is no change.
2	Impact	300	250	250	Scorer feels that there is no change.
3	Relationship Between Categories	100	80	80	Scorer feels that there is no change.
4	Relationship to Intermodal Transportation	100	69	69	Scorer feels that there is no change.
5	Development Framework	100	85	85	Scorer feels that there is no change.
6	Maturity of Project Concept	200	157	157	Scorer feels that there is no change.
<b>TOTAL</b>		<b>100</b>	<b>801</b>	<b>801</b>	

Based on the scores, staff recommends approval of the scope change's physical layout.

However, the amount of federal funding to include with the scope change remains in question at this point. One scorer asked that the Committee take a close look at the amount of funding by which the project is reduced. The scorer cautioned that the applicant should not receive extra consideration for changes in construction costs and greater knowledge as to what it would take to build the project, as this would be unfair to other applicants that are funded based on what they knew at the time of application.

The applicant has estimated the overall project cost at \$805,000 versus the original \$900,000 (a 10.6% reduction) while the project length has been reduced by 42.6%. The applicant argues that the remaining segment is more expensive to construct than the other segments and therefore has not shown a reduced federal contribution to match the 42.6% proportion.

The staff attachment shown on page 10 of this handout compares the original budget to the updated budget (provided by the applicant on page 9). This comparison shows an *increase* in budget amount for four different categories, despite no more additional

segments being completed on the project. This includes an increase in the “bridges” category, despite the removal of a bridge from Segment 2. These amounts could be assumed to be due to cost changes since the project was programmed in 2012. Past practice does not point to a specific formula as to how to address federal funding for such requests. Options include:

1. Approving the requested \$644,000 in federal contribution.
2. Reducing the federal contribution by the amount of increase in categories with increases in budget (this would reduce the federal portion to \$610,000).
  - a. In addition to this, assume reduction of 42.6% for the items shown to not be reduced in the budget (this would reduce the federal portion to \$487,140) (See “2a Reduction” on the staff attachment, page 10).
3. Reducing the federal contribution to be proportionate to the linear feet reduction (this would reduce the federal portion to \$413,097).

Staff recommends approval of the scope change and encourages Committee dialog on whether or not to reduce the requested federal amount.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	





May 6, 2015

Timothy Mayasich  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
St. Paul, MN 55101

RE: Scope Change Request  
Vermillion River Regional Greenway  
City of Hastings

Dear Mr. Mayasich:

In September, 2012, the Technical Advisory Board for the Metropolitan Council awarded the City of Hastings \$900,000 for the construction of extension segments on the Vermillion River Regional Greenway trail system. The purpose of this letter is to request a scope change for the project.

The original scope of the project included construction of three segments of trail which served as interconnections of gaps within the current trail system and part of the Vermillion River Regional Greenway. Since 2012, one of those segments has been partially constructed and funded as part of a City reconstruction project. Another segment is proposed to be constructed and funded in its entirety in 2016 or 2017 as part of another City reconstruction project. The remaining trail segments represent that portion of the trail which will produce the most challenging design and construction obstacles, including the possibility of a section of cantilevered trail along the Vermillion River Gorge. Please refer to the following pages for further details.

Thank you for your consideration of this scope change. If you have any questions or need further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "John Caven".

John Caven, P.E.  
Assistant City Engineer

Enclosures

# SCOPE CHANGE REQUEST

Vermillion River Regional Greenway  
Hastings, Minnesota

## Location Map

Two maps representing the location of the project are attached and described as follows:

**Figure 1:** 2011 project as approved for funding in 2012

**Figure 2:** Proposed 2016 project

## Revised Project Description

The original application proposed construction of three separate trail segments between an existing trail segment near the intersection of Bailly Street and 3rd Street in Hastings to an existing trail along the south side of the Vermillion River east of Vermillion Falls. The total length of these three segments was approximately 6,780 lineal feet. The following is a summary of the three segments:

- Segment 1: 1,915 LF - Trail along Bailly Street from existing trail at 3rd Street to existing trail at 8th Street
- Segment 2: 1,870 LF – Trail along 10<sup>th</sup> Street East from existing trail at Progress Dr, crossing the Vermillion River, to existing trail in CP Adams Park
- Segment 3: 2,995 LF – Trail along Vermillion River from existing trail at western boundary of CP Adams Park to existing trail south of the Vermillion River trail bridge crossing

Since the application was approved, segment 2 was partially constructed as a part of a City reconstruction project. The crossing of the Vermillion River was accomplished by modifying the existing 10<sup>th</sup> St E river bridge to accommodate the trail. Segment 1 is proposed to be fully funded and constructed as part of a different City reconstruction project, currently scheduled for 2016 or 2017.

The following summarizes the proposed scope change:

1. Deletion of segment 1 in its entirety as described above;
2. Deletion of approximately 975 LF of segment 2

The project as proposed will now encompass construction of approximately 3,890 lineal feet of trail.

## Work to be Completed

Plan Submittal to State Aid.....	September, 2015
Project Memorandum Submittal.....	October, 2015
Project Memorandum Approval.....	December, 2015
Plan Approval.....	December, 2015
Bid Process.....	February, 2016
Construction.....	April-July, 2016

### Revised Cost Estimate

The table below summarizes the costs and funding information for both the original 2012 proposal and the current proposal. A modified construction cost estimate is provided as **Figure 3**.

<b>Funding Source</b>	<b>Original Project Proposal (2012)</b>	<b>Proposal with Scope Change</b>
Federal Funds	\$720,000	\$644,000
Local Funds (Dakota County)	\$180,000	\$161,000
<b>TOTAL</b>	<b>\$900,000</b>	<b>\$805,000</b>

The overall length of the project as now proposed has decreased by approximately 43%, with the cost estimate decreasing by approximately 11%. This cost disparity can be attributed to two primary factors:

1. By installing the trail along a scenic area of the Vermillion River Gorge, it is anticipated that a section of the trail will need to be constructed with a structure that is cantilevered along the edge of the gorge. Installing the trail in this manner will allow for a separation of pedestrian and vehicle traffic, specifically north of the MnDOT truck station, as well as provide the users of the trail a more impactful experience and an outstanding view of the gorge. This cost is shown in the estimate as the "Bridge" item; and
2. Further investigation of the site has made it evident that additional retaining walls will be needed as the trail follows along a steep embankment as it travels beneath 18<sup>th</sup> Street E.



Figure 1

**Vermillion River Greenway  
Hastings  
2011 Project Scope**



0 450 900 1,350 1,800 Feet



Proposed Trail 2016  
 Existing Trails

Figure 2

**Vermillion River Greenway  
 Hastings  
 2016 Project Scope**



0    260    520    780    1,040  
 Feet

<b>Vermillion River Regional Greenway Trail</b>		
<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES May 6, 2015</b>		
<b>Check all that apply</b>	<b>ITEM</b>	<b>COST</b>
<input checked="" type="checkbox"/>	<b>Mobilization (approx. 5% of total cost)</b>	<b>\$25,000</b>
<input checked="" type="checkbox"/>	<b>Removals (approx. 5% of total cost)</b>	<b>\$35,000</b>
<input type="checkbox"/>	<b>Roadway (grading, borrow, etc.)</b>	<b>\$</b>
<input type="checkbox"/>	<b>Roadway (aggregates and paving)</b>	<b>\$</b>
<input type="checkbox"/>	<b>Subgrade Correction (muck)</b>	<b>\$</b>
<input checked="" type="checkbox"/>	<b>Storm Sewer</b>	<b>\$15,000</b>
<input type="checkbox"/>	<b>Ponds</b>	<b>\$</b>
<input checked="" type="checkbox"/>	<b>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</b>	<b>\$10,000</b>
<input checked="" type="checkbox"/>	<b>Pedestrian Curb Ramps (ADA)</b>	<b>\$5,000</b>
<input checked="" type="checkbox"/>	<b>Path/Trail Construction</b>	<b>\$250,000</b>
<input checked="" type="checkbox"/>	<b>Traffic Control</b>	<b>\$5,000</b>
<input type="checkbox"/>	<b>Striping</b>	<b>\$</b>
<input checked="" type="checkbox"/>	<b>Signing</b>	<b>\$5,000</b>
<input checked="" type="checkbox"/>	<b>Lighting</b>	<b>\$25,000</b>
<input checked="" type="checkbox"/>	<b>Turf - Erosion &amp; Landscaping</b>	<b>\$15,000</b>
<input checked="" type="checkbox"/>	<b>Bridge</b>	<b>\$250,000</b>
<input checked="" type="checkbox"/>	<b>Retaining Walls</b>	<b>\$50,000</b>
<input type="checkbox"/>	<b>Noise Wall</b>	<b>\$</b>
<input type="checkbox"/>	<b>Traffic Signals</b>	<b>\$</b>
<input type="checkbox"/>	<b>Wetland Mitigation</b>	<b>\$</b>
<input checked="" type="checkbox"/>	<b>Other Natural and Cultural Resource Protection</b>	<b>\$5,000</b>
<input type="checkbox"/>	<b>RR Crossing</b>	<b>\$</b>
<input checked="" type="checkbox"/>	<b>Fencing</b>	<b>\$30,000</b>
<input type="checkbox"/>		<b>\$</b>
<input type="checkbox"/>		<b>\$</b>
<input type="checkbox"/>		<b>\$</b>
<input type="checkbox"/>		<b>\$</b>
<input type="checkbox"/>		<b>\$</b>
<input checked="" type="checkbox"/>	<b>Contingencies</b>	<b>\$80,000</b>
	<b>TOTAL CONSTRUCTION COST</b>	<b>\$805,000</b>

**Figure 3**

## STAFF ATTACHMENT: COST CHANGES

<b>Item</b>	<b>Cost (Original)</b>	<b>Cost (Request)</b>	<b>Difference*</b>	<b>2a Reduction</b>
Mobilization (approx. 5% of total cost)	\$25,000	\$25,000	-	\$10,650.000
Removals (approx. 5% of total cost)	\$10,000	\$35,000	\$25,000	\$25,000
Storm Sewer	\$20,000	\$15,000	-\$5,000	
Concrete Items (curb & gutter, sidewalks, median barriers)	\$10,000	\$10,000	-	\$4,260.000
Pedestrian Curb Ramps (ADA)	\$5,000	\$5,000	-	\$2,130.000
Path/Trail Construction	\$425,000	\$250,000	-\$175,000	
Traffic Control	\$5,000	\$5,000	-	\$2,130.000
Striping	\$5,000	\$0	-\$5,000	
Signing	\$5,000	\$5,000	-	\$2,130.000
Lighting	\$25,000	\$25,000	-	\$10,650.000
Turf - Erosion & Landscaping	\$10,000	\$15,000	\$5,000	\$5,000
Bridge	\$200,000	\$250,000	\$50,000	\$50,000
Retaining Walls	\$20,000	\$50,000	\$30,000	\$30,000
Other Natural and Cultural Resource Protection	\$5,000	\$5,000	-	\$2,130.000
Fencing	\$30,000	\$30,000	-	\$12,780.000
Contingencies	\$100,000	\$80,000	-\$20,000	
<b>TOTAL</b>			<b>-\$95,000</b>	<b>\$156,860.000</b>

\*Costs that have increased are underlined





**ACTION TRANSMITTAL No. 2015-28**

**DATE:** May 15, 2015  
**TO:** TAC Funding and Programming Committee  
**FROM:** Steve Peterson, MTS Planning Analyst, 651-602-1819  
**SUBJECT:** Project Funding Options to Reallocate \$13.3 M of 2016 CMAQ Funds

**REQUESTED ACTION:** TAC requests that the TAC Funding and Programming Committee forward and/or recommend project funding options for the reallocation of available 2016 CMAQ funds.

**RECOMMENDED MOTION:** That the TAC Funding and Programming Committee forward the options and/or recommend to TAC a preferred 2016 CMAQ funds reallocation project funding option, i.e., 1 or 2, if Scenario A Mid-Range Funding Scenario is approved by TAB, or 3 or 4 if either Scenario B Roadway Expansion-Heavy or Scenario C Roadway Reconstruction / Modernization-Heavy Funding Scenario is approved by TAB.

**BACKGROUND:** Due to previous project withdrawals, TAB currently has \$12.3 M in 2016 CMAQ funds that must be reallocated to new projects. In addition, it is expected that an additional approximately \$1.0 M in past CMAQ funding will become available for reallocation this summer due to two current transit CMAQ projects closing out under budget. Decisions regarding the \$13.3 M must be made quickly in order for the selected projects to be included in the draft 2016-2019 Transportation Improvement Program (TIP), to be released for public review in late June (federal policy does not allow TIP funding set-a-sides in the first year of the TIP).

At its March 2015 meeting, TAB adopted a new Federal Funds Management Process that addresses how federal funds will be reallocated when TAB-selected projects are deferred, withdrawn or advanced.

At the April TAB Executive Committee meeting, potential reallocation policy alternatives for allocating the \$13.3 M were discussed. A number of policy direction comments were expressed by members. Votes were not taken. The comments are recorded below:

- Utilize the adopted Federal Funds Management Process (described on the next page) to the degree possible. This would involve either advancing previously selected transit projects to 2016 or repaying eligible 2017 Advance Construction so that the 2016 funds are used and the available funding is essentially moved into 2017 or later.
- Allocate the available funds to projects in the transit modal category to the degree possible since this is the modal category where the available funds originated.

- Focus on getting more projects funded using projects that were submitted but likely will not be funded in the current Regional Solicitation.
- Consider funding the Transit On-Board Survey as a unique special project request. This project would be in the transit modal category.

Based on this general policy direction, staff brought preliminary funding options to TAC at its May meeting. The funding options were not brought to TAC F&P first due to timing limitations and the uncertainty of whether TAB would approve allocation of the 2016 CMAQ funding at its May meeting (at the same time as the Regional Solicitation). TAC strongly recommended that this item be sent to TAC F&P in May, then to TAC in June, and to TAB in June. This schedule still allows the selected projects to be included in the draft TIP to be released in late June. TAC also noted that there are still a number of variables not yet resolved that could affect this decision such as approval of the final project list in the current Regional Solicitation.

#### **Potential Reallocation Policy Alternatives**

Because it is currently fiscal year 2015, the future year funds process of the Federal Funds Management Process should be used to allocate the 2016 funds. Under the future year funds process the policy states that “the TAB Coordinator will work with MnDOT Metro state-aid staff, Metro Transit Grants staff, Metro Council staff and project sponsors to provide a set of options to be considered by the TAC Funding and Programming Committee, TAC and TAB”.

The adopted reallocation policy states that the “first priority for use of future year funds will be to include the funds in a future TAB solicitation process if at all possible.” This is meant to maximize the number of projects funded by the region and to assure that the selected projects have been through a technical scoring process. Because the Regional Solicitation for 2018-2019 funds had already been released when these 2016 CMAQ funds became available, the notice of the availability of the funds was not included in the Regional Solicitation application packet and no projects were submitted for 2016 funding. However, projects in the current Regional Solicitation have undergone a technical scoring process and some transit project sponsors have indicated that their projects could likely be delivered in 2016.

The policy then states “when not possible (to be included in a Regional Solicitation), TAB should first consider items 1-3 and 5” from the process for allocating current year program funds (shown in the numeric list below). “ The policy goes on to state “It (TAB) can also consider other options such as selecting an unfunded project from the most recent solicitation that could be delivered within the required timeframe. Other options include setting up a special solicitation or other measures TAB deems appropriate to address unique opportunities.”

#### Reallocation priorities for available funding

1. Payback of advance construction (AC) within the same mode (to which the funds were originally allocated) for projects that advanced because the sponsors were able to construct them sooner
  - No transit AC projects exist within this category.
2. Payback of advance construction (AC) within the same mode (to which the funds were originally allocated) for projects that moved due to previous deferrals
  - No transit AC projects exist within this category.
3. Regionally selected projects in the same mode that are able to be advanced

- One current project, the Mall of America station improvement, scheduled for 2017 funding, has indicated a desire to move to 2016, however, it is not clear at this point in time that the remaining project funds will be available for the project to be accelerated to 2016. Therefore the options described further in this memo do not assume this project would move to 2016.
- 4. Pro-rate remaining federal funds to regional projects in the current program year up to the allowable federal maximum.
  - This step is not applicable for future program funds reallocation.
- 5. Payback AC from regionally selected projects in another mode using steps 1-4 above
  - Approximately \$8.4 M of AC payback is available to be utilized in 2016. This action would use \$8.4 M of the available 2016 funds, and simultaneously make \$8.4 M available for reallocation in 2017.

**STAFF ANALYSIS:** Based on the TAB Executive comments, staff has compiled four different options for further consideration based on the following preliminary policy direction.

1. Advance existing transit projects and/or pay-back AC in other modal categories if needed to move the available funds to 2017 or later where they can be utilized to fund projects in the current Regional Solicitation;
2. Advance and/or select additional transit projects from the current Regional Solicitation project list to the degree the funding allows;
3. If funding remains, fund the special request for the Transit On-Board Survey which will provide an additional project in the transit mode;
4. If funding still remains, select additional projects from the current Regional Solicitation in other modes.

Attached is Table 1, which illustrates how the 2016 CMAQ funds could be allocated to projects given the policy priorities described above. The explanation of the options follows below:

All four options include the next three highest ranked Transit Expansion projects that are not funded in the three Regional Solicitation scenarios sent to TAB in May. These three projects require \$10,714,527 in federal funds. Funding these three projects would result in \$2,585,473 remaining 2016 funds. This was determined to be insufficient to include the next transit project – the TH 169 Park-and-Ride, which requested \$7,000,000 in federal funds. In order to keep the funding in the same mode as much as possible, the \$800,000 Transit On-Board Survey is then funded in all four options.

The options recorded in Table 1 and described below allocate the remaining \$1,785,433 to various Multiuse Trails and Bicycle Facilities projects and Pedestrian Facilities projects, which are smaller requests than the remaining transit or roadway projects. The project options depend on which Regional Solicitation funding scenario is approved by TAB. Options 1 and 2 apply to Scenario A (Mid Range Base), while Options 3 and 4 apply to either Scenario B (Roadway Expansion-Heavy) and Scenario C (Roadway Reconstruction/Modernization-Heavy).

- Option 1: Funds two Multiuse Trails and Bicycle Facilities project and one Pedestrian Facilities project.
- Option 2: Funds two Pedestrian Facilities projects.
- Option 3: Funds to two Multiuse Trails and Bicycle Facilities projects.
- Option 4: Funds two Pedestrian Facilities projects.

The proposed steps to get to the program years shown in Table 1 are outlined below:

- Step 1: Use \$11,514,527 of the \$13,300,000 of 2016 CMAQ dollars to fund the next three highest ranked Transit Expansion projects not yet funded in the current Regional Solicitation (Metro Transit Route 62 Service Expansion, MVTA Minnesota River Valley 169 Connector, and the Metro Transit Route 2 Service Expansion), plus a unique transit request (Transit On-Board Survey). Project sponsors for all four of these projects indicated that they could be delivered in 2016.
- Step 2: Use the remaining \$1,785,473 of 2016 CMAQ dollars on Advance Construction Payback, thereby freeing up these 2016 dollars for use in a later program year, 2017.
- Step 3: Use the newly freed up \$1,785,473 of 2017 CMAQ dollars to advance construct the highest ranked Transit Expansion project likely to be funded in the current Regional Solicitation given the sponsor also indicated that they could use the funds in 2017 (Penn Avenue Corridor Bus and Technology Improvements). This frees up \$1,785,473 of 2018 dollars (the program year of the Penn Avenue project).
- Step 4: Use the \$1,785,473 of 2018 funds on the next two highest ranked projects from the Bicycle and Pedestrian Facilities modal category since there is not enough money remaining to fund another Transit Expansion project. The options for these specific projects depend, in part, on the Regional Solicitation funding scenario approved by TAB on May 20th, but the options are shown in Table 1. Two additional bicycle and pedestrian projects can be funded and Table 1 shows various combinations of five different projects.

**RELATIONSHIP TO REGIONAL POLICY:** The options provided to the TAB Executive Committee are consistent with the TAB’s newly adopted Federal Funds Management Process. The allocation of 2017, 2018 and 2019 funds will be identified through the 2014 Regional Solicitation project selection which is expected to be adopted by TAB on May 20, followed by Metropolitan Council concurrence. The use of regional funds for a special request is consistent with the process adopted by TAB for projects that fall outside of the Regional Solicitation application categories.

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**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
Technical Advisory Committee	Review	
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	

**Table 1: 2016 Preliminary Funding Options****Scenario A (Mid-Range) Funding Scenario (Works with Options 1 and 2 Only)**

Total 2016 \$ Available: \$13,300,000

<b>Option 1</b>	<b>Sub-Category</b>	<b>Federal Request</b>	<b>2016 \$ Remaining</b>	<b>Program Year</b>
Metro Transit Route 62 Service Expansion	Transit Expansion	\$3,132,818	\$10,167,182	2016
MVTA Minnesota River Valley 169 Connector	Transit Expansion	\$2,792,684	\$7,374,498	2016
Metro Transit Route 2 Service Expansion	Transit Expansion	\$4,789,025	\$2,585,473	2016
Transit On-Board Survey	Unique Transit Project	\$800,000	\$1,785,473	2016
Burnsville Lake Marion Greenway CR 42 Underpass	Multiuse Trails and Bicycle Facilities	\$1,480,000	\$305,473	2018
Bloomington Sidewalk Gap Infill Project	Pedestrian Facilities	\$525,826	(\$220,353)	2018

Total 2016 \$ Available: \$13,300,000

<b>Option 2</b>	<b>Sub-Category</b>	<b>Federal Request</b>	<b>2016 \$ Remaining</b>	<b>Program Year</b>
Metro Transit Route 62 Service Expansion	Transit Expansion	\$3,132,818	\$10,167,182	2016
MVTA Minnesota River Valley 169 Connector	Transit Expansion	\$2,792,684	\$7,374,498	2016
Metro Transit Route 2 Service Expansion	Transit Expansion	\$4,789,025	\$2,585,473	2016
Transit On-Board Survey	Unique Transit Project	\$800,000	\$1,785,473	2016
Bloomington Sidewalk Gap Infill Project	Pedestrian Facilities	\$525,826	\$1,259,647	2018
West St. Paul Oakdale and Marie Streetscaping	Pedestrian Facilities	1,000,000	\$259,647	2018

**Scenario B (Expansion-Heavy) and C (Reconstruction/Modernization-Heavy) Funding Scenarios (Works with Options 3 and 4 Only)** Total \$ Available: \$13,300,000

<b>Option 3</b>	<b>Sub-Category</b>	<b>Federal Request</b>	<b>2016 \$ Remaining</b>	<b>Program Year</b>
Metro Transit Route 62 Service Expansion	Transit Expansion	\$3,132,818	\$10,167,182	2016
MVTA Minnesota River Valley 169 Connector	Transit Expansion	\$2,792,684	\$7,374,498	2016
Metro Transit Route 2 Service Expansion	Transit Expansion	\$4,789,025	\$2,585,473	2016
Transit On-Board Survey	Unique Transit Project	\$800,000	\$1,785,473	2016
MN DNR Gateway State Trail-Hadley Ave Tunnel*	Multiuse Trails and Bicycle Facilities	\$1,000,000	\$785,473	2018
Carver Co. TH 5 Regional Trail from Minnewashta to Cntry*	Multiuse Trails and Bicycle Facilities	\$1,103,840	(\$318,367)	2018

\*These two projects are both funded as part of the Regional Solicitation if Scenario A Mid Range Funding Scenario is approved.

Total 2016 \$ Available: \$13,300,000

<b>Option 4</b>	<b>Sub-Category</b>	<b>Federal Request</b>	<b>2016 \$ Remaining</b>	<b>Program Year</b>
Metro Transit Route 62 Service Expansion	Transit Expansion	\$3,132,818	\$10,167,182	2016
MVTA Minnesota River Valley 169 Connector	Transit Expansion	\$2,792,684	\$7,374,498	2016
Metro Transit Route 2 Service Expansion	Transit Expansion	\$4,789,025	\$2,585,473	2016
Transit On-Board Survey	Unique Transit Project	\$800,000	\$1,785,473	2016
Bloomington Sidewalk Gap Infill Project	Pedestrian Facilities	\$525,826	\$1,259,647	2018
West St. Paul Oakdale and Marie Streetscaping	Pedestrian Facilities	1,000,000	\$259,647	2018

**Transportation Advisory Board**  
of the Metropolitan Council of the Twin Cities

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**ACTION TRANSMITTAL No. 2015-32**

**DATE:** May 15, 2015

**TO:** TAC Funding and Programming Committee

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

**SUBJECT:** Adoption of the Draft 2016-2019 Transportation Improvement Program (TIP) for the release for a public comment period.

**REQUESTED ACTION:** The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2016-2019 Transportation Improvement Program (TIP) for release for a public comment period.

**RECOMMENDED MOTION:** Recommend that the Transportation Advisory Board adopt the draft 2016-2019 Transportation Improvement Program (TIP) for release for a public comment period.

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

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

---

**ROUTING**

<b>TO</b>	<b>ACTION REQUESTED</b>	<b>DATE COMPLETED</b>
TAC Funding & Programming Committee	Review & Recommend	
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt	
Metropolitan Council Transportation Committee	Information	
Metropolitan Council	Information	

**2016–2019**  
**TRANSPORTATION**  
**IMPROVEMENT PROGRAM**  
*FOR THE TWIN CITIES METROPOLITAN AREA*



May 15, 2015

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## APPENDICES

APPENDIX A	Detailed Project Listings by Funding Category and by Route Number of Project Code
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APPENDIX C	Selected HSIP, Regional Solicitation, and Miscellaneous Projects

## 2016 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM

### SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2016 through 2019 responds to procedures required by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The legislation requires that all federally-funded transportation projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties in Minnesota plus the contiguous urbanized areas<sup>1</sup> in parts of Sherburne and Wright Counties along with St. Croix County, Wisconsin) be included in the region's TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period. All major transportation projects located in the federally-defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990; the air quality conformity analysis must include all federally-funded, as well as regionally significant, locally-funded projects.

The 2016-2019 TIP for the Twin Cities Metropolitan Area includes projects valued at approximately \$3.2 billion for highway, transit, enhancement, bike and walk projects. Of this total, approximately \$923 million is federal highway funding, including Federal Highway Target funds and High Priority Project funds. The region has assumed it will receive approximately \$820 million in federal transit funds over the 2016-2019 period for transit projects. The region will receive \$91.4 million in federal transit funds in 2016.

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

The 2016-2019 TIP adopted by the TAB and approved by the Metropolitan Council implements, and is consistent with, the region's long-range transportation plan, the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on January 14, 2015, with US DOT conformity determination established on March 13, 2015. In many cases, the major projects are specifically identified in the region's plan. The inclusion of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment that assumes the project's development process has addressed all local, state, and federal requirements.

The 2016-2019 TIP is fiscally constrained, is consistent with the Transportation Policy Plan, is in conformity with the CAAA of 1990, and its development process provided acceptable opportunity for public involvement.

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

## 1. INTRODUCTION

The 2016-2019 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including Houlton, Wisconsin, which is on the Wisconsin side of the existing Stillwater Lift Bridge, and parts of Wright and Sherburne Counties) is the multimodal program of highway, transit, bicycle, pedestrian and transportation alternatives projects and programs proposed for federal funding throughout the metropolitan planning area over the four-year period. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board in cooperation with the Minnesota Department of Transportation (MnDOT). The projects listed in the TIP are consistent with and implement the region's transportation plan and priorities.

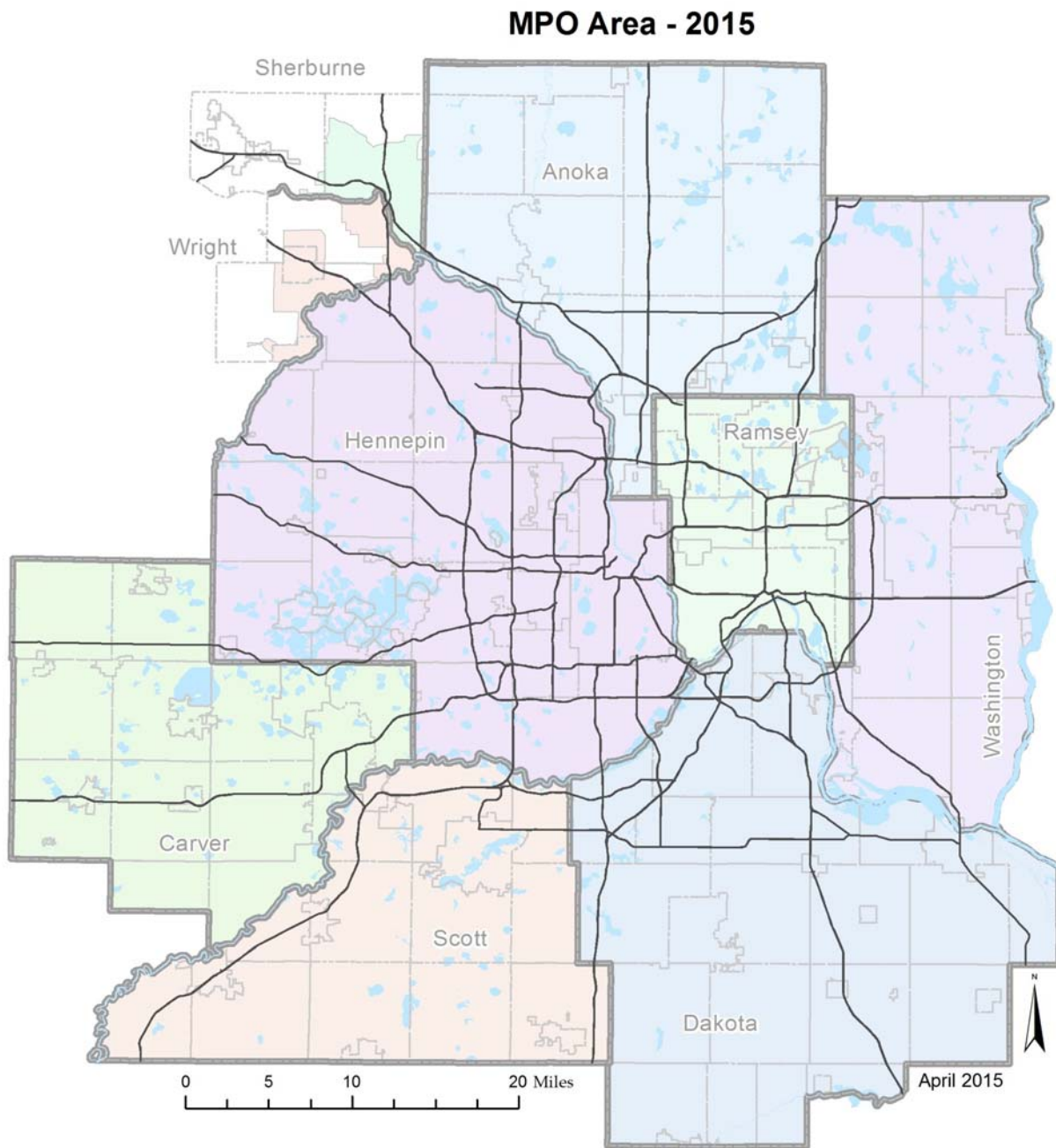
### *Federal Requirements*

Federal regulations require that a Transportation Improvement Program:

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

The 2016-2019 TIP for the Twin Cities Metropolitan Area meets all of these requirements and will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIP) to be approved by the Governor's designee, the Commissioner of Transportation.

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



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

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

- Identification of the project

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

### *Regional Planning Process*

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

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

### *Public Participation Opportunities in Preparation of the Transportation Improvement Program*

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

- June 17, 2015 – A public meeting of the TAB where it adopted the draft TIP for the purpose of public comment
- June 22 through August 7, 2015 – The TAB accepted public comments submitted by email, telephone, fax, mail.

- August 19, 2015 – A public meeting of the TAB where it considered public comments received, considered recommended changes to the TIP, adopted the TIP, and forwarded the TIP to the Metropolitan Council for concurrence.

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

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

### *Development and Content of the Transportation Improvement Program*

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

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

- **THRIVE MSP 2040** establishes the regional outcomes and physical and development policy framework for seven counties within the Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties). Thrive MSP 2040 is the overall framework for the metropolitan development guide developed by the Metropolitan Council.
- The region's long-range transportation plan, the **2040 TRANSPORTATION POLICY PLAN (TPP)**, developed by the Metropolitan Council, is one of the four system plans within Thrive MSP 2040. It sets the regional transportation policy for all of the metropolitan area – including Sherburne and Wright Counties and Houlton, Wisconsin – and identifies the major, long-range transportation plans. The 2040 TPP was adopted in 2015 and addresses all applicable MAP-21 requirements and considerations.
- The Council's **PUBLIC PARTICIPATION PLAN**.
- The **TRANSPORTATION AIR QUALITY CONTROL PLAN**, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- The **MINNESOTA STATE HIGHWAY INVESTMENT PLAN 2014-2033 (MnSHIP)** developed by the Minnesota Department of Transportation and including the district work plans, which set the investment priorities for the state highway system in the eight-county Metro District (includes Chisago County).
- The **HIGHWAY SYSTEMS OPERATIONS PLAN 2012-2015 (HSOP)** developed by MnDOT and including the operations and maintenance investment priorities for the state highway system.

- Local comprehensive plans and transportation programs include transportation plans that – within the seven-county region only – must be consistent with the regional transportation plan developed by the Metropolitan Council.

More information about these plans and planning processes is available in the **TRANSPORTATION PLANNING AND PROGRAMMING GUIDE FOR THE TWIN CITIES METROPOLITAN AREA**. Figure 2 summarizes the process used to develop the TIP for the region.

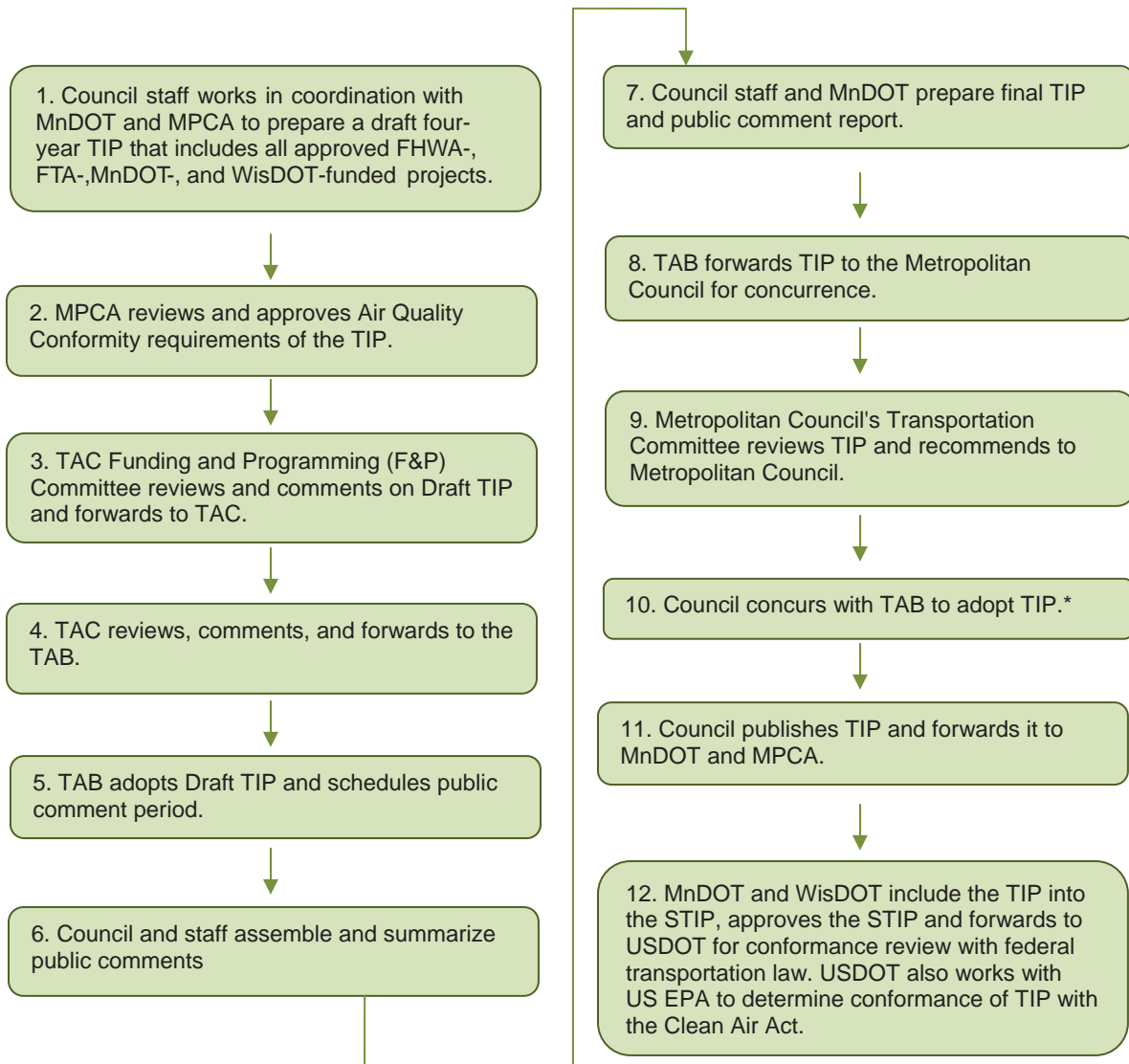
As illustrated in Figure 3, projects have been selected for inclusion in the TIP in several ways: federal High Priority Projects as selected by Congress, the TAB Regional Solicitation, MnDOT Metro District selection, and the Council selection for regional transit providers, including projects in the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

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

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

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

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

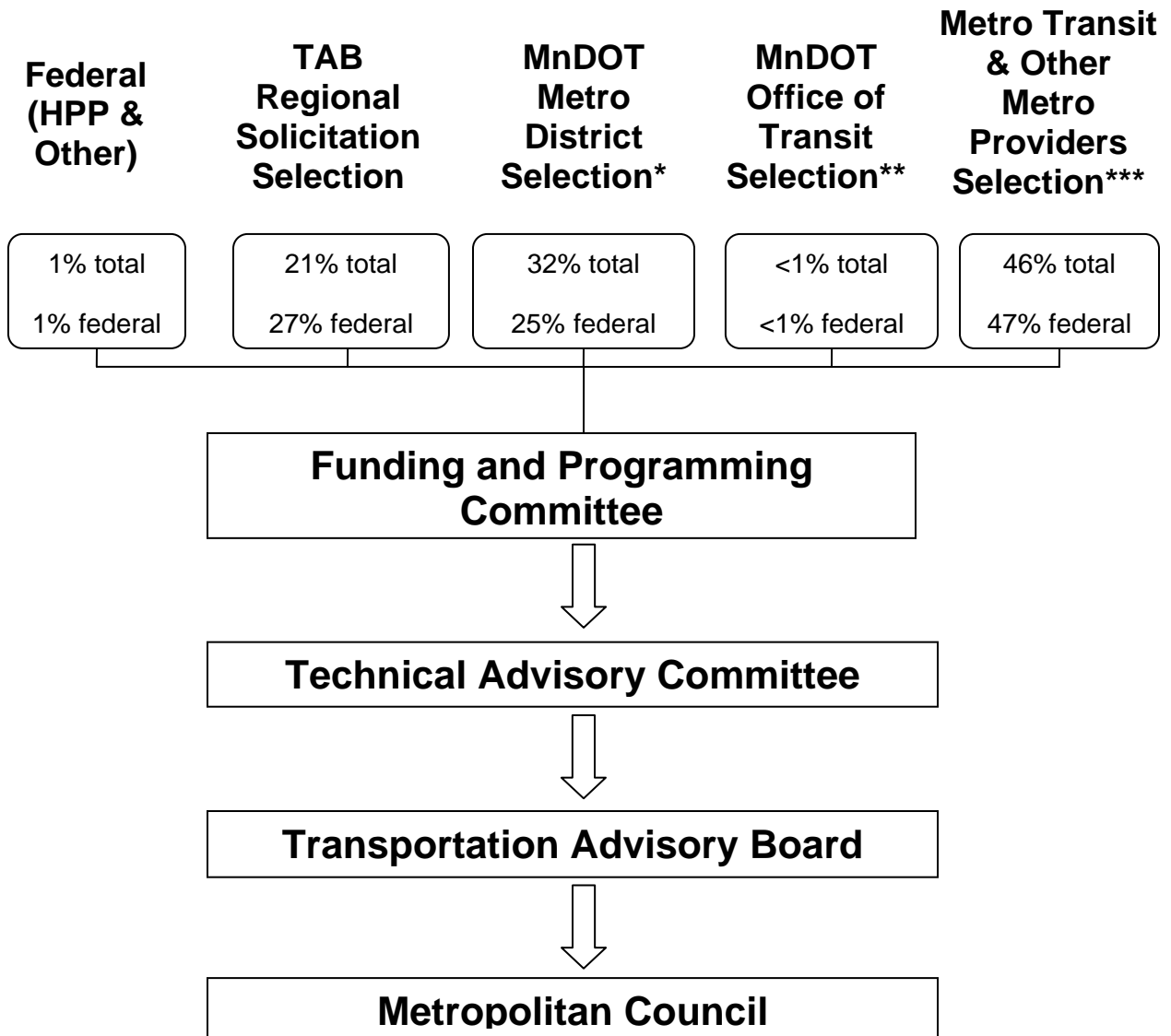


\* The TAB's action is returned for revision only if the Council finds the TIP inconsistent with Council policy.

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



Percentage of funding identified in the TIP by selection process for all projects (federal and state) 2016-2019. Top number represents share of total TIP; the bottom number represents share of federal funding included in the TIP.\*



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

\*\* Does not include Wisconsin projects

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

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

## *Federal Legislation Changes*

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

### *Future Changes*

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

In the spring of 2012, the U.S. Census Bureau released the updated 2010 urbanized area (UZA) boundaries for metropolitan areas across the country. This data included portions of Wright and Sherburne counties in Minnesota and Houlton in St. Croix County, Wisconsin in the Minneapolis-St. Paul urbanized area. As the metropolitan planning organization for the Twin Cities, the Metropolitan Council is required by federal law to become involved in the transportation planning efforts of those communities. Starting with the 2015-2018 TIP, projects have been included for Houlton, Wisconsin. Following adoption of the 2040 TPP, projects within the contiguous urbanized areas of Wright and Sherburne counties will now be included in the TIP.

## *Federal Program Areas in the Transportation Improvement Program*

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

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

**Surface Transportation Program (STP).** STP is a block-grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as federal-aid roads. Bridge projects paid for with STP funds 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 and maintenance areas for ozone and carbon monoxide (CO). These projects contribute to meeting or maintaining the attainment of national ambient air quality standards. Historically in the Twin Cities region, CMAQ funds have been used for transportation demand management, transit service expansion, or highway system management projects (such as traffic signal coordination).

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

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

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

**Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program.** This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities. This program also includes activities from 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 populations below 50,000 in rural areas.

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

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

## 2. REGIONAL PLAN AND PRIORITIES

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

### *Conformity to the Clean Air Act Requirements*

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

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

The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the SIP to reduce emissions and keep the area in compliance with air quality standards. Conformity determinations are required on long range transportation plans, TIPs, and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term "maintenance area" means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. On November 8, 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan for the former non-attainment area. The conformity rules lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their SIPs.

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects that are regionally significant. The MPO prepared the 2016-2019 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S. DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

#### ***Projects Included in TIP Conformity Analysis***

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

### **Conformity of the TIP**

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

### **Thrive MSP 2040**

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

### **A Thriving Region**

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

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

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

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

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

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

### **Outcomes**

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

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

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

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

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

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

- Using our influence and investments to build a more equitable region;
- Creating real choices in where people live and how people travel for all our residents, across age, race and ethnicity, economic means, and ability;

- Investing in a mix of housing affordability along the region’s transitways;
- Engaging a full cross-section of the community in decision-making.

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

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

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

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

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

### **Principles**

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

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

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

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

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

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

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

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

*Regional Growth Forecasts*

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

**Table 1: Metropolitan Area Data and Forecasts, 2010-2040**

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

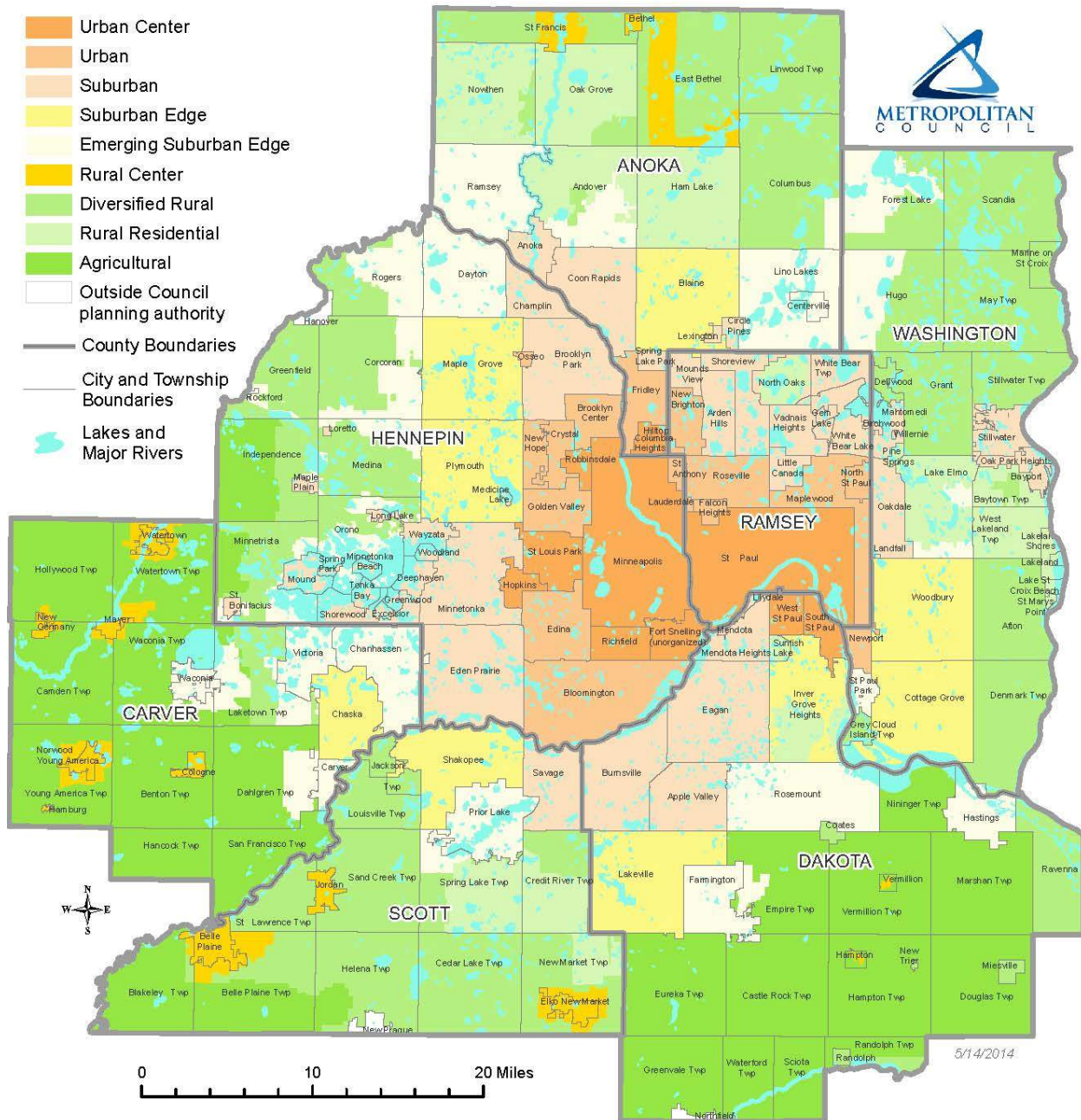
Source: Thrive MSP 2040

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



### Special Features and Community Designations

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



### 2040 Transportation Policy Plan

Figure 4: Thrive MSP 2040 Community Designations

The [overview](#) and [policies and strategies](#) chapters of the TPP, adopted in 2015, can be found with the rest of the plan on the Metropolitan Council's website:  
<http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents.aspx>.

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

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

#### *Processes to Allocate Federal and State Transportation Funds*

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

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

1. The MnDOT Office of Transportation System Management (OTSM) identifies the amount of funds available to each ATP for the TIP period (e.g., 2016-2019) from the STP, TAP, CMAQ and HSIP programs. This funding amount is called the "funding target." The funding targets are sent to the ATPs for comment along with guidance for draft TIP preparation.
2. The ATPs, of which the MnDOT Metro District is one, develop their draft TIPs using its funding target.
3. OTSM reviews the draft TIPs, confirms the total highway funding amount programmed matches the total expected funding, and confirms fiscal constraint for the highway funding. All of the draft TIPs assembled together are called the State Transportation Improvement Program (STIP).
4. OTSM circulates the draft STIP to the ATPs. Each ATP may then modify and adopt their final TIP and submit it to MnDOT for inclusion into the final STIP.

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

*Resources Available 2016–2019*

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

Transportation resources available to the region for highway, transit, and non-motorized mode projects are approximately \$3.2 billion over the 2016 to 2019 period (See Tables 4, 5 and 6). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan transit systems. The highway programs provide some funding used for transit projects, such as from the federal Congestion Mitigation and Air Quality (CMAQ) program funds and associated local match. Highway program funds such as the Surface Transportation Program (STP) also provide funding for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects. The approximate amounts programmed by mode are listed in Table 2. These numbers are approximate because many projects, particularly roadway projects, include investments designed for more than one mode and are listed with the primary mode served.

**Table 2: Approximate Amount Programmed by Primary Mode Served\***

<b>Mode</b>	<b>Approximate Amount Programmed in 2016-2019</b>	<b>Share of total TIP</b>
<b>Highway/Roads</b>	\$1.29 billion	39.6%
<b>Bike/Ped Only</b>	\$60.3 million	1.9%
<b>Transit/TDM</b>	\$1.7 billion	51.1%
<b>Other/Setasides</b>	\$241.2 million	7.4%
<b>Total</b>	\$3.3 billion	100%

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

*Highways and Roads*

The traditional highway funding sources available to the region are summarized in Table 5. The four year total is approximately \$1.75 billion. The four year total includes \$902 million of Federal Formula funds and \$419 million of State Trunk Highway funds for Minnesota and \$14 million of state funds for Wisconsin.

MnDOT also uses the Advanced Construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the 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, \$103 million 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**

	<b>Advance Construction</b>	<b>AC Pay Back</b>
2015		
2016		
2017	This Table will be updated in the final TIP	
2018		
2019		
Post-2019		
<b>Total</b>		

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 \$281 million over four years.

*Transit*

Transit funds available to the region in 2016-2019 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. An estimated \$819.6 million in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region’s ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$670.4 million will be used to match federal transit funds and to locally fund various transit capital investments.

**Table 4: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source (Does not include Wisconsin)**

<i>Federal Highway</i>		
• Target	\$902M	
• High Priority Funds	\$12M	<b>\$923 Million</b>
• Misc. Federal Funds	\$2M	
• Additional MnDOT Allocation	\$7M	
<hr/>		
<i>Federal Transit</i>		
• Formula/Discretionary	\$820M	<b>\$820 Million</b>
<hr/>		
<i>Property Tax and Other State Taxes</i>		
• Local and TRLF	\$281M	<b>\$951 Million</b>
• Regional Transit Capital Bonds and Other Local Transit Funds	\$670M	
<hr/>		
<i>State Trunk Highway Formula</i>		
• Target	\$419M	<b>\$525 Million</b>
• Additional MnDOT Allocation	\$11M	
• Legislative Allocation (Bonds) & lapsed projects	\$95M	
<hr/>		
<b>TOTAL:</b>		<b>\$ 3.2 Billion</b>
<hr/>		
<i>Advance Construction (additional authorization available against future funds)</i>		<b>\$103 Million</b>
<hr/>		

**Table 5: Federal Highway and State Highway Funds Assumed to be Available to Region 2016-2019(In Millions)**

	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Federal Highway Funds	221	220	229	232	902
State Funds (MN)	122	107	94	96	419
<b>Target for Region (Minnesota Only)</b>	<b>343</b>	<b>327</b>	<b>323</b>	<b>328</b>	<b>1,321</b>
Additional MnDOT State Allocations	4	7	0	0	11
Additional MnDOT Federal Allocations	2	2	1	2	7
Legislative Allocation(Bonds) & anticipated lapsed projects	55	40	0	0	95
High Priority Projects	12	0	0	0	12
Misc Federal Funds	2	0	0	0	2
Local Funds	65	169	22	25	281
<b>Total Funds Available (Minnesota Only)</b>	<b>483</b>	<b>543</b>	<b>346</b>	<b>355</b>	<b>1,729</b>
Wisconsin State Funds	13	1	0	0	14
<b>Total Funds Available</b>	<b>496</b>	<b>546</b>	<b>346</b>	<b>355</b>	<b>1,745</b>
Advance Construction (Additional authorization available against future funds)	2	101	0	0	103

**Table 6: Federal Transit and Matching Funds Available and Requested by Region 2016-2019 (In Millions)**

	2016	2017	2018	2019	Total
Section 5307	60.5	58.5	25.4	26.4	170.8
Section 5309	0	100.0	200.0	200.0	500.0
Section 5337	30.9	24.8	30.2	62.9	148.8
<b>Total Federal Funds</b>	<b>91.4</b>	<b>183.3</b>	<b>255.6</b>	<b>289.3</b>	<b>819.6</b>
Local Match	21.1	238.2	236.8	174.3	670.4
<b>Total Funds Available</b>	<b>112.5</b>	<b>421.5</b>	<b>492.4</b>	<b>463.6</b>	<b>1,490.0</b>

*Project Selection Processes and Criteria*

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

**Table 7: Summary of Federal Project Funding Categories and Selection Processes**

<b>Funding Category</b>	<b>Project Selection Process Followed</b>
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	
<ul style="list-style-type: none"> <li>National Highway Performance Program (NHPP)</li> </ul>	MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC)
<ul style="list-style-type: none"> <li>Surface Transportation Program (STP), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program</li> </ul>	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
<ul style="list-style-type: none"> <li>Highway Safety Improvement Program (HSIP)</li> </ul>	Competitive regional solicitation process conducted by MnDOT and TAB
Federal Transit Funding	
<ul style="list-style-type: none"> <li>Section 5307</li> </ul>	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban transit provider assistance
<ul style="list-style-type: none"> <li>Section 5309</li> </ul>	Selected and appropriated by Congress
<ul style="list-style-type: none"> <li>Section 5310</li> </ul>	MnDOT Office of Transit/Statewide Competitive Process
<ul style="list-style-type: none"> <li>Section 5311</li> </ul>	MnDOT Office of Transit/Categorical Allocation
<ul style="list-style-type: none"> <li>Section 5337 and 5339</li> </ul>	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council



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

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

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

### *Competitive Regional Project Selection Process*

The Metropolitan Council and its Transportation Advisory Board (TAB) conduct a competitive process for the selection of local projects for federal highway funding and inclusion in the TIP. The Regional Solicitation was designed by the region's partners to help the region implement its plans and high priority projects and programs. It is a key biennial responsibility of the Transportation Advisory Board to the Metropolitan Council. The TAB's Regional Solicitation allocates approximately 27 percent of the federal highway funds that are available to the region. The Regional Solicitation process directs federal funds to a variety of locally-initiated projects that address transportation problems and help implement regional transportation and development policies. These locally-initiated projects from cities and counties reflect local and regional priorities and are products of local comprehensive and transportation planning programs. These local projects must be consistent with the region's long-range TPP. Projects using STP, CMAQ, TAP, Highway Safety Improvement, and Railroad Safety funding programs are selected through the Regional Solicitation process. The priorities for project selection are based on the goals and policies in the Regional Development Framework and Transportation Policy Plan.

The 2014 Regional Solicitation selected projects for federal highway funding in program years 2017-2019 in the following categories:

- Roadways Including Multimodal Elements
  - Roadway Expansion
  - Roadway Reconstruction and Modernization
  - Roadway System Management
  - Bridges
- Bicycle and Pedestrian Facilities

- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
- Safe Routes to School (Infrastructure Projects)
- Transit and Travel Demand Management
  - Transit Expansion
  - Transit System Modernization
  - Travel Demand Management
- Highway Safety Improvement Program (HSIP)

This is a diversion from past practice. Projects are now submitted and evaluated based on mode rather than federal funding program (i.e., STP, CMAQ, and TAP). By decoupling projects from the funding programs, this approach simplifies and streamlines the process so that projects do not need to be submitted in different categories, as was the case in the past. The modal approach is also less confusing for first-time applicants and provides TAB with more flexibility to match federal funding to the highest performing projects that are submitted.

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

Subcommittees of the TAB's TAC Funding and Programming Committee evaluated and ranked all categories of projects for the 2011 Regional Solicitation for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP) funding. Recommended projects were reviewed and approved by the Funding and Programming Committee and, using the subcommittee rankings, the Funding and Programming Committee recommended funding allocation options to be considered by TAC and recommended to TAB. The TAB accepted and approved the ranked list of projects and funding allocation developed through the 2014 Regional Solicitation process.

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

*Examples of Qualifying Criteria*

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

#### *Categories of Prioritizing Criteria*

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

#### *Regional Solicitation Selected Projects*

A summary of the federal funding allocated by category through the 2014 Regional Solicitation process is shown in Table 8. This table reports only the federal funds allocated to the projects and does not include the local match.

In 2014, TAB conducted two solicitations for 2017 funding for \$6.3 million from the Transportation Alternatives Program (TAP) and for \$20 million of regionally-significant transit projects through Congestion Mitigation Air Quality (CMAQ). In 2014-2015, TAB conducted solicitations for:

- 2017: Transportation system management (CMAQ) and highways (STP) for a total of \$25.8 million
- 2018/2019: TAP, STP and CMAQ for a total of \$150 million

**Table 8: Summary of Federal Funding Allocated Through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2016-2019 (Federal funds/in millions; Federal Amount only)**

<b>PROGRAM CATEGORY</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Transportation Alternatives (TAP)	\$9.8	7.5	7.1	6.9	31.2
Congestion Mitigation Air Quality (CMAQ)	\$23.7	27.9	27.6	27.6	106.8
Surface Transportation Program (STP)	\$64.9	65.7	71.4	83.6	285.5
Highway Safety Improvement Program (HSIP)	\$12.0	12.8	11.6	11.6	47.9
Railroad-Highway Grade Separated Crossing Safety Program	\$2.0	.5	0	0	2.5
<b>TOTALS</b>	<b>\$112.4</b>	<b>114.4</b>	<b>117.4</b>	<b>129.7</b>	<b>473.9</b>

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

The federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for bus, light rail vehicle, and locomotive purchases; bus and rail vehicle rebuilding; shelters; garages; guideway improvements such as shoulder bus lanes, light rail track and systems; and maintenance and operations. These

projects are identified in The Council's six-year Capital Improvement Program, which is a tool used to implement the regional transportation plan. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds. The Metropolitan Council was awarded a full funding grant agreement in 2011 as part of 5309 New Starts/Major Capital Investment funding for construction of the region's second light rail transit line, the Green Line (Central Corridor). Construction will be completed during the timeframe of this TIP.

### *Transit Project Selection for Sections 5310 and 5311 Funding*

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

### *Balance of Selected Projects with Available Financial Resources*

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

For federal and state highway funding, the state and region have agreed on a process that ensures a balance exists between federal highway funding resources and expenditures as discussed at the beginning of Chapter 3. The highway project program costs identified in Table 9 for 2016 to 2019 closely match the funds available as shown in Table 5, and the highway project program costs identified in Table 10 for State Fiscal Year 2016 match the funds available in as shown Table 5. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance only requires transit funds match the approved project costs in the first year of the TIP. The projects funded with federal transit and local matching funds for 2016 have a total value of approximately \$112.5 million (Table 6). Additional funds are programmed for transit from CMAQ and STP funds and are shown in the project listings in Appendix A.

**Table 9: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2016-2019**

	<b>Total</b>	<b>Federal</b>	<b>State</b>	<b>Other(+ Bonds)</b>	<b>AC**</b>
CMAQ	183.8	106.8	0.4	76.6	0
TAP	45.5	31.8	0	13.6	1.5
STP	376.6	288.0	29.7	58.9	0
NHPP	574.3	427.0	49.0	98.4	101.3
HPP	16.5	12.4	.1	4.0	0
100% State Funded (MN)	369.8	0	348.6	21.2	0
HSIP	72.6	50.5	1.8	20.4	0
Bond Proj with no Fed \$\$	77.4	0	1.6	75.8	0
Misc Fed	11.2	5.9	0	5.3	0
Wisconsin Projects	14	0	14	0	0
<b>TOTAL</b>	<b>1741.7</b>	<b>922.4</b>	<b>445.2</b>	<b>374.2</b>	<b>102.8</b>

**Table 10: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2016 Annual Element**

	<b>Total</b>	<b>Federal</b>	<b>State</b>	<b>Other(+ Bonds)</b>	<b>AC**</b>
CMAQ	28.9	23.7	.4	4.8	0
TAP	15.4	9.8	0	5.6	1.5
STP	93.8	64.9	6.0	22.9	0
NHPP	118.8	110.2	6.9	1.8	0
HPP	16.5	12.4	.1	4.0	0
100% State Funded (MN)	119.1	0	110.7	8.4	0
HSIP	32.1	14.0	.4	17.7	0
Bond Proj with no Fed \$\$	55.1		1.6	53.6	0
Misc Fed	1.5	1.5	0	0	0
Wisconsin Projects	13	0	13	0	0
<b>TOTAL</b>	<b>494.2</b>	<b>236.5</b>	<b>139.1</b>	<b>118.8</b>	<b>1.5</b>

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

### *State Highways and Local Transportation Operations and Maintenance*

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

The 2040 TPP forecasts \$2 billion in revenue for operating and maintaining highway assets from 2015 to 2040. The TPP's increased revenue scenario shows an addition \$1 billion for that time frame.

## *Consistency with the Regional Transportation Plan and Priorities*

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

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

The TPP contains lists of short- and long- range transportation projects programmed from 2015 through 2024. The projects identified in this TIP are either programmatically or specifically identified in the TPP adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015. The TPP can be found on the Metropolitan Council's website: <http://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents.aspx>

## *Plan Implementation Progress*

### *STATUS OF MAJOR PROJECTS*

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Tables 11 and 12 identify the major highway and transit projects in the 2016-2019 TIP, cost, and status of each. The discussion here summarizes the progress made on major projects and projects authorized in the previous fiscal year, 2015 (Table A-14). During the past year, major projects completed included:

- Green Line (Central Corridor) Transitway
- Target Field Transit Station

The status of major transit capital projects appears in Table 12. Replacement bus contracts have been regularly let. The A-Line (Snelling Avenue) Bus Rapid Transit line is due to begin operation in fiscal year 2016.

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

### *PROJECTS AUTHORIZED IN FISCAL YEAR 2015*

Another measure of plan implementation is the projects and project values authorized in the previous fiscal year. These projects were in the 2015-2018 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 2014 are recorded in Table A-14. The total value of these project authorizations is approximately \$691 million. FTA funded projects are not included in this total because funds for these projects are applied for on an ongoing basis.

**Table 11: Status of Major Highway Projects**

<b>Project</b>	<b>Cost Estimates (000s)</b>	<b>Program Year-Last TIP</b>	<b>Assumed year open to traffic</b>	<b>Project status/comments</b>
TH 52 Lafayette Bridge over the Mississippi River	\$185,000	2012	2015	Chapter 152, Tier I bridge replacement, under construction. Northbound is constructed. Southbound still under construction.
I-35E from I-94 to TH 36 (incl. Cayuga Bridge)	\$118,000	2014	2015	Chapter 152, Tier 1 Bridge Replacement
TH 36, St. Croix Bridge	\$623,600	2014	2016	New 4-lane bridge and approaches, TH95 interchange. Cost share with WI Chapter 152 provides funding for MN share.
I-494 General purpose lane btwn TH 55 & I-94/694, auxiliary lanes, reconstruction	\$86,000	2015	2016	General purpose lane combined with auxiliary lanes, overlay, signing, noise walls, bridge redecking and widening
TH 610 Freeway construction	\$80,000	2015	2017	4-lane freeway construction from County Road 81 to I-94
I-94 auxiliary and general purpose lanes from TH 241 to TH 101	\$28,300	2015	2015	General purpose lane westbound from TH 101 to TH 241, eastbound auxiliary lane from TH 241 to TH 101
I-35 W MnPASS Lane from 43 <sup>rd</sup> St. to 11 <sup>th</sup> Ave., westbound I-94 from 1 <sup>st</sup> Ave. to Park Ave., and MN65 from 24 <sup>th</sup> St. to 15 <sup>th</sup> St. in Minneapolis.	\$253,200			MnPASS lane construction, pavement reconstruction, transit station noisewalls, retaining walls, TMS, drainage. Will be obligated in 2017
I-694 from Rice to Lexington	\$42,000	2016	2017	Construct a third general purpose lane, reconstruction, noise wall, median barrier



**Table 12: Status of Major Transit Capital Projects**

<b>Project Title</b>	<b>Cost Estimates (000s)</b>	<b>Federal Participation</b>	<b>Grant Application</b>	<b>Type</b>	<b>Project Status</b>
Southwest Corridor Light Rail Transit	\$1,994,000	\$300,000,000		Local Match	Preliminary Engineering

## Appendix A

### DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

<u>Federal Highway-Funded Projects</u>	<u>Page</u>
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A-2 Transportation Alternatives (TAP) Projects.....	A-6
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*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, and State Project Number. The description of each column is shown below.

Year	The State Fiscal year the project is scheduled to be let.														
PRT	The major project this project is a part of - see attached list.														
Route	The highway the project is located on. A "999" means multiple routes or a location has yet to be determined.														
Project Number	The MnDOT project number.														
Description	The location and work to be accomplished by the project.														
Agency	The agency with jurisdiction over the project.														
Category	The project type: Preservation, Replacement, Management, Expansion, Transit, Trails or Other.														
PRG	MnDOT Program categories <table> <tr> <td>AM Agreements</td> <td>SR Safety Rail</td> </tr> <tr> <td>BI Bridge Improvement</td> <td>BT Bike Trails, Trails</td> </tr> <tr> <td>BR Bridge Replacement</td> <td>MC Major Construction</td> </tr> <tr> <td>RC Reconstruction</td> <td>RD Reconditioning</td> </tr> <tr> <td>RS Resurfacing</td> <td>RX Road Repair</td> </tr> <tr> <td>SC Safety-Capacity</td> <td>SH Safety Hazard Elimination</td> </tr> <tr> <td>TM Traffic Management</td> <td>TR Transit</td> </tr> </table>	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
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 some 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*

*2016-2019 Parent Projects*

This table will be included in the Final TIP

Twin Cities Metropolitan Area  
2016 - 2019 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:
2016	BB		TRS-TCMT-16DA	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	2,302,414	1,692,145	0	0	610,269	MET COUNCIL - MT	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
2016	LOCAL 99		880M-CMAQ-16	TR	METRO ATP SETASIDE FOR CMAQ PROJECTS YET TO BE SELECTED FOR FY 2016	15,384,819	12,307,855	0	0	3,076,964	MNDOT	NC
2016	LOCAL 99		TRS-TCMT-16	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN RE	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	T1
2016	MN 252		2748-62	TM	MN252, FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	839,039	671,232	0	167,807	0	MNDOT	E2
2016	PED/BIKE		091-090-078AC	BT	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL DORON LANE TO PARKLAWN AVE; FRANCE AVE S TO EDINA PROMENADE; AND XERXES AVE FROM EDINA PROMENADE TO 75TH AVE W 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	US169, 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	BB		132-080-002	RW	SOUTHWEST LIGHT RAIL TRANSIT PROJECT, CITY OF HOPKINS-RIGHT OF WAY ACQUISITION FOR TRANSIT FACILITY	4,800,000	2,000,000	0	0	2,800,000	HOPKINS	E6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017	BB		132-080-003	TR	SOUTHWEST LIGHT RAIL TRANSIT PROJECT, CITY OF HOPKINS- CONSTRUCT TRANSIT FACILITY AND TRANSIT RELATED EQUIPMENT	7,400,000	4,000,000	0	0	3,400,000	HOPKINS	E6
2017	BB		TRS-TCMT-17	TR	CMAQ: RENOVATE MALL OF AMERICA TRANSIT STATION PROJECT OFF OF 24TH AVE S, BLOOMINGTON IN THE MALL OF AMERICA	22,873,730	7,000,000	0	0	15,873,730	MET COUNCIL - MT	T8
2017	BB		TRS-TCMT-17A	TR	CMAQ: CONSTRUCT MID-HIGHWAY BUS RAPID TRANSIT STATION AT I-35W AND LAKE STREET, MINNEAPOLIS	40,970,100	7,000,000	0	0	33,970,100	MET COUNCIL - MT	A20
2017	LOCAL 99		880M-CMAQ-17	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2017	9,838,455	7,870,764	0	0	1,967,691	MNDOT	NC
2018	LOCAL 99		880M-CMAQ-18	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2018	34,500,000	27,600,000	0	0	6,900,000	MNDOT	NC
2019	LOCAL 99		880M-CMAQ-19	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2019	34,500,000	27,600,000	0	0	6,900,000	MNDOT	NC
<b>Totals</b>						<b>183,815,754</b>		<b>0</b>		<b>76,597,754</b>		
							<b>106,819,754</b>		<b>398,246</b>			

Twin Cities Metropolitan Area  
2016 - 2019 Transportation Improvement Program

**TABLE A-2**  
**Transportation Alternative Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	LOCAL		019-060-003	EN	**SB**GREAT RIVER RD SCENIC BYWAY(MRRT), AT THE END OF 111TH ST E IN PINE BEND BLUFFS SCIENTIFIC AND NATURAL AREA IN INVER GROVE HEIGHTS-CONSTRUCT A TURNOUT AND OVERLOOK	700,000	400,000	0	0	300,000	DAKOTA COUNTY	AQ2
2016	LOCAL		019-060-004	EN	**SB**GREAT RIVER RD SCENIC BYWAY(MRRT), ALONG TH 52/55 FROM ROSEMOUNT/IGH BORDER TO S OF PINE BEND TRAIL-CONSTRUCT TRAIL, ENVIRONMENTAL DOCS, ESTIMATES, AND SPECS	800,000	400,000	0	0	400,000	DAKOTA COUNTY	AQ2
2016	PED/BIKE		070-090-002	RW	**AC**SCOTT WEST REGIONAL TRAIL CONNECTION, FROM HILLWOOD DRIVE TO JENNIFER LANE IN SHAKOPEE- RIGHT OF WAY ACQUISITION FOR PED/BIKE TRAIL (AC PROJECT, PAYBACK IN FY2017)	250,000	0	200,000	0	50,000	SCOTT COUNTY	AQ2
2016	PED/BIKE		091-090-076	EN	BASSETT CREEK REGIONAL TRAIL, FROM INTERSECTION OF BOONE AVE N AND 36TH AVE N IN NEW HOPE TO INTERSECTION OF 32ND AVE N AND XENIA AVE N IN CRYSTAL-CONSTRUCT PED/BIKE TRAIL	1,153,600	922,880	0	0	230,720	THREE RIVERS PARK DISTRICT	AQ2
2016	PED/BIKE		091-090-077	EN	TWIN LAKES REGIONAL TRAIL, FROM LOGAN AVE N TO N MISSISSIPPI REGIONAL PARK IN BROOKLYN CENTER- CONSTRUCT PED/BIKE TRAIL	1,435,840	1,120,000	0	0	315,840	THREE RIVERS PARK DISTRICT	AQ2
2016	PED/BIKE		127-020-029	EN	CSAH 102 (MAIN ST) BRIDGE AND TRAIL, FROM 57TH ST NE IN FRIDLEY TO 44TH ST NE IN COLUMBIA HEIGHTS- CONSTRUCT PED/BIKE BRIDGE OVER I- 694 AND PED/BIKE TRAIL	1,442,560	1,120,000	0	0	322,560	FRIDLEY	AQ2
2016	PED/BIKE		130-090-004	EN	VERMILLION RIVER GREENWAY, HASTINGS, FROM INTERSECTION OF 3RD ST AND BAILY ST TO VERMILLION FALLS PARK-CONSTRUCT PED/BIKE TRAIL	1,008,000	806,400	0	0	201,600	HASTINGS	AQ2
2016	PED/BIKE		141-030-022	EN	6TH ST S, 7TH ST S AND 9TH ST S FROM 1ST AVE N TO CHICAGO AVE AND 8TH ST S FROM 1ST AVE N TO HENNEPIN AVE-LANDSCAPING, PEDESTRIAN RAMPS,COUNTDOWN TIMERS	2,050,000	1,120,000	0	0	930,000	MINNEAPOLIS	O9
2016	PED/BIKE		141-220-005	EN	MSAS 220 (6TH AVE N), MPLS, FROM 5TH ST N TO DEAD END JUST NORTH OF WASHINGTON AVE- RECONSTRUCT ROADYWAY AND INSTALL SIDEWALKS	2,799,104	1,120,000	0	0	1,679,104	MINNEAPOLIS	O9

**TABLE A-2  
Transportation Alternative Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016		PED/BIKE	164-020-134	EN	RAYMOND AVE, FROM ENERGY PARK DRIVE TO COMO AVE IN ST PAUL- RECONSTRUCT ROADWAY INCLUDING LANDSCAPING AND SIDEWALK IMPROVEMENTS	1,472,240	1,120,000	0	0	352,240	SAINT PAUL	S10
2016		PED/BIKE	173-591-002	BT	**SRSTS**WENTWORTH FROM CHARLTON ST TO BELLOWS ST AND BELLOWS ST FROM WENTWORTH TO THOMPSON AVE- CE AND CONSTRUCTION FOR TRAIL AND SIDEWALK	145,500	116,400	0	0	29,100	WEST ST PAUL	S6
2016		PED/BIKE	186-090-001	EN	**AC**NORTH CREEK GREENWAY-157TH STREET SEGMENT IN APPLE VALLEY FROM QUARRY PT PARK TO 157TH ST- CONSTRUCT PED/BIKE TRAIL (AC PROJECT, PAYBACK IN FY 2017)	799,500	251,880	387,720	0	159,900	APPLE VALLEY	AQ2
2016		PED/BIKE	188-090-002	EN	**AC**FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL (AC PROJECT, PAYBACKS IN FY 2017 & 2018)	1,124,267	0	899,410	0	224,857	LAKEVILLE	AQ2
2016		PED/BIKE	199-090-002	EN	RAMSEY TRAIL, FROM 3/8 MI W OF MNDOT WAYSIDE REST AREA/DAYTONPORT ROADSIDE PARKING AREA TO ARMSTRONG BLVD IN RAMSEY-CONSTRUCT PED/BIKE TRAIL	1,264,772	868,120	0	0	396,652	RAMSEY	AQ2
2016		PED/BIKE	208-591-002	BT	**SRSTS**SHANNON PKWY TO SHANNON PARK ELEMENTARY-TRAIL, EVERMOR PKWY AT SHANNON PARK-LED CROSSWALK, 144TH ST FROM CHILI AVE TO CAMEO AVE-CONCRETE WALK, ADA RAMPS, PAVEMENT MARKINGS	266,250	213,000	0	0	53,250	ROSEMOUNT	S6
2016		PED/BIKE	238-591-002	BT	**SRSTS** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	171,500	0	0	0	ROGERS	S6
2017		LOCAL	019-060-005	EN	**SB**GREAT RIVER RD SCENIC BYWAY(MRRT), ROSEMOUNT EAST PROJECT - CONSTRUCT OFF ROAD TRAIL	3,200,000	400,000	0	0	2,800,000	DAKOTA COUNTY	AQ2
2017		PED/BIKE	002-090-002	EN	MISSISSIPPI RIVER TRAIL IN MISSISSIPPI W REGIONAL PARK, RAMSEY, FROM JUST W OF THE EASTERN LIMITS OF THE PARK TO THE WESTERN LIMITS OF THE PARK, CONSTRUCT PED/BIKE TRAIL	671,424	537,139	0	0	134,285	ANOKA COUNTY	AQ2



**TABLE A-2  
Transportation Alternative Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017		PED/BIKE	010-090-006	EN	MN RIVER BLUFFS LRT REGIONAL TRAIL, FROM CHASKA BLVD IN CHASKA TO BLUFF CREEK DRIVE IN CHANHASSEN-CONSTRUCT PED/BIKE TRAIL	353,288	282,630	0	0	70,658	CARVER COUNTY	AQ2
2017		PED/BIKE	019-090-017	EN	BIG RIVERS REGIONAL TRAIL, EAGAN, FROM I494 TO CSAH 26 (LONE OAK RD)-CONSTRUCT PED/BIKE TRAIL	728,000	582,400	0	0	145,600	DAKOTA COUNTY	AQ2
2017		PED/BIKE	019-090-018	EN	TH110, FROM TH 149 TO TH 14 IN MENDOTA HEIGHTS-CONSTRUCT PED/BIKE TRAIL ALONG WITH INTERSECTION IMPROVEMENTS	1,300,000	1,040,000	0	0	260,000	DAKOTA COUNTY	AQ2
2017		PED/BIKE	019-090-019	EN	MISSISSIPPI RIVER REG TRAIL ROSEMOUNT WEST	1,400,000	1,040,000	0	0	360,000	DAKOTA COUNTY	AQ2
2017		PED/BIKE	070-090-001	EN	SCOTT WEST REGIONAL TRAIL CONNECTION, FROM HILLWOOD DRIVE TO JENNIFER LANE IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	363,393	290,714	0	0	72,679	SCOTT COUNTY	AQ2
2017		PED/BIKE	070-090-002AC	RW	**AC**SCOTT WEST REGIONAL TRAIL CONNECTION, FROM HILLWOOD DRIVE TO JENNIFER LANE IN SHAKOPEE-RIGHT OF WAY ACQUISITION FOR PED/BIKE TRAIL (AC PAYBACK 1 OF 1)	200,000	200,000	0	0	0	SCOTT COUNTY	AQ2
2017		PED/BIKE	082-591-001	EN	CR 74/CR 13, FROM COTTAGE GROVE ELEMENTARY SCHOOL TO COUNTY TRAIL SYSTEM IN COTTAGE GROVE-CONSTRUCT PED/BIKE TRAIL	232,960	186,368	0	0	46,592	WASHINGTON COUNTY	AQ2
2017		PED/BIKE	091-090-081	EN	REGIONAL TRAIL SYSTEM RAMPS, ON OLD CEDAR AVE CONNECTING TO INTERCITY REGIONAL TRAIL IN BLOOMINGTON, ON 63RD AVE CONNECTING TO CRYSTAL LAKE REGIONAL TRAIL IN BROOKLYN PARK, ON OAKLAWN AVE CONNECTING TO NINE MILE CREEK REGIONAL TRAIL IN EDINA, ON FERNBROOK	1,300,000	1,040,000	0	0	260,000	THREE RIVERS PARK DISTRICT	AQ2
2017		PED/BIKE	109-591-001	EN	EVERGREEN SCHOOL AREA TRAIL & SIDEWALK SYSTEM, BROOKLYN CENTER, ALONG CAMDEN AVE FROM 72ND AVE TO 70TH AVE AND AT INTERSECTION OF CAMDEN AND 70TH AVE-INTERSECTION IMPROVEMENTS AND CONSTRUCTION OF SIDEWALKS	344,240	275,392	0	0	68,848	BROOKLYN CENTER	S6

**TABLE A-2  
Transportation Alternative Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017		PED/BIKE	141-591-010	EN	ANDERSEN SCHOOL CROSSING & TRAIL, MINNEAPOLIS, 26TH ST FROM 10TH AVE TO 12TH AVE, 28TH ST FROM 10TH AVE TO 12TH AVE, 12TH AVE S FROM 26TH TO 28TH ST, 11TH AVE S FROM 28TH TO 29TH ST, AND 10TH AVE S FROM 26TH TO 28TH ST- INTERSECTION/CROSSWALK IMPROVEMENTS	754,000	603,200	0	0	150,800	MINNEAPOLIS	S6
2017		PED/BIKE	186-090-001AC	EN	**AC**NORTH CREEK GREENWAY-157TH STREET SEGMENT IN APPLE VALLEY FROM QUARRY PT PARK TO 157TH ST- CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 1 OF 1)	387,720	387,720	0	0	0	APPLE VALLEY	AQ2
2017		PED/BIKE	188-090-002AC1	EN	**AC**FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL (AC PAYBACK 1 OF 2)	652,280	652,280	0	0	0	LAKEVILLE	AQ2
2018		LOCAL 99	880M-TAP-18	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2018	8,528,588	6,822,870	0	0	1,705,718	MNDOT	NC
2018		PED/BIKE	188-090-002AC2	EN	**AC**FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL (AC PAYBACK 2 OF 2)	247,130	247,130	0	0	0	LAKEVILLE	AQ2
2019		LOCAL 99	880M-TAP-19	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2019	8,587,500	6,870,000	0	0	1,717,500	MNDOT	NC
2019		PED/BIKE	204-090-XXX	BT	CONSTRUCT BIKE/PED TRAIL ALONG US 10 FROM ORONO PARK TO PROCTOR ROAD IN ELK RIVER	799,870	636,896	0	0	159,974	ELK RIVER	AQ2
<b>Totals</b>						<b>46,933,526</b>		<b>1,487,130</b>		<b>13,598,477</b>		
							<b>31,844,919</b>		<b>0</b>			

Twin Cities Metropolitan Area  
2016 - 2019 Transportation Improvement Program

**TABLE A-3**  
**STP Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	CITY		141-454-001AC2	BR	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 2 OF 3)	1,478,400	1,478,400	0	0	0	MINNEAPOLIS	S19
2016	CSAH 11		002-611-034	RC	CSAH 11, FROM EGRET BLVD TO NORTHDAL BLVD IN COON RAPIDS- RECONSTRUCT ROADWAY INTO 4-LANE DIVIDED ROADWAY	5,206,810	3,346,560	0	0	1,860,250	ANOKA COUNTY	A20
2016	CSAH 116		002-716-015	MC	CSAH 116, FROM CRANE ST IN ANDOVER TO JEFFERSON ST IN HAM LAKE-RECONSTRUCT ROADWAY TO 4- LANE DIVIDED ROADWAY INCLUDING SEPERATED BIKE/PED FACILITY AND INTERSECTION IMPROVEMENTS	11,477,760	7,840,000	0	0	3,637,760	ANOKA COUNTY	A20
2016	CSAH 146		027-746-005	BR	CSAH 146 (BROWN RD), OVER LONG LAKE CREEK IN ORONO-REPLACE BR 90622	560,000	448,000	0	0	112,000	HENNEPIN COUNTY	S19
2016	CSAH 34		107-020-065	RC	CSAH 34 (NORMANDEAL BLVD), FROM W 94TH ST TO 8500 BLOCK IN BLOOMINGTON-RECONSTRUCT TO 4- LANE DIVIDED ROADWAY INCLUDING MULTI-USE TRAIL	8,120,000	6,496,000	0	0	1,624,000	BLOOMINGTON	A20
2016	CSAH 46		027-646-007	BR	CSAH 46 (46TH ST EAST) OVER GODFREY PKWY IN MPLS-REPLACE BR 90585	2,240,000	1,792,000	0	0	448,000	HENNEPIN COUNTY	S19
2016	CSAH 53		027-653-021	RD	CSAH 53, FROM WASHBURN AVE S TO 16TH AVE S IN RICHFIELD-ROADWAY RECONSTRUCTION	19,700,000	7,840,000	0	0	11,860,000	HENNEPIN COUNTY	A20
2016	I 35E		6280-370	SC	I35E, FROM SHEPARD ROAD TO KELLOGG BLVD IN ST. PAUL - REPLACE LIGHTING SYSTEMS	1,800,000	1,440,000	0	360,000	0	MNDOT	S18
2016	LOCAL 99		164-020-123	RC	PIERCE BUTLER ROUTE, ST PAUL, FROM GROTTO ST TO ARUNDEL ST-EXTEND ROADWAY ON NEW ALIGNMENT AS 4- LANE ROADWAY WITH BIKE LANES AND SIDEWALKS	10,026,296	7,840,000	0	0	2,186,296	SAINT PAUL	A20
2016	LOCAL 99		164-080-012	BI	WHEELOCK PKWY, OVER THE TROUT BROOK STORM WATER STREAM BETWEEN ABLE ST AND PARK ST IN ST PAUL, REPLACE OLD BR 90396 WITH NEW BR 62641	2,464,000	1,960,000	0	0	504,000	SAINT PAUL	S19

**TABLE A-3  
STP Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016		MN 100	2733-89	RD	**ELLA**MN100, FROM JCT I494 IN BLOOMINGTON TO JUST N OF W 36TH ST IN ST LOUIS PARK-BITUMINOUS OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES 9431, 9500, 27103, 27104 AND MISC REPAIR OF BRIDGES 27210, 9432, 27029, 27102 AND 9894	15,105,000	12,084,000	0	3,021,000	0	MNDOT	S11
2016		MN 3	1920-41	RS	MN3, FROM 0.1 MI S OF MN50 IN CASTLE ROCK TWP TO WILLOW ST IN FARMINGTON-MILL AND OVERLAY ON MAINLINE AND FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, SIGNALS, ADA PED RAMPS (TIED TO 1921-98)	1,740,000	1,260,000	0	315,000	165,000	MNDOT	S10
2016		MN 3	1921-98	RS	**ADA**MN3, FROM WILLOW ST IN FARMINGTON TO 0.3 MI N OF 170TH STREET/ DAKOTA CR-58 IN EMPIRE TWP -MILL & OVERLAY AND DRAINAGE (TIED TO 1920-41)	2,035,000	1,628,000	0	407,000	0	MNDOT	S10
2016		MN 999	8825-542	SC	**ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS, APS, SIDEWALK IMPROVEMENTS	350,000	280,000	0	70,000	0	MNDOT	AQ2
2016		US 61	214-010-005	SC	**ELLA**US61, NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE-RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES (BRIDGE#82050) (TIED TO 8206-45)	2,500,000	1,956,000	0	0	544,000	FOREST LAKE	E1
2016		US 61	8205-137	SC	US61, FROM N END OR BRIDGE #82022 (OVER BNSF RR) IN HASTINGS TO 0.1 MI S OF 122ND ST S IN DENMARK TOWNSHIP-CONSTRUCT TURN LANES, REALIGN FRONTAGE RD AT MAYCREST AVE CONNECTION, MILL AND OVERLAY, GUARDRAIL, ADA CURB RAMPS, INCLUDES RECONSTRUCTION ON US10 F	2,770,000	2,216,000	0	554,000	0	MNDOT	E1
2016		US 61	8206-45	SC	**ELLA**US61, NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE-RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES (BRIDGE#82050) (TIED TO 214-010-	6,200,000	4,960,000	0	1,240,000	0	MNDOT	E1

**TABLE A-3  
STP Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017	CITY		141-454-001AC3	BR	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 3 OF 3)	7,070,122	7,070,122	0	0	0	MINNEAPOLIS	S19
2017	CSAH 37	086-637-032		RC	WRIGHT COUNTY CSAH 37, FROM MN 101 TO ODEAN AVE IN OTSEGO, GRADE AND SURFACE	3,100,000	1,530,000	0	0	1,570,000	WRIGHT COUNTY	S10
2017	CSAH 81	027-681-034		RC	CSAH 81 (BOTTINEAU BLVD), FROM 0.3 MI N OF 63RD AVE N TO 0.14 MI N OF CSAH 8 (71ST AVE NORTH) IN BROOKLYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED HIGHWAY AND INCLUDES MULTI-USE TRAIL	13,350,000	7,840,000	0	0	5,510,000	HENNEPIN COUNTY	A20
2017	LOCAL 99	164-090-014		EN	GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL	7,693,280	6,154,624	0	0	1,538,656	SAINT PAUL	AQ2
2017	LOCAL 99	880M-STP-17		MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2017	23,794,068	19,035,254	0	0	4,758,814	MNDOT	NC
2017	MN 110	1918-110		RD	**AB**MN110, FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS-RECLAMATION/WHITE TOPPING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS	7,235,000	5,788,000	0	1,447,000	0	MNDOT	O6
2017	MN 13	7001-112		RS	**SPPP**MN13, FROM 0.1 MI E OF 124TH ST IN SAVAGE TO GALTIER DR IN BURNSVILLE-BITUMINOUS MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, ADA, SIGNAL REPLACMENT	5,885,000	4,616,000	0	1,154,000	115,000	MNDOT	S10
2017	MN 149	1917-45		RS	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL- BITUMINOUS MILL AND OVERLAY, TURN LANE, SIGNAL, ADA AND DRAINAGE (TIED TO 6223-20)	6,110,000	4,780,000	0	1,195,000	135,000	MNDOT	S10
2017	MN 50	1904-27		RS	MN50, FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-BITUMINOUS MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 & 81, DRAINAGE, ADA IMPROVEMENTS	4,430,000	3,544,000	0	886,000	0	MNDOT	S10
2017	MN 51	6216-127		RD	MN51, FROM PIERCE BUTLER (CSAH 33) IN ST PAUL TO MN36 IN ROSEVILLE- CONCRETE PAVEMENT REHABILITATION, DRAINAGE, TMS, ADA & INTERSECTION IMPROVEMENTS	4,640,000	3,632,000	0	908,000	100,000	MNDOT	S10

**TABLE A-3  
STP Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017	MN 999		880M-ADA-17	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2017	1,470,000	1,176,000	0	294,000	0	MNDOT	NC
2017	MN 999		880M-BI-17	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2017	1,575,000	1,260,000	0	315,000	0	MNDOT	NC
2017	MN 999		880M-SC-17	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2017	525,000	420,000	0	105,000	0	MNDOT	NC
2017	MN 999		8825-519	TM	**ITS**METROWIDE - ITS SIGNAL CAMERAS AND COMMUNICATIONS INSTALLATION AND UPGRADES	426,000	340,800	0	85,200	0	MNDOT	E2
2018	LOCAL 99		880M-STP-18	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2018	52,750,000	42,200,000	0	0	10,550,000	MNDOT	NC
2018	MN 21		7002-47	RD	MN21, FROM 0.1 MI S OF SCOTT-CSAH37(7TH ST NW) IN NEW PRAGUE TO MILL ST IN JORDAN - BITUMINOUS MILL AND OVERLAY, REPLACE BRIDGE 9123 AND REHABILITATION ON BRIDGE 9124, TURN LANES, ADA IMPROVEMENTS	9,170,000	7,336,000	0	1,834,000	0	MNDOT	E1
2018	MN 3		1921-94	RD	**AB**MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL- BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3-BITUMINOUS MILL & OVERLAY	4,835,000	3,868,000	0	967,000	0	MNDOT	S10
2018	MN 47		2726-74	RD	MN47, FROM 27TH AVE NE IN MPLS TO 40TH AVE NE IN COLUMBIA HEIGHTS - RECLAMATION, ADA	4,490,000	3,592,000	0	898,000	0	MNDOT	S10
2018	MN 999		880M-BI-18N	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2018	1,020,000	816,000	0	204,000	0	MNDOT	NC
2018	MN 999		880M-CM-18	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2018	13,175,000	10,540,000	0	2,635,000	0	MNDOT	NC
2018	MN 999		880M-RS-18N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2018	2,465,000	1,972,000	0	493,000	0	MNDOT	NC
2018	MN 999		880M-SC-18	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2018	1,305,000	1,044,000	0	261,000	0	MNDOT	NC
2018	MSAS 112		217-112-003	RC	OTSEGO MSAS 112, FROM MACIVER ROAD TO WRIGHT COUNTY CSAH 19 AT OTSEGO/ALBERTVILLE, RECONSTRUCTION	1,750,000	919,000	0	0	831,000	OSTEGO	S10
2019	LOCAL 99		880M-STP-19	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2019	54,125,000	43,300,000	0	0	10,825,000	MNDOT	NC
2019	MN 13		7001-115	RD	**AB** MN13, FROM 0.3 MI SOUTH OF MN282 IN SPRING LAKE TWP TO 0.5 MI SOUTH OF SCOTT-CSAH 42 SAVAGE - RECLAMATION, CONCRETE MEDIAN, DRAINAGE REPAIRS	9,375,000	7,500,000	0	1,875,000	0	MNDOT	S16

**TABLE A-3  
STP Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019	MN	282	7011-29	RD	**AB** MN282, FROM MILL ST TO MN13 - RECLAMATION, RETAINING WALL, ADA	8,045,000	6,436,000	0	1,609,000	0	MNDOT	E4
2019	MN	55	2723-128	SC	MN55, FROM PLYMOUTH BLVD TO VICKSBURG LANE IN PLYMOUTH - CONSTRUCT WB AUXILIARY LANE	2,350,000	1,880,000	0	470,000	0	MNDOT	A20
2019	MN	62	2774-23	BI	MN62, AT FRANCE AVE OVER MN62 IN EDINA - REHABILITATION OF BRIDGE 7263	1,845,000	1,476,000	0	369,000	0	MNDOT	S19
2019	MN	77	1925-56	BI	MN77, AT DAKOTA CSAH32 (CLIFF RD) OVER MN77 IN EAGAN - MAINTENANCE ON BRIDGE #19067, ADA	1,170,000	936,000	0	234,000	0	MNDOT	S19
2019	MN	95	8208-40	SC	MN95, FROM 70TH ST TO MN61 IN COTTAGE GROVE - CONSTRUCT RIGHT TURN LANES, WIDEN SHOULDERS	4,480,000	3,584,000	0	896,000	0	MNDOT	S19
2019	MN	95	8209-109	DR	MN95, FROM 5TH AVE TO I94 IN BAYPORT - REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	1,460,000	1,168,000	0	292,000	0	MNDOT	NC
2019	MN	999	880M-ADA-19	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2019	2,340,000	1,872,000	0	468,000	0	MNDOT	NC
2019	MN	999	880M-BI-19N	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2019	18,220,000	14,576,000	0	3,644,000	0	MNDOT	NC
2019	US	952A	2726-75	RS	US952A (UNIVERSITY AVE/4TH ST), BETWEEN CENTRAL AVE SE AND I35W IN MPLS - BITUMINOUS MILL AND OVERLAY, ADA, REPAIR DRAINAGE	1,110,000	888,000	0	222,000	0	MNDOT	S10
Totals						376,556,736	287,954,760	0	58,874,776	29,727,200		

Twin Cities Metropolitan Area  
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**TABLE A-4**  
**Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2016	CITY		164-070-008	RW **MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,337,250	1,069,800	1,069,800	0	0	267,450	SAINT PAUL	O4
2016	CITY		164-070-009	RC **MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,395,771	1,116,617	1,116,617	0	0	279,154	SAINT PAUL	O1
2016	CSAH 3		027-603-051	MC **MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	6,796,043	5,436,834	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	A20
2016	CSAH 3		027-603-053	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(2001 APPROPRIATIONS ACT)	2,864,445	2,291,556	2,291,556	0	0	572,889	HENNEPIN COUNTY	A20
2016	CSAH 3		027-603-055	MC **MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	1,799,800	1,439,840	1,439,840	0	0	359,960	HENNEPIN COUNTY	A20
2016	MN 36		8214-144	PL **MN126** MN36, ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	339,950	271,960	271,960	0	67,990	0	MNDOT	O1
2016	MN 55		027-596-005	RW **MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU)	1,857,761	650,813	650,813	0	0	1,206,948	HENNEPIN COUNTY	O2
2016	US 61		1913-64B	BR **MN261**US61, HASTINGS BRIDGE 19004 (2010 APPROPRIATIONS ACT-STP)	128,747	128,747	128,747	0	0	0	MNDOT	S19
<b>Totals</b>					<b>16,519,767</b>		<b>12,406,167</b>		<b>67,990</b>			
						<b>12,406,167</b>		<b>0</b>		<b>4,045,610</b>		



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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	I	35E	6281-47	MC	I35E, FROM LITTLE CANADA RD IN LITTLE CANADA TO RAMSEY COUNTY RD J IN WHITE BEAR LAKE - CONSTRUCT MNPASS MANAGED LANE, NOISEWALLS, STORM SEWER AND BARRIER WORK (CHAP 152 TRANSIT ADVANTAGE BONDS)	16,865,000	15,178,500	0	0	1,686,500	MNDOT	A20
2016	I	35W	6284-166	RS	I35W, FROM RAMSEY CR C IN ROSEVILLE TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING	2,705,000	2,434,500	0	270,500	0	MNDOT	S19
2016	I	494	2785-330AC	MC	**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94/I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO	31,000,000	31,000,000	0	0	0	MNDOT	A20
2016	I	94	6282-200	BR	**ELLA**I94, AT MACKUBIN STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9737 (NEW PED BRIDGE 62892), SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	1,615,000	1,453,500	0	161,500	0	MNDOT	S19
2016	I	94	6282-204	BI	I94, FROM DALE ST TO PELHAM BLVD IN ST PAUL - MAINTENANCE ON 8 BRIDGES, REHABILITATION ON BRIDGE 62845, ADA PED RAMPS, GUARDRAIL UPGRADE, DRAINAGE	3,655,000	3,289,500	0	365,500	0	MNDOT	S19
2016	I	94	6283-175	SC	I94, EB I94 FROM E 7TH ST EXIT TO PED BRIDGE 62868 IN ST PAUL-CONSTRUCT AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL (TIED TO 6283-234 AND 6283-233)	3,890,000	3,501,000	0	389,000	0	MNDOT	A20
2016	I	94	6283-234	RC	**ADA**I94, FROM 0.1 MI E MOUNDS BLVD IN ST PAUL TO 0.3 MI E MN120 IN WOODBURY AND ON US61 FROM BURNS AVE TO W JCT MN5 IN ST PAUL- CONCRETE OVERLAY, BITUMINOUS M&O, CONCRETE WHITE TOPPING, MAINTENANCE ON 8 BRIDGES, MAINTENANCE AND REHAB ON BRIDGE 62861, R	43,280,000	38,884,500	0	4,320,500	75,000	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016		MN 280	6241-102	RS	MN280, FROM 0.4 MI S COMO AVE IN ST PAUL TO I35W IN ROSEVILLE-MILL AND OVERLAY, RECONSTRUCT RAMP AT NB MN280 TO I35W/MN36, ADA RAMP IMPROVEMENTS, DRAINAGE, AND GUARDRAIL	2,670,000	2,136,000	0	534,000	0	MNDOT	S10
2016		MN 36	8221-01AC2	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 2 OF 2, PARTIAL CONVERSION OF MANAGED INTO THE FUTURE AC)	9,040,000	9,040,000	0	0	0	MNDOT	A20
2016		US 169	2776-03RW16	RW	I494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	4,050,000	3,240,000	0	810,000	0	MNDOT	O4
2017		I 35W	2782-327	MC	**AC**SPPP**SPPB**SPPM**CHAP 152**I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, TMS, DRAINAGE, L	253,165,000	55,560,000	101,265,000	0	96,340,000	MNDOT	A20
2017		I 94	2781-432	RD	**SPPP**SPPB**I94, FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER- CONCRETE PAVEMENT REHABILITATION, TMS, DRAINAGE AND REHABILITATION ON 45 BRIDGES (TIED TO 2781-452 & 2781-453)	38,165,000	34,348,500	0	3,816,500	0	MNDOT	S10
2017		I 94	2781-452	BI	I94, OVER GLENWOOD AVE IN MPLS- REHABILITATION OF BRIDGES 27726, 27726A, 27726B, 27727, 27727A, 27727B, 27728 (TIED TO 2781-432 & 2781-453)	1,570,000	1,413,000	0	157,000	0	MNDOT	S19
2017		I 94	2781-453	BI	I94, AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR (TIED TO 2781-432 & 2781-452)	2,405,000	2,164,500	0	240,500	0	MNDOT	S19
2017		US 10	7102-127N	RS	**SPPP** US 10, REPLACE BRIDGE #5955 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER (CHAP 152) AND MILL AND OVERLAY FROM JOPLIN ST TO W END OF BRIDGE #5955	3,220,000	2,576,000	0	644,000	0	MNDOT	S19
2017		US 169	2772-105	RD	**SPPP**US169, 0.3 MI N OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY - CONCRETE PAVEMENT REHABILITATION AND MILL AND OVERLAY, DRAINAGE, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586) (TIED TO 2772-104 AND 2772-110)	11,840,000	9,472,000	0	2,368,000	0	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	I 35		8280-47	RC	**ELLA**SPPP**SPPB**I35, FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8- CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815, 02804, 02806	38,595,000	34,735,500	0	3,859,500	0	MNDOT	S10
2018	I 35W		2782-327AC	MC	**AC**SPPM**I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, TMS, DRAINAGE, LIGHTING, UTILITIES, CO	36,000,000	36,000,000	0	0	0	MNDOT	A20
2018	MN 62		2773-10	RD	**SPPP**MN62, FROM BEACH RD TO UNDER TRACY AVE BRIDGE AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62-CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, SIDEWALK	7,370,000	5,896,000	0	1,474,000	0	MNDOT	S10
2018	MN 7		2706-237	RS	**SPPP**MN7, FROM 0.1 MI E OF I494 TO 0.25 MI W OF LOUISIANA AVE- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS	5,490,000	4,392,000	0	1,098,000	0	MNDOT	S10
2018	MN 999		880M-MO-18	MC	**SPPM**DISTRICTWIDE SETASIDE FOR MOBILITY - FY 2018	17,500,000	14,000,000	0	3,500,000	0	MNDOT	NC
2018	MN 999		880M-RS-18	RS	**SPPP**DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2018	1,850,000	1,480,000	0	370,000	0	MNDOT	NC
2018	US 169		7008-111	RC	**SPPP**US169, FROM MN25 TO MN282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MEDIAN CLOSURES, ADD U-TURNS, ENSION CABLE GUARDRAIL	16,910,000	13,528,000	0	3,382,000	0	MNDOT	S10
2019	I 35W		0280-74	RC	**SPPP**I35W, FROM 0.1 MI N OF LAKE DR IN BLAINE TO 0.1 MI N OF SUNSET RD IN LINO LAKES - CONCRETE OVERLAY	12,990,000	11,691,000	0	1,299,000	0	MNDOT	S10
2019	I 35W		2782-330	RS	**SPPP**I35W, FROM PORTLAND AVE TO WASHINGTON AVE AND MN65 FROM 15TH ST TO 10TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, REPAIR DRAINAGE STRUCTURES AND PIPE	2,945,000	2,650,500	0	294,500	0	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019	I	1494	2785-408	BI	**SPPB**1494, AT HENNEPIN-CSAH 9 (ROCKFORD ROAD) IN PLYMOUTH - REHABILITATION ON BRIDGE #27972 INCLUDING APPROACHES, BITUMINOUS MILL AND OVERLAY/CONCRETE PAVEMENT REHABILITATION, SIGNALS, ADA, ADD TURN LANES ON RAMP	2,970,000	2,371,500	0	263,500	335,000	MNDOT	S10
2019	I	1694	8286-81	BI	**SPPB**1694, AT JCT OF I694/I494/I94 IN OAKDALE - REHABILITATION ON BRIDGES #82831 AND #82832	6,450,000	5,805,000	0	645,000	0	MNDOT	S19
2019	I	194	2781-447	BI	**SPPB**194, WB EXIT AND EB ENTRANCE RAMP OVER LRT, S 17TH AVE, 0.1 MI E OF JCT OF TH 55 IN MPLS - MAINTENANCE ON BRIDGES 27859, 27861, 27V28	1,345,000	1,210,500	0	134,500	0	MNDOT	S19
2019	I	194	6282-212	RS	**SPPP**194, FROM MN280 TO 0.1 MI W OF WESTERN AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, EROSION CONTROL AND DRAINAGE REPAIR	7,115,000	6,403,500	0	711,500	0	MNDOT	S10
2019	MN	41	1008-87	RS	**SPPP**MN41, 0.1 MI S OF MN RIVER TO CARVER-CSAH 61 IN CHASKA - BITUMINOUS MILL AND OVERLAY, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, BRIDGE MAINTENANCE ON #10012, DRAINAGE	1,750,000	1,400,000	0	350,000	0	MNDOT	S10
2019	MN	55	2751-51	BI	**SPPB**MN55, OVER BASSETT CREEK IN MINNEAPOLIS - REHABILITATION OF BRIDGES (TUNNELS) #94277, 94278, 94279	3,170,000	2,536,000	0	634,000	0	MNDOT	S19
2019	MN	62	2775-25	RS	**SPPP**MN62, FROM UNDER PORTLAND AVE BRIDGE TO 0.1 MI E OF 43RD AVE IN MPLS/RICHFIELD - BITUMINOUS MILL AND OVERLAY AND CONCRETE PAVEMENT REHABILITATION	5,255,000	4,204,000	0	1,051,000	0	MNDOT	S10
2019	MN	999	880M-BI-19	BI	**SPPB**DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NHS - FY 2019	125,000	100,000	0	25,000	0	MNDOT	NC
2019	MN	999	880M-CM-19	SC	**SPPM**DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2019	5,235,000	4,188,000	0	1,047,000	0	MNDOT	NC
2019	MN	999	880M-MO-19	MC	**SPPM**DISTRICTWIDE SETASIDE FOR I35W MNPASS - FY 2019	50,000,000	40,000,000	0	10,000,000	0	MNDOT	NC
2019	US	169	2772-115	BI	**SPPB**US169, AT ROCKFORD RD IN PLYMOUTH - REHABILITATION OF BRIDGE #27551	1,970,000	1,576,000	0	394,000	0	MNDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019		US 169	7007-34	RC	**SPPP**US169, FROM 0.3 MI NORTH OF MN19 TO 0.1 MI NORTH OF ASH ST IN BELLE PLAINE - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION AND DRAINAGE REPAIRS	21,430,000	17,144,000	0	4,286,000	0	MNDOT	S10
Totals						675,600,000		101,265,000		98,436,500		
							427,003,000		48,895,500			

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	CSAH 1		002-601-047	SH CSAH 1 (COON RAPIDS BLVD), FROM BLACKFOOT ST TO TH10/TH 47 RAMPS IN COON RAPIDS-INSTALL HIGH VISIBILITY PAVEMENT MARKINGS	303,240	272,916	0	0	30,324	ANOKA COUNTY	S4
2016	CSAH 11		019-611-011	SH CSAH 11, FROM COMMONWEALTH DR TO PARKVIEW LN IN BURNSVILLE-RECONSTRUCT TO 3-LANE ROADWAY	855,000	769,500	0	0	85,500	DAKOTA COUNTY	NC
2016	CSAH 152		027-030-035	SH CSAH 152 FROM 3RD AVE N TO I-94, CSAH 153 FROM VICTORY MEMORIAL DR TO STINSON BLVD, CSAH 2 FROM TH 55 TO 36TH AVE N, AND CSAH 33 FROM E 16TH ST TO CSAH 152 IN MPLS-INSTALL PEDESTRIAN COUNTDOWN TIMERS	236,664	212,998	0	0	23,666	HENNEPIN COUNTY	S7
2016	CSAH 19		027-030-033	SH CSAH 19 FROM 0.28 MI N OF TH 55 IN CORCORAN TO CR 117 IN HANOVER AND CSAH 144 FROM MALLARD DR IN ROGERS AND CSAH 12 IN DAYTON-INSTALL GROUND IN EDGE LINE STRIPING	908,922	818,030	0	0	90,892	HENNEPIN COUNTY	S4
2016	CSAH 8		019-608-001	SH DAKOTA CSAH 8 (WENTWORTH AVE) AT DAKOTA CSAH 73 (OAKDALE AVE) IN W ST. PAUL-CONSTRUCT ROUNDABOUT	896,000	806,400	0	0	89,600	DAKOTA COUNTY	E1
2016	CSAH 9		062-609-006	SH RAMSEY CSAH 9 (RAMSEY CO RD H) FROM CSAH 77 TO 0.1 MI EAST OF NB I35W IN MOUNDS VIEW-ROADWAY RECONSTRUCTION (TIED TO 6284-162)	17,200,000	630,000	0	0	16,570,000	RAMSEY COUNTY	S10
2016	LOCAL 99		070-030-007	SH SHOULDER PAVING ON VARIOUS ROADWAYS IN SCOTT COUNTY	2,280,000	2,052,000	0	0	228,000	SCOTT COUNTY	S4
2016	LOCAL 99		141-030-023	SH 35TH AND 36TH ST BETWEEN PARK AVE AND BLAISDALE AVE IN MPLS-CONSTRUCT OVERHEAD SIGNAL INDICATIONS AT 16 INTERSECTIONS	1,344,000	1,209,600	0	0	134,400	MINNEAPOLIS	S7
2016	LOCAL 99		141-030-024	SH 38 SIGNALIZED INTERSECTIONS IN MPLS-INSTALL PEDESTRIAN COUNTDOWN SIGNALS	341,600	306,880	0	0	34,720	MINNEAPOLIS	S7
2016	LOCAL 99		141-030-028	SH INSTALL OVERHEAD SIGNAL INDICATIONS AT VARIOUS LOCATIONS IN MINNEAPOLIS	2,586,533	2,327,880	0	0	258,653	MINNEAPOLIS	S7
2016	LOCAL 99		161-030-001	SH CR D (37TH AVE), ST ANTHONY, FROM STINSON BLVD (CSAH 27) TO HIGHCREST ROAD, CSAH 44 FROM CR D TO SILVER LN, AND STINSON BLVD FROM CR D TO SILVER LN-COUNTDOWN TIMERS, PED REFUGES, PED RAMPS, AND SIDEWALK	770,153	693,138	0	0	77,015	ST ANTHONY VILLAGE	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016	LOCAL 99		880M-SHL-16	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016	794,881	715,393	0	0	79,488	MNDOT	NC
2016	MN 41		7010-108	SR	UP RR, MN41, CHESTNUT BLVD IN SHAKOPEE-UPGRADE EXISTING SIGNAL SYSTEM	305,000	5,000	0	300,000	0	MNDOT	E2
2016	MN 47		0206-65	SH	MN47, FROM 0.1 MI N OF BLUE VELVET LANE TO 0.2 MI N OF 142ND AVE NW IN RAMSEY-RECONSTRUCT TO OFFSET LEFT TURN LANES	92,000	82,800	0	9,200	0	MNDOT	S9
2016	MN 5		1002-100S	SH	MN5, FROM CARVER-CSAH101 (MARKET BLVD) TO MN101 (DAKOTA AVE) IN CHANHASSEN-ACCELERATION LANES	1,195,000	1,075,500	0	119,500	0	MNDOT	E1
2016	MN 56		1911-24	SR	MN56, PGR RR, JUST S OF 292ND ST E (DAKOTA CSAH88) IN RANDOLPH/RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	MNDOT	S8
2016	RR		02-00136	SR	BNSF RR, EGRET BLVD, MSAS 104 IN COON RAPIDS-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	MNDOT	S8
2016	RR		19-00144	SR	PGR RR, 292ND ST E (CSAH 88), DAKOTA CSAH 88 IN RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	MNDOT	S8
2016	RR		19-00145	SR	PGR RR, CSAH 86, 280TH STREET, CASTLE ROCK, DAKOTA COUNTY - UPGRADE TO GATES	250,000	250,000	0	0	0	MNDOT	S8
2016	RR		27-00312	SR	CP, VALLEY LANE, MSAS 144, IN EDINA-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	MNDOT	S1
2016	RR		27-00314	SR	CP CROSSING ON ZACHARY LANE, MSAS 158 IN PLYMOUH-UPGRADE TO GATES	260,000	260,000	0	0	0	MNDOT	S1
2016	RR		62-00209	SR	MNNR RR, LONG LAKE ROAD, RAMSEY CSAH 45 IN NEW BRIGHTON-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	MNDOT	S8
2016	RR		70-00124	SR	UP RR, DELAWARE AVE, T180 IN ST. LAWRENCE TWSP-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	MNDOT	S8
2017	LOCAL 99		880M-SHL-17	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2017	8,888,889	8,000,000	0	0	888,889	MNDOT	NC
2017	RR		27-00315	SR	MNNR RR, MSAS 450, TAFT ST NE IN MPLS-UPGRADE EXISTING SIGNAL SYSTEM	200,000	200,000	0	0	0	MNDOT	S7
2017	RR		62-00213	SR	CP RR, CSAH 67, BALD EAGLE AVE IN WHITE BEAR LAKE-INSTALL GATES	300,000	300,000	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:
2017		US 52	1906-65	SH	US52, FROM JCT WITH CSAH 86 TO CSAH 46 IN DAKOTA COUNTY-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES	5,300,000	4,770,000	0	530,000	0	MNDOT	NC
2018		LOCAL 99	880M-SHL-18	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2018	8,888,889	8,000,000	0	0	888,889	MNDOT	NC
2018		MN 999	880M-SHS-18	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2018	4,000,000	3,600,000	0	400,000	0	MNDOT	NC
2019		LOCAL 99	880M-SHL-19	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2019	8,888,889	8,000,000	0	0	888,889	MNDOT	NC
2019		MN 999	880M-SHS-19	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2019	4,000,000	3,600,000	0	400,000	0	MNDOT	NC
<b>Totals</b>						<b>72,585,660</b>		<b>0</b>		<b>20,368,925</b>		
							<b>50,458,035</b>		<b>1,758,700</b>			



Twin Cities Metropolitan Area  
2016 - 2019 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:
2016	MN	610	2771-106	SC **SEC164DPS**MN610, FROM US169 AND MN252 IN BROOKLYN PARK - INSTALL CABLE MEDIAN BARRIER	892,000	892,000	892,000	0	0	MNDOT	S9
2016	MN	97	8201-18	SC **SEC164DPS**MN97, FROM I35 IN FOREST LAKE TO MN95 IN SCANDIA - INSTALL SINUSOIDAL CENTERLINE RUMBLE STRIPS	150,000	150,000	150,000	0	0	MNDOT	S4
2016	US	12	2713-116	SC **SEC164DPS**US12, FROM HITSMAN LANE (W JUNCTION) TO HENNEPIN-CSAH90 IN INDEPENDENCE- INSTALL INTERSECTION LIGHTING AT VARIOUS LOCATIONS	100,000	100,000	100,000	0	0	MNDOT	S18
2016	US	61	8205-137D	SC **SEC164DPS**US61, AT MAYCREST AVE IN DENMARK TOWNSHIP-ACCESS MANAGEMENT	400,000	400,000	400,000	0	0	MNDOT	NC
2017	LOCAL		163-080-002	BR W 37TH SE, OVER MINNEHAHA CREEK IN ST LOUIS PARK-REPLACE BR 27067	1,500,000	1,200,000	0	0	300,000	ST LOUIS PARK	S19
2018	CR	202	027-596-009	BR CR 202 (ELM CREEK BLVD), OVER ELM CREEK RD IN DAYTON-REPLACE BR L8081	1,750,000	1,400,000	0	0	350,000	HENNEPIN COUNTY	S19
2019	MSAS	203	164-203-014	BR MSAS 203, SUMMIT AVE FROM SYNDICATE ST TO GRIGGS ST IN ST PAUL-RECONSTRUCT BR 62652 (NEW 62652) OVER AYD MILL RD AND APPROACHES	6,362,000	1,722,143	0	0	4,639,857	SAINT PAUL	S19
<b>Totals</b>					<b>11,154,000</b>		<b>1,542,000</b>		<b>5,289,857</b>		
						<b>5,864,143</b>		<b>0</b>			

Twin Cities Metropolitan Area  
2016 - 2019 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:
2016	I	35E	1982-172	SC	I35E, AT DIFFLEY RD (DAKOTA CSAH30) IN EAGAN-REPLACE TRAFFIC SIGNAL AT EAST AND WEST RAMPS AND ADA UPGRADES	500,000	0	0	250,000	250,000	MNDOT	AQ2
2016	I	35E	1982-187	AM	I35E AT DAKOTA CSAH 11 NORTH & SOUTH RAMPS IN BURNSVILLE/APPLE VALLEY, AT CSAH 26 (LONE OAK RD) & CSAH 31 (PILOT KNOB RD) IN EAGAN AND I494 AT CSAH 31 (PILOT KNOB RD) IN EAGAN - UPGRADE SIGNAL EQUIPMENT	86,400	0	0	86,400	0	MNDOT	E2
2016	I	35E	6280-369	BI	I35E, FROM RANDOLPH AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - MAINTENANCE ON BRIDGES 9519, 9528, 62802 AND 62803, DRAINAGE REPAIR	1,695,000	0	0	1,695,000	0	MNDOT	S10
2016	I	35E	6280-380	DR	I35E, JUST NORTH OF LITTLE CANADA ROAD - REPAIR/REPLACE GERVAIS CREEK PIPE	1,215,000	0	0	1,215,000	0	MNDOT	S10
2016	I	35W	1981-124B	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT, FROM CLIFF RD TO W 106TH ST IN BURNSVILLE AND BLOOMINGTON-PRELIMINARY DESIGN	250,000	0	0	250,000	0	MNDOT	O1
2016	I	35W	1981-129	AM	I35W, AT DAKOTA CSAH 42 IN BURNSVILLE - EXTEND LEFT TURN LANE TO NB I35W	94,500	0	0	94,500	0	MNDOT	E3
2016	I	35W	2782-316	RB	I35W, FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	150,000	0	0	150,000	0	MNDOT	O6
2016	I	35W	2783-137	BI	I35W, FROM HENNEPIN AVE TO JOHNSON ST IN MPLS - MAINTENANCE ON BRIDGES 27885, 27886, 27989, 27985, GUARDRAIL	1,465,000	0	0	1,465,000	0	MNDOT	S10
2016	I	35W	6284-162	AM	I35W, AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION (TIED TO 062-609-006)	6,800,000	0	0	6,800,000	0	MNDOT	S19
2016	I	35W	6284-163	BR	I35W, FROM 0.1 MI S OF RAMSEY CR E2 TO 0.1 MI N OF CR E2 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9570 (NEW BRIDGE 62873)AND APPROACHES, TRAIL ON BRIDGE, GUARDRAIL, PONDING	5,270,000	0	0	5,005,000	265,000	MNDOT	S19
2016	I	35W	6284-172	CA	**COCII**I35W FROM MN36 IN ROSEVILLE TO LEXINGTON AVE (ANOKA-CSAH17) IN BLAINE-EA AND PRELIMINARY DESIGN FOR MNPASS	1,100,000	0	0	1,100,000	0	MNDOT	O2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016		I 694	0285-66	BI	FROM BNSF RR TO WEST OF I35W IN FRIDLEY - MAINTENANCE ON BRIDGES 02807, 9860, 62828, 9390 AND 9389	1,510,000	0	0	1,510,000	0	MNDOT	S19
2016		I 94	2780-91	RC	**ELLA**I94 EB EXIT RAMP TO WEAVER LAKE ROAD IN MAPLE GROVE- REPLACE RAMP SETTLEMENT AREA-LIGHT WEIGHT GEOFOAM FILL, BITUMINOUS PAVING, DRAINAGE, TMS AND LIGHTING	480,000	0	0	480,000	0	MNDOT	S10
2016		I 94	6282-201	BR	I94, AT GROTTO ST N IN ST. PAUL- REPLACE PED BRIDGE 9773 (NEW BRIDGE 62800), FIBER OPTIC CABLE, RETAINING WALL, GUARDRAIL	1,825,000	0	0	1,825,000	0	MNDOT	S19
2016		I 94	6282-217A	CA	**COCII** I-94, FROM MPLS TO ST PAUL- CORRIDOR IMPROVEMENTS	1,200,000	0	0	1,200,000	0	MNDOT	NC
2016		I 94	6283-233	SC	I94, AT MCKNIGHT RD (NORTH, SOUTH AND BURNS AVE RAMP) IN ST PAUL AND MAPLEWOOD- REPLACE SIGNALS (TIED TO 6283-234 AND 6283-175)	500,000	0	0	175,000	325,000	MNDOT	NC
2016		I 94	8680-172	PL	**COCII** I-94, CSAH 19 IN ALBERTVILLE TO MN 241 IN ST. MICHAEL, TRAFFIC MODEL, LAYOUT AND ENVIRONMENTAL WORK FOR FUTURE EXPANSION	1,400,000	0	0	1,400,000	0	MNDOT	O1
2016		MN 100	2735-193	TM	MN100, ON SB ENTRANCE RAMP FROM DULUTH ST IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS LANE ON RAMP, DRAINAGE, TMS	245,000	0	0	245,000	0	MNDOT	AQ1
2016		MN 120	6227-74	SC	MN120, AT E SOUTH AVE(RAMSEY CSAH 25)/40TH ST N IN NORTH ST PAUL & OAKDALE-REPLACE TRAFFIC SIGNAL & ADA UPGRADES	300,000	0	0	150,000	150,000	MNDOT	AQ2
2016		MN 13	1901-171	RB	MN13, AT CSAH 5 IN BURNSVILLE- LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016		MN 13	7001-98	AM	MN13, AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT AND ADA/PEDESTRIAN UPGRADES	137,500	0	0	137,500	0	MNDOT	E2
2016		MN 36	8214-114AK	BT	MN36, FROM 0.2 MI N OF SUNNYSIDE DR TO 0.1 MI N OF NELSON ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE	857,000	0	0	428,500	428,500	MNDOT	AQ2
2016		MN 36	8214-114MIT16	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,410,000	0	0	4,175,000	3,235,000	MNDOT	A20
2016		MN 36	8214-114SA16	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	9,000,000	0	0	5,500,000	3,500,000	MNDOT	A20

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2016		MN 36	8214-160	RB	MN36, FROM OSGOOD AVE TO WESTSIDE OF MN95 IN OAK PARK HEIGHTS- LANDSCAPING	572,000	0	0	572,000	0	MNDOT	O6
2016		MN 36	8214-174A	AM	MN36, WI ST HWY64 FROM CR-E TO 150TH AVE-GRADING FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	175,000	0	0	175,000	0	MNDOT	A20
2016		MN 41	7010-100	RS	**ELLA**MN41, FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF MN RIVER BRIDGE #10012 IN JACKSONVILLE TWP - MILL & OVERLAY, SLOPE ARMORING	1,181,538	0	0	1,181,538	0	MNDOT	S10
2016		MN 5	1002-100	SC	MN5, FROM CARVER CSAH101 (MARKET BLVD) TO MN101 (DAKOTA AVE N) IN CHANHASSEN-CONSTRUCT ACCELERATION LANES, REPLACE SIGNAL AND ADA IMPROVEMENTS	300,000	0	0	150,000	150,000	MNDOT	E3
2016		MN 5	6228-61	AM	MN 5, AT RAMSEY CSAH 58 (PAYNE AVE) IN ST PAUL-RECONSTRUCT AND REALIGN INTERSECTION	695,002	0	0	695,002	0	MNDOT	E1
2016		MN 55	1909-94	AM	MN55, AT ARGENTA TRAIL (DAKOTA CSAH 63) IN INVER GROVE HEIGHTS- CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL, ADA, DUAL LEFT TURN LANES	425,000	0	0	425,000	0	MNDOT	AQ2
2016		MN 7	2706-231	SC	MN7, FROM MN41 IN SHOREWOOD TO MN100 IN ST LOUIS PARK- SIGN REPLACEMENT	500,000	0	0	500,000	0	MNDOT	O8
2016		MN 999	880M-AM-16	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2016	15,000	0	0	15,000	0	MNDOT	NC
2016		MN 999	880M-BI-16	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2016	1,935,000	0	0	1,935,000	0	MNDOT	NC
2016		MN 999	880M-CA-16	CA	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2016	8,000,000	0	0	8,000,000	0	MNDOT	NC
2016		MN 999	880M-CM-16	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECTS - FY 2016	3,675,000	0	0	3,675,000	0	MNDOT	NC
2016		MN 999	880M-PM-16	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2016	5,000,000	0	0	5,000,000	0	MNDOT	NC
2016		MN 999	880M-RB-16	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2016	100,000	0	0	100,000	0	MNDOT	NC
2016		MN 999	880M-RW-16	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2016	16,675,000	0	0	16,675,000	0	MNDOT	NC
2016		MN 999	880M-RX-16	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2016	4,600,000	0	0	4,600,000	0	MNDOT	NC

**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-SA-16	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2016	15,000,000	0	0	15,000,000	0	MNDOT	NC
2016	MN	999	880M-SC-16	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2016	1,580,000	0	0	1,580,000	0	MNDOT	NC
2016	MN	999	880M-TM-16	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2016	400,000	0	0	400,000	0	MNDOT	NC
2016	MN	999	880M-TR-16	TM	DISTRICTWIDE SETASIDE-TEAM TRANSIT FOR METRO PROJECTS - FY 2016	790,000	0	0	790,000	0	MNDOT	NC
2016	MN	999	880M-TRLF-16	RW	**TRLF**REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MNDOT	NC
2016	MN	999	8825-478	TM	METROWIDE-PURCHASE LOOP DETECTORS	75,000	0	0	75,000	0	MNDOT	S7
2016	MN	999	8825-480	TM	METROWIDE - TRAFFIC MANAGEMENT SYSTEM	975,000	0	0	975,000	0	MNDOT	S7
2016	MN	999	8825-483	SC	IN VARIOUS LOCATIONS IN MPLS-SIGNAL REPLACEMENT AND ADA UPGRADES	2,300,000	0	0	2,300,000	0	MNDOT	AQ2
2016	MN	999	8825-508	DR	METRO DISTRICTWIDE - POND REPAIR AT NUMEROUS SITES	520,000	0	0	520,000	0	MNDOT	O6
2016	MN	999	8825-518	SC	**ITS**METROWIDE - ITS LED LIGHTING CONTROL SYSTEM	250,000	0	0	250,000	0	MNDOT	S18
2016	MN	999	8825-528	SC	METROWIDE - REPAIR/REPLACE SIGNAL POLES AND ATMS INSTALLATION	250,000	0	0	250,000	0	MNDOT	S7
2016	US	10	0202-100	AM	**ADA**US10, FROM 0.1 MI W OF THURSTON AVE/CUTTERS GROVE AVE TO 0.2 MI E. OF FAIROAK AVE IN ANOKA - INSTALL MEDIAN BARRIER AND PEDESTRIAN FACILITIES (\$697,100 FROM CO-OP)	997,100	0	0	997,100	0	MNDOT	S16
2016	US	169	2750-84	RB	US169, AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016	US	169	2772-103	NO	US169, NB FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL AND RTMC	1,420,000	0	0	1,280,000	140,000	MNDOT	O3
2016	US	169	2772-113B	CA	**COCII**US169, BRIDGE 27568 REPLACEMENT OVER NINE MILE CREEK IN HOPKINS - PRELIMINARY DESIGN AND DESIGN BUILD ACTIVITIES	750,000	0	0	750,000	0	MNDOT	A20
2016	US	169	7005-105	SC	US169, FROM SCOTT CSAH 14 IN LOUISVILLE TOWNSHIP TO OLD SHAKOPEE RD IN BLOOMINGTON-SIGN REPLACEMENT	700,000	0	0	700,000	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:
2016		US 169	7005-106	TM	US169, FROM CANTERBURY RD(SCOTT CSAH 83) TO SCOTT-CSAH 18 IN SHAKOPEE-RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL	965,000	0	0	965,000	0	MNDOT	S4
2016		US 169	7005-114	RB	US169, AT CR 69 IN JACKSON TWP- LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2016		US 169	7005-117	AM	US169, AT CSAH 17 (MARSCHALL RD) IN SHAKOPEE - UPGRADE SIGNAL AT RAMP	47,575	0	0	47,575	0	MNDOT	E2
2016		US 169	7007-33	DR	US169, FROM GERMAN RD AND STOPPEMAN BLVD IN BLAKELEY TOWNSHIP-CULVERT, STORM SEWER, EROSION CONTROL	255,000	0	0	255,000	0	MNDOT	O6
2016		US 169	7007-39	AM	US169, AT SCOTT COUNTY CSAH 3 IN BELLE PLAINE- CONSTRUCT NEW BRIDGE #70031 OVER US169	702,000	0	0	702,000	0	MNDOT	A20
2016		US 52	6244-101	RB	US52, FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2016		US 61	8205-143	SC	US61, FROM WASHINGTON CR22 IN ST PAUL PARK TO I94 IN ST PAUL - SIGN AND SIGN PANEL REPLACEMENT	250,000	0	0	250,000	0	MNDOT	O8
2016		US 61	8205-144	AM	US61, AT WASHINGTON CSAH 22 IN ST PAUL PARK/NEWPORT - UPGRADE SIGNALS AT THE RAMPS	185,976	0	0	185,976	0	MNDOT	E2
2016		US 61	8205-146	SC	US61, AT WASHINGTON-CSAH 19 (INNOVATION RD) IN COTTAGE GROVE- INTERCHANGE LIGHTING	180,000	0	0	180,000	0	MNDOT	S18
2016		US 61	8206-47	AM	US61, FROM HEADWATERS PKWY TO 0.4 MI N OF WASHINGTON CR50 (202ND ST) IN FOREST LAKE- CONSTRUCT LEFT TURN LANES	478,655	0	0	478,655	0	MNDOT	E1
2017		I 35E	6280-381	RB	I35E, 0.2 MI S OF UNIVERSITY AVE TO 0.2 MI N OF MARYLAND AVE IN ST PAUL- LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2017		I 35E	6280-382	RB	I35E, FROM I94 IN ST PAUL TO 0.2 MI N LITTLE CANADA RD IN LITTLE CANADA- LANDSCAPING	300,000	0	0	300,000	0	MNDOT	O6
2017		I 35W	1981-124C	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT, FROM CLIFF RD TO W 106TH ST IN BURNSVILLE AND BLOOMINGTON-FINAL DESIGN	4,550,000	0	0	4,550,000	0	MNDOT	A20
2017		I 94	6282-203	NO	I94, ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL- NOISE WALL	545,000	0	0	490,000	55,000	MNDOT	O3
2017		I 94	6282-217B	CA	**COCII** I-94, FROM MPLS TO ST PAUL- CORRIDOR IMPROVEMENTS	800,000	0	0	800,000	0	MNDOT	NC
2017		MN 100	2734-50	RB	MN100, FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	250,000	0	0	250,000	0	MNDOT	O6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017		MN 13	7001-107	AM	MN13, AT SCOTT-CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	150,000	0	0	150,000	0	MNDOT	E2
2017		MN 13	7001-111	SC	MN13, FROM 125TH ST IN SAVAGE TO MN19 IN CEDAR LAKE- SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2017		MN 3	1920-42	SC	MN3, AT DAKOTA-CSAH86 IN CASTLE ROCK TOWNSHIP-MODIFY INTERSECTION TO ADD TURN LANES, REPLACE BOX CULVERT #8479	1,820,000	0	0	1,820,000	0	MNDOT	E1
2017		MN 36	8214-114MIT17	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,710,000	0	0	1,080,000	630,000	MNDOT	A20
2017		MN 36	8214-114SA17	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	8,090,000	0	0	4,500,000	3,590,000	MNDOT	A20
2017		MN 36	8214-161	RB	MN36, S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT-LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	220,000	0	0	220,000	0	MNDOT	O6
2017		MN 36	8214-172	BT	MN36, FROM 0.1 MI N S OF NELSON ST TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AND SAFETY RAILING AS PART OF ST CROIX MITIGATION PACKAGE	2,400,000	0	0	1,200,000	1,200,000	MNDOT	AQ2
2017		MN 36	8214-174B	AM	MN36, FROM WI ST HWY64 FROM NEW RIVER BRIDGE 82045 TO 150TH AVE-INSTALL PAVEMENT FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	37,500	0	0	37,500	0	MNDOT	A20
2017		MN 36	8217-4654D	BR	**ELLA** MN36, OVER ST CROIX RIVER - LIFT BRIDGE CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	12,700,000	0	0	6,350,000	6,350,000	MNDOT	A20
2017		MN 41	1008-76	SC	MN41, AT HUNDERTMARK RD IN CHASKA - CONSTRUCT SB THRU LANE FROM WB HUNDERTMARK RD TO SB MN41, AND EXTEND LEFT TURN LANE FROM NB MN41 TO WB HUNDERTMARK RD	375,000	0	0	375,000	0	MNDOT	E1
2017		MN 41	1008-81	RB	MN41, HISTORIC CHASKA ATHLETIC PARK IN CHASKA-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2017		MN 41	1008-84	AM	MN41, AT CARVER CSAH 18 (LYMAN BLVD) IN CHASKA - SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	140,000	0	0	140,000	0	MNDOT	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017		MN 51	6216-135	SC	MN51, FROM COMO AVE IN ST PAUL TO I694 IN ARDEN HILLS- SIGN REPLACEMENT	300,000	0	0	300,000	0	MNDOT	O8
2017		MN 55	2722-89	AM	MN55, AT HENNEPIN CSAH 115 (PINTO DRIVE) IN MEDINA - SIGNAL REPLACEMENT	125,000	0	0	125,000	0	MNDOT	E2
2017		MN 55	2723-117	SC	MN55, AT COUNTRY CLUB DRIVE/DOUGLAS DR(CSAH 102) IN GOLDEN VALLEY - SIGNAL REPLACEMENT	300,000	0	0	150,000	150,000	MNDOT	E2
2017		MN 610	2771-43	TM	MN610, FROM US169 IN BROOKLYN PARK TO MN47 IN COON RAPIDS AND ON US169 FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK - INSTALL TRAFFIC MANAGEMENT SYSTEM, INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT	925,000	0	0	925,000	0	MNDOT	S7
2017		MN 65	0207-105	SC	MN65, FROM HENNEPIN-ANOKA CO LINE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2017		MN 65	0208-149	SC	MN65, FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, CULVERT REPAIRS	660,000	0	0	660,000	0	MNDOT	E1
2017		MN 65	2710-47A	CA	**COCII** MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-DESIGN OF MAJOR STRUCTURE REHAB OF BRIDGE	1,000,000	0	0	1,000,000	0	MNDOT	O1
2017		MN 7	2706-221	AM	MN7, AT VINE HILL ROAD IN DEEPHAVEN - SIGNAL REPLACEMENT	150,000	0	0	150,000	0	MNDOT	E2
2017		MN 77	1925-43	SC	MN77, AT DIFFLEY ROAD IN EAGAN - TRAFFIC SIGNAL MAINTENANCE	400,000	0	0	200,000	200,000	MNDOT	E2
2017		MN 95	8208-37	SC	MN95, AT VALLEY CREEK ROAD IN WOODBURY- CONSTRUCT NB/SB LEFT AND SB RIGHT TURN LANES, MILL AND OVERLAY, LIGHTING, CULVERTS AND STORM WATER POND	565,000	0	0	565,000	0	MNDOT	S10
2017		MN 95	8210-102	RB	MN95, WEST SIDE OF MN95 BETWEEN MAPLE ST AND ELM ST IN MARINE ON ST. CROIX - RETAINING WALL MAINTENANCE	95,000	0	0	95,000	0	MNDOT	O6
2017		MN 97	8212-26	SC	MN97, AT 11ST (MSAS 135) IN FOREST LAKE - CONVERT EASTBOUND BYPASS LANE TO LEFT TURN LANE	840,000	0	0	840,000	0	MNDOT	E1
2017		MN 999	880M-AM-17	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2017	3,000,000	0	0	3,000,000	0	MNDOT	NC
2017		MN 999	880M-CA-17	CA	DISTRICTWIDE SETASIDE -CONSULTANT DESIGN -FY 2017	15,800,000	0	0	15,800,000	0	MNDOT	NC



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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017	MN	999	880M-CM-17	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2017	9,130,000	0	0	9,130,000	0	MNDOT	NC
2017	MN	999	880M-NO-17	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2017	940,000	0	0	940,000	0	MNDOT	NC
2017	MN	999	880M-PM-17	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2017	5,000,000	0	0	5,000,000	0	MNDOT	NC
2017	MN	999	880M-RB-17	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2017	100,000	0	0	100,000	0	MNDOT	NC
2017	MN	999	880M-RW-17	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2017	10,100,000	0	0	10,100,000	0	MNDOT	NC
2017	MN	999	880M-RX-17	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2017	5,000,000	0	0	5,000,000	0	MNDOT	NC
2017	MN	999	880M-SA-17	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2017	12,500,000	0	0	12,500,000	0	MNDOT	NC
2017	MN	999	880M-TE-17	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$175K), ROADSIDE SAFETY(\$0), TMS(\$0) & WRE (\$500K) - FY 2017	675,000	0	0	675,000	0	MNDOT	NC
2017	MN	999	880M-TM-17	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2017	400,000	0	0	400,000	0	MNDOT	NC
2017	MN	999	880M-TR-17	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2017	165,000	0	0	165,000	0	MNDOT	NC
2017	MN	999	880M-TRLF-17	RW	**TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	1,980,000	0	0	1,980,000	0	MNDOT	NC
2017	MN	999	8825-239	SC	METROWIDE - RELAMPING LIGHT FIXTURES	550,000	0	0	550,000	0	MNDOT	S18
2017	MN	999	8825-479	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2017	MN	999	8825-484	SC	AT VARIOUS LOCATIONS IN MPLS- SIGNAL REPLACEMENT AND ADA UPGRADES	2,700,000	0	0	2,700,000	0	MNDOT	AQ2
2017	US	12	2713-112	SC	US12,0.2 MI W OF CSAH 15 (SHORELINE DR) TO 0.2 MI E CSAH 15 (GLEASON LAKE DR) IN WAYZATA - REPLACE LIGHTING SYSTEMS	780,000	0	0	780,000	0	MNDOT	S18
2017	US	169	2772-104	SC	SB US169 AT 16TH ST W IN ST LOUIS PARK - ACCESS CLOSURE, CONSTRUCT VISUAL BARRIER (TIED TO 2772-105 AND 2772-110)	840,000	0	0	840,000	0	MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2017		US 169	2772-110	SC	US169, AT CEDAR LAKE ROAD IN MINNETONKA/ST LOUIS PARK - LENGTHEN ACCELERATION & DECELERATION LANES, STORM SEWER, LIGHTING, TMS (TIED TO 2772-104 AND 2772-105)	770,000	0	0	770,000	0	MNDOT	E4
2017		US 169	2772-111	DR	US169, FROM 23RD AVE TO MEDICINE LAKE RD IN PLYMOUTH - CONSTRUCT NEW LOW POINT DRAINAGE SYSTEM	415,000	0	0	415,000	0	MNDOT	O6
2017		US 169	2772-113C	CA	**COCII**US169, BRIDGE 27568 REPLACEMENT OVER NINE MILE CREEK IN HOPKINS - PRELIMINARY DESIGN AND DESIGN BUILD ACTIVITIES	687,500	0	0	687,500	0	MNDOT	A20
2017		US 169	2772-97	SC	US169, AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - SIGNAL SYSTEM REPLACEMENT	225,000	0	0	112,500	112,500	MNDOT	E2
2018		I 35W	2783-148	BI	I35W, AT 5TH ST SE OVER I35W IN MPLS - REHABILITATION OF PED BRIDGE 27987 AND APPROACHES, FENCING, ADA PED CURB RAMP	1,330,000	0	0	1,330,000	0	MNDOT	S19
2018		I 35W	2783-160	RB	I35W, FROM 8TH ST SE TO JOHNSON ST SE IN MPLS - LANDSCAPING	40,000	0	0	40,000	0	MNDOT	O6
2018		I 94	2781-467	NO	ALONG I94, BETWEEN CEDAR AVE AND MISSISSIPPI RIVER IN MINNEAPOLIS - REPLACE NOISEWALL	3,030,000	0	0	3,030,000	0	MNDOT	O3
2018		MN 36	8214-114AH	AM	MN36, ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	50,500	0	0	50,500	0	MNDOT	NC
2018		MN 36	8214-114MIT18	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	545,000	0	0	300,000	245,000	MNDOT	A20
2018		MN 36	8214-114Z	AM	MN36, ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	27,500	0	0	27,500	0	MNDOT	NC
2018		MN 36	8214-169	BT	MN36, FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR IN STILLWATER - MULTI-USE LOOP TRAIL, DRAINAGE, RETAINING WALLS AS PART OF ST CROIX MITIGATION PACKAGE	400,000	0	0	200,000	200,000	MNDOT	AQ2
2018		MN 36	8214-174	AM	MN36, WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT- WISCONSIN LET	637,500	0	0	637,500	0	MNDOT	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018	MN	36	8214-176	RB	MN36, FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	91,000	0	0	91,000	0	MNDOT	O6
2018	MN	65	0207-108	DR	MN65, IN WEST DITCH FROM 0.1 MI SOUTH OF WEST MOORE LAKE DRIVE TO 68TH AVE NE IN FRIDLEY - REPLACE STORM SEWER	1,760,000	0	0	1,760,000	0	MNDOT	NC
2018	MN	95	8208-38	SC	MN95, FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CR20 - WIDEN SHOULDERS, ADD RIGHT TURN LANES	2,450,000	0	0	2,450,000	0	MNDOT	E1
2018	MN	999	880M-ADA-18	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2018	2,500,000	0	0	2,500,000	0	MNDOT	NC
2018	MN	999	880M-AM-18	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2018	3,000,000	0	0	3,000,000	0	MNDOT	NC
2018	MN	999	880M-CA-18	CA	DISTRICTWIDE SETASIDE -CONSULTANT DESIGN -FY 2018	15,600,000	0	0	15,600,000	0	MNDOT	NC
2018	MN	999	880M-IM-18	TM	DISTRICTWIDE SETASIDE-INCIDENT MANAGEMENT PROJECTS - FY 2018	500,000	0	0	500,000	0	MNDOT	NC
2018	MN	999	880M-PM-18	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2018	4,465,000	0	0	4,465,000	0	MNDOT	NC
2018	MN	999	880M-RB-18	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2018	960,000	0	0	960,000	0	MNDOT	NC
2018	MN	999	880M-RW-18	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2018	11,000,000	0	0	11,000,000	0	MNDOT	NC
2018	MN	999	880M-RX-18	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2018	5,000,000	0	0	5,000,000	0	MNDOT	NC
2018	MN	999	880M-SA-18	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2018	10,000,000	0	0	10,000,000	0	MNDOT	NC
2018	MN	999	880M-TE-18	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0), TMS(\$700K) & WRE (\$1.44M) - FY 2018	7,140,000	0	0	7,140,000	0	MNDOT	NC
2018	MN	999	880M-TM-18	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2018	400,000	0	0	400,000	0	MNDOT	NC
2018	MN	999	880M-TR-18	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2018	305,000	0	0	305,000	0	MNDOT	NC
2018	MN	999	880M-TRLF-18	RW	**TRLF**REPAYMENT, FY 2018, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	O4

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2018		US 12	2714-145	BI	US12, AT CENTRAL AVE (CSAH 101) IN WAYZATA - REHABILITATION ON BRIDGE #27133 AND APPROACH PANELS, SIGNALS, LIGHTING AND ADA	2,040,000	0	0	2,040,000	0	MNDOT	S18
2019		I 94	8282-117	SC	I94, SB I694 TO I94 EB AND I694 NB TO I94 EB EXIT RAMPS IN WOODBURY- MODIFY THE CD ROAD AND CONVERT TO INDIVIDUAL EXITS FOR I94 EB TO I694 NB AND I694 NB TO I94 EB	410,000	0	0	410,000	0	MNDOT	A20
2019		MN 62	2774-22	SC	MN62, FROM FRANCE AVE TO XERXES AVE IN EDINA - CONSTRUCT EB AUXILIARY LANE	845,000	0	0	845,000	0	MNDOT	A20
2019		MN 65	0208-155	SC	MN65, AT US10/MN65 INTERCHANGE IN BLAINE- ADDITIONAL LEFT TURN LANEWB US10 TO SB MN65, CURB AND GUTTER	225,000	0	0	225,000	0	MNDOT	E1
2019		MN 999	880M-AM-19	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2019	3,000,000	0	0	3,000,000	0	MNDOT	NC
2019		MN 999	880M-CA-19	CA	DISTRICTWIDE SETASIDE -CONSULTANT DESIGN -FY 2019	15,700,000	0	0	15,700,000	0	MNDOT	NC
2019		MN 999	880M-IM-19	TM	DISTRICTWIDE SETASIDE-INCIDENT MANAGEMENT PROJECTS - FY 2019	500,000	0	0	500,000	0	MNDOT	NC
2019		MN 999	880M-NO-19	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2019	2,000,000	0	0	2,000,000	0	MNDOT	NC
2019		MN 999	880M-PM-19	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2019	5,000,000	0	0	5,000,000	0	MNDOT	NC
2019		MN 999	880M-RB-19	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2019	1,000,000	0	0	1,000,000	0	MNDOT	NC
2019		MN 999	880M-RW-19	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2019	12,000,000	0	0	12,000,000	0	MNDOT	NC
2019		MN 999	880M-RX-19	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2019	5,000,000	0	0	5,000,000	0	MNDOT	NC
2019		MN 999	880M-SA-19	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2019	10,000,000	0	0	10,000,000	0	MNDOT	NC
2019		MN 999	880M-TE-19	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0), TMS(\$500K) & WRE (\$2.295M) - FY 2019	7,795,000	0	0	7,795,000	0	MNDOT	NC
2019		MN 999	880M-TM-19	TM	DISTRICTWIDE SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2019	400,000	0	0	400,000	0	MNDOT	NC
2019		MN 999	880M-TR-19	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2019	500,000	0	0	500,000	0	MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2019	MN	999	880M-TRLF-19	RW	**TRLF**REPAYMENT, FY 2019, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MNDOT	04
2019	US	61	8205-141	BI	US61, WASHINGTON-CSAH19 OVER US61 IN COTTAGE GROVE - MAINTENANCE ON BRIDGE #9071	165,000	0	0	165,000	0	MNDOT	S19
Totals						369,777,746	0	0	348,601,746	21,176,000		

Twin Cities Metropolitan Area  
2016 - 2019 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:
2016	I	694	6285-143	MC	**COC** I694, FROM 0.9 MI EAST OF RICE ST IN LITTLE CANADA TO 0.1 MI W OF LEXINGTON AVE IN ARDEN HILLS - RECONSTRUCTION WITH ADDED 3RD LANE, MAINTENANCE ON BRIDGES 62723 AND 62724, REHABILITATION ON BRIDGES 62823, 62582, 6582, 6581, 6580, NOISEWALL, MEDIA	39,603,175	0	0	0	39,603,175	MNDOT	A20
2016	MN	36	6212-148	BR	MN36, FROM HAMLIN AVE (RAMSEY CSAH 50) TO DALE ST IN ROSEVILLE- REPLACE BRIDGE 5723 (NEW WB BRIDGE 62731 & EB 62734), BITUMINOUS MILL AND OVERLAY, SIGNALS, TMS, ADA, SIDEWALK, CABLE MEDIAN BARRIER, STORM SEWER, PONDS AND BITUMINOUS MILL AND OVERLAY ON HAM	13,580,000	0	0	1,605,000	11,975,000	MNDOT	S19
2016	MN	77	1925-58	AM	MN77, FROM 0.3 MI NORTH OF MN13 TO DIFFLEY RD IN EAGAN- CEDAR GROVE TRANSIT STATION (CHAP 152 TRANSIT ADVANTAGE BONDS)	2,000,000	0	0	0	2,000,000	MNDOT	A20
2017	MN	149	6223-20	BI	**CHAP 152**MN149, OVER MISSISSIPPI RIVER IN ST PAUL - REHABILITATION AND APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS (TIED TO 1917-45)	12,250,000	0	0	0	12,250,000	MNDOT	S19
2017	US	10	7102-127	BR	**SPPB** US 10, REPLACE BRIDGE #5955 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER (CHAP 152) AND MILL AND OVERLAY FROM JOPLIN ST TO W END OF BRIDGE #5955	10,000,000	0	0	0	10,000,000	MNDOT	S19
<b>Totals</b>						<b>77,433,175</b>	<b>0</b>	<b>0</b>	<b>1,605,000</b>	<b>75,828,175</b>		

Twin Cities Metropolitan Area  
2016 - 2019 Transportation Improvement Program

**TABLE A-10**  
**Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2016	BB		TRF-TCMT-16AH	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-AERIAL BRT RAPID BUS PROCUREMENT - EXPANSION	8,500,000	0	7,225,000	0	1,275,000	MET COUNCIL-MT	T10
2016	BB		TRF-TCMT-16AM	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL PUBLIC FACILITIES INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT AND OTHER INFORMATION AND EQUITY ENHANCEMENTS, ROW IMPROVEMENTS	3,500,000	0	2,800,000	0	700,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16AP	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T6
2016	BB		TRF-TCMT-16AQ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-C-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	A20
2016	BB		TRF-TCMT-16AR	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL FACILITY MISCELLANEOUS IMPROVEMENTS AND EQUIPMENT	3,600,000	0	2,880,000	0	720,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16AT	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-D-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	725,000	0	580,000	0	145,000	MET COUNCIL-MT	01
2016	BB		TRF-TCMT-16AU	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HIAWATHA AND LAKE STREET P&R EXPANSION	4,000,000	0	3,200,000	0	800,000	MET COUNCIL-MT	NC
2016	BB		TRF-TCMT-16AV	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD ADMINISTRATIVE CAMPUS DESIGN, ENGINEERING AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16AW	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	8,187,500	0	6,550,000	0	1,637,500	MET COUNCIL-MT	T11
2016	BB		TRF-TCMT-16AX	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	4,200,000	0	3,360,000	0	840,000	MET COUNCIL-MT	T6
2016	BB		TRF-TCMT-16AY	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MAINTENANCE FACILITIES IMPROVEMENTS: HOISTS, EQUIPMENT, FACILITY APPURTENANCES	1,762,500	0	1,410,000	0	352,500	MET COUNCIL-MT	T8

**TABLE A-10  
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2016	BB		TRF-TCMT-16AZ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ORANGE LINE BRT DESIGN, ENGINEERING AND CONSTRUCTION	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MT	A20
2016	BB		TRF-TCMT-16B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T3
2016	BB		TRF-TCMT-16BA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-METRO TRANSIT POLICE FACILITY CONSTRUCTION	5,025,000	0	4,020,000	0	1,005,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16BB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENGINEER, DESIGN AND CONSTRUCT STILLWATER PARK AND RIDE AT TH 36, STILLWATER	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A20
2016	BB		TRF-TCMT-16BC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC AND SUPPORT FACILITY ASSET PROTECTION SYSTEMS	590,000	0	472,000	0	118,000	MET COUNCIL-MT	T4
2016	BB		TRF-TCMT-16C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT AND PUBLIC FACILITIES SAFETY INITIATIVES AND POLICE DEPARTMENT EQUIPMENT	270,000	0	216,000	0	54,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED TRANSIT IMPROVEMENTS FOR 1%: SIGNAGE, SHELTERS, BIKE ACCESS, PEDESTRIAN ACCESS, ADA ENHANCEMENTS, LANDSCAPING AND STREETSCAPING	1,450,000	0	1,160,000	0	290,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	370,000	0	296,000	0	74,000	MET COUNCIL-MT	T4
2016	BB		TRF-TCMT-16J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	3,415,000	0	2,732,000	0	683,000	MET COUNCIL-MT	T5
2016	BB		TRF-TCMT-16L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	1,370,000	0	1,096,000	0	274,000	MET COUNCIL-MT	T5
2016	BB		TRF-TCMT-16N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T1
2016	BB		TRF-TCMT-16P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2016	BB		TRF-TCMT-16Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	6,500,000	0	5,200,000	0	1,300,000	MET COUNCIL-MTS	T10



**TABLE A-10  
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2016	BB		TRF-TCMT-16R	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	362,500	0	290,000	0	72,500	MET COUNCIL-MTS	T10
2016	BB		TRF-TCMT-16T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	300,000	0	240,000	0	60,000	MET COUNCIL-MT	T5
2016	BB		TRF-TCMT-16W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	E6
2017	BB		TRF-TCMT-17AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL PUBLIC FACILITIES INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT AND OTHER INFORMATION AND EQUITY ENHANCEMENTS, ROW IMPROVEMENTS	1,175,000	0	940,000	0	235,000	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-D-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	725,000	0	580,000	0	145,000	MET COUNCIL-MT	01
2017	BB		TRF-TCMT-17AG	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	510,000	0	408,000	0	102,000	MET COUNCIL-MT	T5
2017	BB		TRF-TCMT-17AH	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	9,187,500	0	7,350,000	0	1,837,500	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17AJ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	1,400,000	0	1,120,000	0	280,000	MET COUNCIL-MT	T6
2017	BB		TRF-TCMT-17AK	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MAINTENANCE FACILITIES IMPROVEMENTS: HOISTS, EQUIPMENT, FACILITY APPURTENANCES	262,500	0	210,000	0	52,500	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17AL	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ORANGE LINE BRT DESIGN, ENGINEERING AND CONSTRUCTION	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	A20
2017	BB		TRF-TCMT-17AM	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-METRO TRANSIT POLICE FACILITY CONSTRUCTION	1,025,000	0	820,000	0	205,000	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17AN	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RTS TRANSIT TECHNOLOGY SYSTEMS	2,270,000	0	1,816,000	0	454,000	MET COUNCIL-MT	T5
2017	BB		TRF-TCMT-17AP	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENGINEER, DESIGN AND CONSTRUCT STILLWATER PARK AND RIDE AT TH 36, STILLWATER	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A20

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2017	BB		TRF-TCMT-17AQ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC AND SUPPORT FACILITY ASSET PROTECTION SYSTEMS	340,000	0	272,000	0	68,000	MET COUNCIL-MT	T4
2017	BB		TRF-TCMT-17F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T3
2017	BB		TRF-TCMT-17G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT AND PUBLIC FACILITIES SAFETY INITIATIVES AND POLICE DEPARTMENT EQUIPMENT	75,000	0	60,000	0	15,000	MET COUNCIL-MT	T1
2017	BB		TRF-TCMT-17H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED TRANSIT IMPROVEMENTS FOR 1%: SIGNAGE, SHELTERS, BIKE ACCESS, PEDESTRIAN ACCESS, ADA ENHANCEMENTS, LANDSCAPING AND STREETSCAPING	365,000	0	292,000	0	73,000	MET COUNCIL-MT	T1
2017	BB		TRF-TCMT-17J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,215,000	0	972,000	0	243,000	MET COUNCIL-MT	T3
2017	BB		TRF-TCMT-17K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T6
2017	BB		TRF-TCMT-17L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	2,730,000	0	2,184,000	0	546,000	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T4
2017	BB		TRF-TCMT-17P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T4
2017	BB		TRF-TCMT-17Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	31,500,000	0	25,200,000	0	6,300,000	MET COUNCIL-MTS	T10
2017	BB		TRF-TCMT-17R	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-MTS	T10
2018	BB		TRF-TCMT-18AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	1,600,000	0	1,280,000	0	320,000	MET COUNCIL-MT	T6
2018	BB		TRF-TCMT-18AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MAINTENANCE FACILITIES IMPROVEMENTS: HOISTS, EQUIPMENT, FACILITY APPURTENANCES	262,500	0	210,000	0	52,500	MET COUNCIL-MT	T8

**TABLE A-10  
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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-METRO TRANSIT POLICE FACILITY CONSTRUCTION	1,025,000	0	820,000	0	205,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T3
2018	BB		TRF-TCMT-18AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENGINEER, DESIGN AND CONSTRUCT STILLWATER PARK AND RIDE AT TH 36, STILLWATER	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A20
2018	BB		TRF-TCMT-18AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC AND SUPPORT FACILITY ASSET PROTECTION SYSTEMS	140,000	0	112,000	0	28,000	MET COUNCIL-MT	T4
2018	BB		TRF-TCMT-18B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT AND PUBLIC FACILITIES SAFETY INITIATIVES AND POLICE DEPARTMENT EQUIPMENT	75,000	0	60,000	0	15,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL PUBLIC FACILITIES INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT AND OTHER INFORMATION AND EQUITY ENHANCEMENTS, ROW IMPROVEMENTS	1,150,000	0	920,000	0	230,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED TRANSIT IMPROVEMENTS FOR 1%: SIGNAGE, SHELTERS, BIKE ACCESS, PEDESTRIAN ACCESS, ADA ENHANCEMENTS, LANDSCAPING AND STREETSCAPING	565,000	0	452,000	0	113,000	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,145,000	0	916,000	0	229,000	MET COUNCIL-MT	T4
2018	BB		TRF-TCMT-18K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,700,000	0	1,360,000	0	340,000	MET COUNCIL-MT	T6
2018	BB		TRF-TCMT-18P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T1
2018	BB		TRF-TCMT-18Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2018	BB		TRF-TCMT-18R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	15,125,000	0	12,100,000	0	3,025,000	MET COUNCIL-MTS	T10
2018	BB		TRF-TCMT-18S	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-MTS	T10

**TABLE A-10  
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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-D-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	725,000	0	580,000	0	145,000	MET COUNCIL-MT	01
2018	BB		TRF-TCMT-18Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	1,260,000	0	1,008,000	0	252,000	MET COUNCIL-MT	T5
2018	BB		TRF-TCMT-18Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,187,500	0	950,000	0	237,500	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PUBLIC AND SUPPORT FACILITY ASSET PROTECTION SYSTEMS	140,000	0	112,000	0	28,000	MET COUNCIL-MT	T4
2019	BB		TRF-TCMT-19AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,421,000	0	1,136,800	0	284,200	MET COUNCIL-MT	T4
2019	BB		TRF-TCMT-19B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,335,000	0	1,068,000	0	267,000	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL PUBLIC FACILITIES INITIATIVES: SIGNS, LIGHTS, SECURITY, HEAT AND OTHER INFORMATION AND EQUITY ENHANCEMENTS, ROW IMPROVEMENTS	950,000	0	760,000	0	190,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-D-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	725,000	0	580,000	0	145,000	MET COUNCIL-MT	01
2019	BB		TRF-TCMT-19G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	2,485,000	0	1,988,000	0	497,000	MET COUNCIL-MT	T5
2019	BB		TRF-TCMT-19H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,187,500	0	950,000	0	237,500	MET COUNCIL-MT	T8

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2019	BB		TRF-TCMT-19J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	1,800,000	0	1,440,000	0	360,000	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MAINTENANCE FACILITIES IMPROVEMENTS: HOISTS, EQUIPMENT, FACILITY APPURTENANCES	262,500	0	210,000	0	52,500	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	15,375,000	0	12,300,000	0	3,075,000	MET COUNCIL-MTS	T10
2019	BB		TRF-TCMT-19Q	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-MTS	T10
2019	BB		TRF-TCMT-19R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	1,328,125	0	1,062,500	0	265,625	MET COUNCIL-MTS	T1
2019	BB		TRF-TCMT-19S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2019	BB		TRF-TCMT-19U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-METRO TRANSIT POLICE FACILITY CONSTRUCTION	1,025,000	0	820,000	0	205,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SUPPORT AND PUBLIC FACILITIES SAFETY INITIATIVES AND POLICE DEPARTMENT EQUIPMENT	75,000	0	60,000	0	15,000	MET COUNCIL-MT	T4
2019	BB		TRF-TCMT-19W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED TRANSIT IMPROVEMENTS FOR 1%: SIGNAGE, SHELTERS, BIKE ACCESS, PEDESTRIAN ACCESS, ADA ENHANCEMENTS, LANDSCAPING AND STREETSCAPING	365,000	0	292,000	0	73,000	MET COUNCIL-MT	AQ2
2019	BB		TRF-TCMT-19X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T3
2019	BB		TRF-TCMT-19Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENGINEER, DESIGN AND CONSTRUCT STILLWATER PARK AND RIDE AT TH 36, STILLWATER	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A20
<b>Totals</b>						<b>213,201,000</b>		<b>170,985,800</b>		<b>42,215,200</b>		
							<b>0</b>		<b>0</b>			

Twin Cities Metropolitan Area  
2016 - 2019 Transportation Improvement Program

**TABLE A-11**  
**Transit Section 5309**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2017	BB		TRF-TCMT-17Y	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	318,205,226	0	100,000,000	0	218,205,226	MET COUNCIL - MT	A20
2018	BB		TRF-TCMT-18U	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	169,367,964	0	100,000,000	0	69,367,964	MET COUNCIL - MT	A20
2018	BB		TRF-TCMT-18V	B3	SECT 5309: BOTTINEAU CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	255,000,000	0	100,000,000	0	155,000,000	MET COUNCIL-MT	A30
2019	BB		TRF-TCMT-19A	B3	SECT 5309: BOTTINEAU CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	255,685,240	0	100,000,000	0	155,685,240	MET COUNCIL-MTS	A30
2019	BB		TRF-TCMT-19Z	B3	SECT 5309: SOUTHWEST CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START FFGA 2015 APPROPRIATION	100,000,000	0	100,000,000	0	0	MET COUNCIL - MT	A20
<b>Totals</b>						<b>1,098,258,430</b>		<b>500,000,000</b>		<b>598,258,430</b>		
							<b>0</b>		<b>0</b>			

Twin Cities Metropolitan Area  
2016 - 2019 Transportation Improvement Program

**TABLE A-12**  
**Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2016	BB		TRF-TCMT-16	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	1,673,271	0	1,338,617	0	334,654	MET COUNCIL-MT	T1
2016	BB		TRF-TCMT-16A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T4
2016	BB		TRF-TCMT-16AC	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND LIGHT RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,431,250	0	2,745,000	0	686,250	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16AG	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	19,000,000	0	16,150,000	0	2,850,000	MET COUNCIL-MT	T10
2016	BB		TRF-TCMT-16AJ	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLE OVERHAUL AND MAINTENANCE	8,255,000	0	6,604,000	0	1,651,000	MET COUNCIL-MT	T10
2016	BB		TRF-TCMT-16AL	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL PUBLIC FACILITIES REHAB AND RENOVATE: PAVER REPLACEMENT, SIGNS, LIGHTS, SECURITY	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16AN	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-NORTHSTAR SUPPORT FACILITY REHAB AND RENOVATION	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16AS	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE MAINTENANCE AND OVERHAUL	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T8
2016	BB		TRF-TCMT-16X	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT REHAB AND RENOVATE: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	350,000	0	280,000	0	70,000	MET COUNCIL-MT	T3
2017	BB		TRF-TCMT-17AC	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL PUBLIC FACILITIES REHAB AND RENOVATE: PAVER REPLACEMENT, SIGNS, LIGHTS, SECURITY	200,000	0	160,000	0	40,000	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17AE	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE MAINTENANCE AND OVERHAUL	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T8
2017	BB		TRF-TCMT-17B	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND LIGHT RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,681,250	0	2,945,000	0	736,250	MET COUNCIL-MT	T8

**TABLE A-12  
Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2017	BB		TRF-TCMT-17D	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	1,234,071	0	987,257	0	246,814	MET COUNCIL-MT	T3
2017	BB		TRF-TCMT-17E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,529,168	0	2,023,334	0	505,834	MET COUNCIL-MT	T3
2017	BB		TRF-TCMT-17S	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT REHAB AND RENOVATE: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	350,000	0	280,000	0	70,000	MET COUNCIL-MT	T3
2017	BB		TRF-TCMT-17X	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	12,413,422	0	10,551,408	0	1,862,014	MET COUNCIL-MT	T10
2017	BB		TRF-TCMT-17Z	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLE OVERHAUL AND MAINTENANCE	8,355,000	0	6,684,000	0	1,671,000	MET COUNCIL-MT	T10
2018	BB		TRF-TCMT-18	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLE OVERHAUL AND MAINTENANCE	3,100,000	0	2,480,000	0	620,000	MET COUNCIL-MT	T10
2018	BB		TRF-TCMT-18A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE MAINTENANCE AND OVERHAUL	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T10
2018	BB		TRF-TCMT-18C	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND LIGHT RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,831,250	0	3,065,000	0	766,250	MET COUNCIL-MT	T8
2018	BB		TRF-TCMT-18L	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT REHAB AND RENOVATE: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	350,000	0	280,000	0	70,000	MET COUNCIL-MT	T3
2018	BB		TRF-TCMT-18M	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	1,021,255	0	817,004	0	204,251	MET COUNCIL-MT	T1
2018	BB		TRF-TCMT-18N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,667,096	0	2,133,677	0	533,419	MET COUNCIL-MT	T4
2018	BB		TRF-TCMT-18T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	23,294,118	0	19,800,000	0	3,494,118	MET COUNCIL-MT	T10
2018	BB		TRF-TCMT-18W	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-NORTHSTAR SUPPORT FACILITY REHAB AND RENOVATION	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	1,531,882	0	1,225,506	0	306,376	MET COUNCIL-MT	T3
2019	BB		TRF-TCMT-19AA	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,812,728	0	2,250,183	0	562,545	MET COUNCIL-MT	T3



**TABLE A-12  
Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2019	BB		TRF-TCMT-19D	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	59,624,167	0	50,680,542	0	8,943,625	MET COUNCIL-MT	T10
2019	BB		TRF-TCMT-19E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE MAINTENANCE AND OVERHAUL	2,850,000	0	2,280,000	0	570,000	MET COUNCIL-MT	T3
2019	BB		TRF-TCMT-19K	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL MISCELLANEOUS EQUIPMENT REHAB AND RENOVATE: VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT	100,000	0	80,000	0	20,000	MET COUNCIL-MT	T9
2019	BB		TRF-TCMT-19M	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-BUS AND LIGHT RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,431,250	0	2,745,000	0	686,250	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLE OVERHAUL AND MAINTENANCE	4,400,000	0	3,520,000	0	880,000	MET COUNCIL-MT	T3
2019	BB		TRF-TCMT-19T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT-RAIL PUBLIC FACILITIES REHAB AND RENOVATE: PAVER REPLACEMENT, SIGNS, LIGHTS, SECURITY	200,000	0	160,000	0	40,000	MET COUNCIL-MT	T8
<b>Totals</b>						<b>178,936,178</b>		<b>148,865,528</b>		<b>30,070,650</b>		
								<b>0</b>		<b>0</b>		

Twin Cities Metropolitan Area  
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**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-16DA	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	2,302,414	1,692,145	0	0	0	610,269	MET COUNCIL - MT	A20
2016	CITY		141-454-001AC2	BR	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 2 OF 3)	1,478,400	1,478,400	0	0	0	0	MINNEAPOLIS	S19
2016	CITY		164-070-008	RW	**MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,337,250	1,069,800	1,069,800	0	0	267,450	SAINT PAUL	O4
2016	CITY		164-070-009	RC	**MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL (SAFETEA-LU)	1,395,771	1,116,617	1,116,617	0	0	279,154	SAINT PAUL	O1
2016	CSAH 1		002-601-047	SH	CSAH 1 (COON RAPIDS BLVD), FROM BLACKFOOT ST TO TH10/TH 47 RAMPS IN COON RAPIDS-INSTALL HIGH VISIBILITY PAVEMENT MARKINGS	303,240	272,916	0	0	0	30,324	ANOKA COUNTY	S4
2016	CSAH 11		002-611-034	RC	CSAH 11, FROM EGRET BLVD TO NORTHDAL E BLVD IN COON RAPIDS-RECONSTRUCT ROADWAY INTO 4-LANE DIVIDED ROADWAY	5,206,810	3,346,560	0	0	0	1,860,250	ANOKA COUNTY	A20
2016	CSAH 11		019-611-011	SH	CSAH 11, FROM COMMONWEALTH DR TO PARKVIEW LN IN BURNSVILLE-RECONSTRUCT TO 3-LANE ROADWAY	855,000	769,500	0	0	0	85,500	DAKOTA COUNTY	NC
2016	CSAH 116		002-716-015	MC	CSAH 116, FROM CRANE ST IN ANDOVER TO JEFFERSON ST IN HAM LAKE-RECONSTRUCT ROADWAY TO 4-LANE DIVIDED ROADWAY INCLUDING SEPERATED BIKE/PED FACILITY AND INTERSECTION IMPROVEMENTS	11,477,760	7,840,000	0	0	0	3,637,760	ANOKA COUNTY	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		CSAH 146	027-746-005	BR	CSAH 146 (BROWN RD), OVER LONG LAKE CREEK IN ORONO-REPLACE BR 90622	560,000	448,000	0	0	0	112,000	HENNEPIN COUNTY	S19
2016		CSAH 152	027-030-035	SH	CSAH 152 FROM 3RD AVE N TO I-94, CSAH 153 FROM VICTORY MEMORIAL DR TO STINSON BLVD, CSAH 2 FROM TH 55 TO 36TH AVE N, AND CSAH 33 FROM E 16TH ST TO CSAH 152 IN MPLS-INSTALL PEDESTRIAN COUNTDOWN TIMERS	236,664	212,998	0	0	0	23,666	HENNEPIN COUNTY	S7
2016		CSAH 19	027-030-033	SH	CSAH 19 FROM 0.28 MI N OF TH 55 IN CORCORAN TO CR 117 IN HANOVER AND CSAH 144 FROM MALLARD DR IN ROGERS AND CSAH 12 IN DAYTON-INSTALL GROUND IN EDGE LINE STRIPING	908,922	818,030	0	0	0	90,892	HENNEPIN COUNTY	S4
2016		CSAH 3	027-603-051	MC	**MN237**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	6,796,043	5,436,834	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	A20
2016		CSAH 3	027-603-053	MC	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(2001 APPROPRIATIONS ACT)	2,864,445	2,291,556	2,291,556	0	0	572,889	HENNEPIN COUNTY	A20
2016		CSAH 3	027-603-055	MC	**MN151**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RIGHT OF WAY, PE & CONSTRUCTION(SAFETEA-LU)	1,799,800	1,439,840	1,439,840	0	0	359,960	HENNEPIN COUNTY	A20
2016		CSAH 34	107-020-065	RC	CSAH 34 (NORMANDALE BLVD), FROM W 94TH ST TO 8500 BLOCK IN BLOOMINGTON-RECONSTRUCT TO 4-LANE DIVIDED ROADWAY INCLUDING MULI-USE TRAIL	8,120,000	6,496,000	0	0	0	1,624,000	BLOOMINGTON	A20
2016		CSAH 46	027-646-007	BR	CSAH 46 (46TH ST EAST) OVER GODFREY PKWY IN MPLS-REPLACE BR 90585	2,240,000	1,792,000	0	0	0	448,000	HENNEPIN COUNTY	S19
2016		CSAH 53	027-653-021	RD	CSAH 53, FROM WASHBURN AVE S TO 16TH AVE S IN RICHFIELD-ROADWAY RECONSTRUCTION	19,700,000	7,840,000	0	0	0	11,860,000	HENNEPIN COUNTY	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		CSAH 8	019-608-001	SH	DAKOTA CSAH 8 (WENTWORTH AVE) AT DAKOTA CSAH 73 (OAKDALE AVE) IN W ST. PAUL- CONSTRUCT ROUNDABOUT	896,000	806,400	0	0	0	89,600	DAKOTA COUNTY	E1
2016		CSAH 9	062-609-006	SH	RAMSEY CSAH 9 (RAMSEY CO RD H) FROM CSAH 77 TO 0.1 MI EAST OF NB I35W IN MOUNDS VIEW-ROADWAY RECONSTRUCTION (TIED TO 6284-162)	17,200,000	630,000	0	0	0	16,570,000	RAMSEY COUNTY	S10
2016		I 35E	1982-172	SC	I35E, AT DIFFLEY RD (DAKOTA CSAH30) IN EAGAN-REPLACE TRAFFIC SIGNAL AT EAST AND WEST RAMPS AND ADA UPGRADES	500,000	0	0	0	250,000	250,000	MNDOT	AQ2
2016		I 35E	1982-187	AM	I35E AT DAKOTA CSAH 11 NORTH & SOUTH RAMPS IN BURNSVILLE/APPLE VALLEY, AT CSAH 26 (LONE OAK RD) & CSAH 31 (PILOT KNOB RD) IN EAGAN AND I494 AT CSAH 31 (PILOT KNOB RD) IN EAGAN - UPGRADE SIGNAL EQUIPMENT	86,400	0	0	0	86,400	0	MNDOT	E2
2016		I 35E	6280-369	BI	I35E, FROM RANDOLPH AVE TO RAMSEY ST/GRAND AVE IN ST. PAUL - MAINTENANCE ON BRIDGES 9519, 9528, 62802 AND 62803, DRAINAGE REPAIR	1,695,000	0	0	0	1,695,000	0	MNDOT	S10
2016		I 35E	6280-370	SC	I35E, FROM SHEPARD ROAD TO KELLOGG BLVD IN ST. PAUL - REPLACE LIGHTING SYSTEMS	1,800,000	1,440,000	0	0	360,000	0	MNDOT	S18
2016		I 35E	6280-380	DR	I35E, JUST NORTH OF LITTLE CANADA ROAD - REPAIR/REPLACE GERVAIS CREEK PIPE	1,215,000	0	0	0	1,215,000	0	MNDOT	S10
2016		I 35E	6281-47	MC	I35E, FROM LITTLE CANADA RD IN LITTLE CANADA TO RAMSEY COUNTY RD J IN WHITE BEAR LAKE - CONSTRUCT MNPASS MANAGED LANE, NOISEWALLS, STORM SEWER AND BARRIER WORK (CHAP 152 TRANSIT ADVANTAGE BONDS)	16,865,000	15,178,500	0	0	0	1,686,500	MNDOT	A20

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2016	I	35W	1981-124B	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT, FROM CLIFF RD TO W 106TH ST IN BURNSVILLE AND BLOOMINGTON-PRELIMINARY DESIGN	250,000	0	0	0	250,000	0	MNDOT	O1
2016	I	35W	1981-129	AM	I35W, AT DAKOTA CSAH 42 IN BURNSVILLE - EXTEND LEFT TURN LANE TO NB I35W	94,500	0	0	0	94,500	0	MNDOT	E3
2016	I	35W	2782-316	RB	I35W, FROM 42ND ST IN MINNEAPOLIS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	O6
2016	I	35W	2783-137	BI	I35W, FROM HENNEPIN AVE TO JOHNSON ST IN MPLS - MAINTENANCE ON BRIDGES 27885, 27886, 27989, 27985, GUARDRAIL	1,465,000	0	0	0	1,465,000	0	MNDOT	S10
2016	I	35W	6284-162	AM	I35W, AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION (TIED TO 062-609-006)	6,800,000	0	0	0	6,800,000	0	MNDOT	S19
2016	I	35W	6284-163	BR	I35W, FROM 0.1 MI S OF RAMSEY CR E2 TO 0.1 MI N OF CR E2 IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9570 (NEW BRIDGE 62873)AND APPROACHES, TRAIL ON BRIDGE, GUARDRAIL, PONDING	5,270,000	0	0	0	5,005,000	265,000	MNDOT	S19
2016	I	35W	6284-166	RS	I35W, FROM RAMSEY CR C IN ROSEVILLE TO I694 IN ARDEN HILLS/NEW BRIGHTON- MILL AND OVERLAY, DRAINAGE, GUARDRAIL, SIGNING	2,705,000	2,434,500	0	0	270,500	0	MNDOT	S19
2016	I	35W	6284-172	CA	**COCII**I35W FROM MN36 IN ROSEVILLE TO LEXINGTON AVE (ANOKA-CSAH17) IN BLAINE-EA AND PRELIMINARY DESIGN FOR MNPASS	1,100,000	0	0	0	1,100,000	0	MNDOT	O2

**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	394	2789-143	TM	I394, FROM I494 IN MINNETONKA TO WASHINGTON AVE N IN MPLS (I394 MNPASS) - PARTIAL ITS REFURBISHMENT, INCLUDING DMS, TOLLING EQUIPMENT AND TOLL SIGNING (OTHER \$\$ ARE MNPASS REVENUES)	1,500,000	0	0	0	0	1,500,000	MNDOT	S7
2016	I	494	2785-330AC	MC	**AC**FROM I394 TO I94/I694 - ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE NB BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIGNAL REVISIO	31,000,000	31,000,000	0	0	0	0	MNDOT	A20
2016	I	694	0285-66	BI	FROM BNSF RR TO WEST OF I35W IN FRIDLEY - MAINTENANCE ON BRIDGES 02807, 9860, 62828, 9390 AND 9389	1,510,000	0	0	0	1,510,000	0	MNDOT	S19
2016	I	694	6285-143	MC	**COC** I694, FROM 0.9 MI EAST OF RICE ST IN LITTLE CANADA TO 0.1 MI W OF LEXINGTON AVE IN ARDEN HILLS - RECONSTRUCTION WITH ADDED 3RD LANE, MAINTENANCE ON BRIDGES 62723 AND 62724, REHABILITATION ON BRIDGES 62823, 62582, 6582, 6581, 6580, NOISEWALL, MEDIA	39,603,175	0	0	0	0	39,603,175	MNDOT	A20
2016	I	94	2780-91	RC	**ELLA**I94 EB EXIT RAMP TO WEAVER LAKE ROAD IN MAPLE GROVE- REPLACE RAMP SETTLEMENT AREA-LIGHT WEIGHT GEOFOAM FILL, BITUMINOUS PAVING, DRAINAGE, TMS AND LIGHTING	480,000	0	0	0	480,000	0	MNDOT	S10
2016	I	94	6282-200	BR	**ELLA**I94, AT MACKUBIN STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9737 (NEW PED BRIDGE 62892), SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	1,615,000	1,453,500	0	0	161,500	0	MNDOT	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	94	6282-201	BR	I94, AT GROTTO ST N IN ST. PAUL-REPLACE PED BRIDGE 9773 (NEW BRIDGE 62800), FIBER OPTIC CABLE, RETAINING WALL, GUARDRAIL	1,825,000	0	0	0	1,825,000	0	MNDOT	S19
2016	I	94	6282-204	BI	I94, FROM DALE ST TO PELHAM BLVD IN ST PAUL - MAINTENANCE ON 8 BRIDGES, REHABILITATION ON BRIDGE 62845, ADA PED RAMPS, GUARDRAIL UPGRADE, DRAINAGE	3,655,000	3,289,500	0	0	365,500	0	MNDOT	S19
2016	I	94	6282-217A	CA	**COCII** I-94, FROM MPLS TO ST PAUL-CORRIDOR IMPROVEMENTS	1,200,000	0	0	0	1,200,000	0	MNDOT	NC
2016	I	94	6283-175	SC	I94, EB I94 FROM E 7TH ST EXIT TO PED BRIDGE 62868 IN ST PAUL-CONSTRUCT AUXILLIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL (TIED TO 6283-234 AND 6283-233)	3,890,000	3,501,000	0	0	389,000	0	MNDOT	A20
2016	I	94	6283-233	SC	I94, AT MCKNIGHT RD (NORTH, SOUTH AND BURNS AVE RAMPS) IN ST PAUL AND MAPLEWOOD- REPLACE SIGNALS (TIED TO 6283-234 AND 6283-175)	500,000	0	0	0	175,000	325,000	MNDOT	NC
2016	I	94	6283-234	RC	**ADA**I94, FROM 0.1 MI E MOUNDS BLVD IN ST PAUL TO 0.3 MI E MN120 IN WOODBURY AND ON US61 FROM BURNS AVE TO W JCT MN5 IN ST PAUL- CONCRETE OVERLAY, BITUMINOUS M&O, CONCRETE WHITE TOPPING, MAINTENANCE ON 8 BRIDGES, MAINTENANCE AND REHAB ON BRIDGE 62861, R	43,280,000	38,884,500	0	0	4,320,500	75,000	MNDOT	S10
2016	I	94	8680-172	PL	**COCII** I-94, CSAH 19 IN ALBERTVILLE TO MN 241 IN ST. MICHAEL, TRAFFIC MODEL, LAYOUT AND ENVIRONMENTAL WORK FOR FUTURE EXPANSION	1,400,000	0	0	0	1,400,000	0	MNDOT	O1

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**All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2016		LOCAL	019-060-003	EN	**SB**GREAT RIVER RD SCENIC BYWAY(MRRT), AT THE END OF 111TH ST E IN PINE BEND BLUFFS SCIENTIFIC AND NATURAL AREA IN INVER GROVE HEIGHTS-CONSTRUCT A TURNOUT AND OVERLOOK	700,000	400,000	0	0	0	300,000	DAKOTA COUNTY	AQ2
2016		LOCAL	019-060-004	EN	**SB**GREAT RIVER RD SCENIC BYWAY(MRRT), ALONG TH 52/55 FROM ROSEMOUNT/IGH BORDER TO S OF PINE BEND TRAIL-CONSTRUCT TRAIL, ENVIRONMENTAL DOCS, ESTIMATES, AND SPECS	800,000	400,000	0	0	0	400,000	DAKOTA COUNTY	AQ2
2016		LOCAL 99	070-030-007	SH	SHOULDER PAVING ON VARIOUS ROADWAYS IN SCOTT COUNTY	2,280,000	2,052,000	0	0	0	228,000	SCOTT COUNTY	S4
2016		LOCAL 99	107-030-006	TM	CMAQ:INSTALLATION OF INTERCONNECT INFRASTRUCTURE, COMMUNICATIONS EQUIPMENT AND MANAGEMENT SOFTWARE, IMPLEMENTATION OF PHASING MODIFICATIONS AND DEVELOPMENT AND INSTALLATION OF NEW COORDINATED TIMING PLANS THROUGH BLOOMINGTON	1,120,000	896,000	0	0	0	224,000	BLOOMINGTON	E2
2016		LOCAL 99	141-030-023	SH	35TH AND 36TH ST BETWEEN PARK AVE AND BLAISDALE AVE IN MPLS-CONSTRUCT OVERHEAD SIGNAL INDICATIONS AT 16 INTERSECTIONS	1,344,000	1,209,600	0	0	0	134,400	MINNEAPOLIS	S7
2016		LOCAL 99	141-030-024	SH	38 SIGNALIZED INTERSECTIONS IN MPLS-INSTALL PEDESTRIAN COUNTDOWN SIGNALS	341,600	306,880	0	0	0	34,720	MINNEAPOLIS	S7
2016		LOCAL 99	141-030-028	SH	INSTALL OVERHEAD SIGNAL INDICATIONS AT VARIOUS LOCATIONS IN MINNEAPOLIS	2,586,533	2,327,880	0	0	0	258,653	MINNEAPOLIS	S7
2016		LOCAL 99	161-030-001	SH	CR D (37TH AVE), ST ANTHONY, FROM STINSON BLVD (CSAH 27) TO HIGHCREST ROAD, CSAH 44 FROM CR D TO SILVER LN, AND STINSON BLVD FROM CR D TO SILVER LN-COUNTDOWN TIMERS, PED REFUGES, PED RAMPS, AND SIDEWALK	770,153	693,138	0	0	0	77,015	ST ANTHONY VILLAGE	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	164-020-123	RC	PIERCE BUTLER ROUTE, ST PAUL, FROM GROTTO ST TO ARUNDEL ST-EXTEND ROADWAY ON NEW ALIGNMENT AS 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	WHEELOCK PKWY, OVER THE TROUT BROOK STORM WATER STREAM BETWEEN ABLE ST AND PARK ST IN ST PAUL, REPLACE OLD BR 90396 WITH NEW BR 62641	2,464,000	1,960,000	0	0	0	504,000	SAINT PAUL	S19
2016		LOCAL 99	880M-CMAQ-16	TR	METRO ATP SETASIDE FOR CMAQ PROJECTS YET TO BE SELECTED FOR FY 2016	15,384,819	12,307,855	0	0	0	3,076,964	MNDOT	NC
2016		LOCAL 99	880M-SHL-16	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2016	794,881	715,393	0	0	0	79,488	MNDOT	NC
2016		LOCAL 99	TRS-TCMT-16	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN RE	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	T1
2016		MN 100	2733-89	RD	**ELLA**MN100, FROM JCT I494 IN BLOOMINGTON TO JUST N OF W 36TH ST IN ST LOUIS PARK-BITUMINOUS OVERLAY, DRAINAGE, GUARDRAIL IMPROVEMENTS, OVERLAY OF BRIDGES 9431, 9500, 27103, 27104 AND MISC REPAIR OF BRIDGES 27210, 9432, 27029, 27102 AND 9894	15,105,000	12,084,000	0	0	3,021,000	0	MNDOT	S11
2016		MN 100	2735-193	TM	MN100, ON SB ENTRANCE RAMP FROM DULUTH ST IN GOLDEN VALLEY- CONSTRUCT HOV BYPASS LANE ON RAMP, DRAINAGE, TMS	245,000	0	0	0	245,000	0	MNDOT	AQ1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2016		MN 120	6227-74	SC	MN120, AT E SOUTH AVE(RAMSEY CSAH 25)/40TH ST N IN NORTH ST PAUL & OAKDALE-REPLACE TRAFFIC SIGNAL & ADA UPGRADES	300,000	0	0	0	150,000	150,000	MNDOT	AQ2
2016		MN 13	1901-171	RB	MN13, AT CSAH 5 IN BURNSVILLE- LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		MN 13	7001-98	AM	MN13, AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT AND ADA/PEDESTRIAN UPGRADES	137,500	0	0	0	137,500	0	MNDOT	E2
2016		MN 252	2748-62	TM	MN252, FROM MN610 IN BROOKLYN PARK TO I694 IN BROOKLYN CENTER-SIGNAL COORDINATION, DEPLOY CC CAMERAS, AND DYNAMIC MESSAGE SIGNS	839,039	671,232	0	0	167,807	0	MNDOT	E2
2016		MN 280	6241-102	RS	MN280, FROM 0.4 MI S COMO AVE IN ST PAUL TO I35W IN ROSEVILLE-MILL AND OVERLAY, RECONSTRUCT RAMP AT NB MN280 TO I35W/MN36, ADA RAMP IMPROVEMENTS, DRAINAGE, AND GUARDRAIL	2,670,000	2,136,000	0	0	534,000	0	MNDOT	S10
2016		MN 3	1920-41	RS	MN3, FROM 0.1 MI S OF MN50 IN CASTLE ROCK TWP TO WILLOW ST IN FARMINGTON-MILL AND OVERLAY ON MAINLINE AND FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, SIGNALS, ADA PED RAMPS (TIED TO 1921-98)	1,740,000	1,260,000	0	0	315,000	165,000	MNDOT	S10
2016		MN 3	1921-98	RS	**ADA**MN3, FROM WILLOW ST IN FARMINGTON TO 0.3 MI N OF 170TH STREET/ DAKOTA CR-58 IN EMPIRE TWP -MILL & OVERLAY AND DRAINAGE (TIED TO 1920-41)	2,035,000	1,628,000	0	0	407,000	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
2016		MN 36	6212-148	BR	MN36, FROM HAMLINE AVE (RAMSEY CSAH 50) TO DALE ST IN ROSEVILLE-REPLACE BRIDGE 5723 (NEW WB BRIDGE 62731 & EB 62734), BITUMINOUS MILL AND OVERLAY, SIGNALS, TMS, ADA, SIDEWALK, CABLE MEDIAN BARRIER, STORM SEWER, PONDS AND BITUMINOUS MILL AND OVERLAY ON HAM	13,580,000	0	0	0	1,605,000	11,975,000	MNDOT	S19
2016		MN 36	8214-114AK	BT	MN36, FROM 0.2 MI N OF SUNNYSIDE DR TO 0.1 MI N OF NELSON ST IN STILLWATER - MULTI-USE LOOP TRAIL AS PART OF ST CROIX MITIGATION PACKAGE	857,000	0	0	0	428,500	428,500	MNDOT	AQ2
2016		MN 36	8214-114MIT16	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,410,000	0	0	0	4,175,000	3,235,000	MNDOT	A20
2016		MN 36	8214-114SA16	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	9,000,000	0	0	0	5,500,000	3,500,000	MNDOT	A20
2016		MN 36	8214-144	PL	**MN126** MN36, ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	339,950	271,960	271,960	0	67,990	0	MNDOT	O1
2016		MN 36	8214-160	RB	MN36, FROM OSGOOD AVE TO WESTSIDE OF MN95 IN OAK PARK HEIGHTS- LANDSCAPING	572,000	0	0	0	572,000	0	MNDOT	O6
2016		MN 36	8214-174A	AM	MN36, WI ST HWY64 FROM CR-E TO 150TH AVE-GRADING FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	175,000	0	0	0	175,000	0	MNDOT	A20

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2016		MN 36	8221-01AC2	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 2 OF 2, PARTIAL CONVERSION OF MANAGED INTO THE FUTURE AC)	9,040,000	9,040,000	0	0	0	0	MNDOT	A20
2016		MN 41	7010-100	RS	**ELLA**MN41, FROM RR X-ING #7002025 IN LOUISVILLE TOWNSHIP TO JUST SOUTH OF MN RIVER BRIDGE #10012 IN JACKSONVILLE TWP - MILL & OVERLAY, SLOPE ARMORING	1,181,538	0	0	0	1,181,538	0	MNDOT	S10
2016		MN 41	7010-108	SR	UP RR, MN41, CHESTNUT BLVD IN SHAKOPEE-UPGRADE EXISTING SIGNAL SYSTEM	305,000	5,000	0	0	300,000	0	MNDOT	E2
2016		MN 47	0206-65	SH	MN47, FROM 0.1 MI N OF BLUE VELVET LANE TO 0.2 MI N OF 142ND AVE NW IN RAMSEY-RECONSTRUCT TO OFFSET LEFT TURN LANES	92,000	82,800	0	0	9,200	0	MNDOT	S9
2016		MN 5	1002-100	SC	MN5, FROM CARVER CSAH101 (MARKET BLVD) TO MN101 (DAKOTA AVE N) IN CHANHASSEN-CONSTRUCT ACCELERATION LANES, REPLACE SIGNAL AND ADA IMPROVEMENTS	300,000	0	0	0	150,000	150,000	MNDOT	E3
2016		MN 5	1002-100S	SH	MN5, FROM CARVER-CSAH101 (MARKET BLVD) TO MN101 (DAKOTA AVE) IN CHANHASSEN-ACCELERATION LANES	1,195,000	1,075,500	0	0	119,500	0	MNDOT	E1
2016		MN 5	6228-61	AM	MN 5, AT RAMSEY CSAH 58 (PAYNE AVE) IN ST PAUL-RECONSTRUCT AND REALIGN INTERSECTION	695,002	0	0	0	695,002	0	MNDOT	E1
2016		MN 55	027-596-005	RW	**MN120** RIGHT OF WAY ACQUISITION AND CONSTRUCTION AT CSAH 115/CR 116 FOR TH 55 CORRIDOR PROTECTION PROJECT (I-494 TO CROW RIVER) (SAFETEA-LU)	1,857,761	650,813	650,813	0	0	1,206,948	HENNEPIN COUNTY	O2

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2016		MN 55	1909-94	AM	MN55, AT ARGENTA TRAIL (DAKOTA CSAH 63) IN INVER GROVE HEIGHTS-CONVERT TEMPORARY SIGNAL TO PERMANENT SIGNAL, ADA, DUAL LEFT TURN LANES	425,000	0	0	0	425,000	0	MNDOT	AQ2
2016		MN 56	1911-24	SR	MN56, PGR RR, JUST S OF 292ND ST E (DAKOTA CSAH88) IN RANDOLPH/RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	S8
2016		MN 610	2771-106	SC	**SEC164DPS**MN610, FROM US169 AND MN252 IN BROOKLYN PARK - INSTALL CABLE MEDIAN BARRIER	892,000	892,000	0	0	0	0	MNDOT	S9
2016		MN 7	2706-231	SC	MN7, FROM MN41 IN SHOREWOOD TO MN100 IN ST LOUIS PARK- SIGN REPLACEMENT	500,000	0	0	0	500,000	0	MNDOT	O8
2016		MN 77	1925-58	AM	MN77, FROM 0.3 MI NORTH OF MN13 TO DIFFLEY RD IN EAGAN- CEDAR GROVE TRANSIT STATION (CHAP 152 TRANSIT ADVANTAGE BONDS)	2,000,000	0	0	0	0	2,000,000	MNDOT	A20
2016		MN 97	8201-18	SC	**SEC164DPS**MN97, FROM I35 IN FOREST LAKE TO MN95 IN SCANDIA - INSTALL SINUSOIDAL CENTERLINE RUMBLE STRIPS	150,000	150,000	0	0	0	0	MNDOT	S4
2016		MN 999	880M-AM-16	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2016	15,000	0	0	0	15,000	0	MNDOT	NC
2016		MN 999	880M-BI-16	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS - FY 2016	1,935,000	0	0	0	1,935,000	0	MNDOT	NC
2016		MN 999	880M-CA-16	CA	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2016	8,000,000	0	0	0	8,000,000	0	MNDOT	NC
2016		MN 999	880M-CM-16	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECTS - FY 2016	3,675,000	0	0	0	3,675,000	0	MNDOT	NC
2016		MN 999	880M-PM-16	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2016	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2016		MN 999	880M-RB-16	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2016	100,000	0	0	0	100,000	0	MNDOT	NC

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2016		MN 999	880M-RW-16	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2016	16,675,000	0	0	0	16,675,000	0	MNDOT	NC
2016		MN 999	880M-RX-16	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2016	4,600,000	0	0	0	4,600,000	0	MNDOT	NC
2016		MN 999	880M-SA-16	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2016	15,000,000	0	0	0	15,000,000	0	MNDOT	NC
2016		MN 999	880M-SC-16	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2016	1,580,000	0	0	0	1,580,000	0	MNDOT	NC
2016		MN 999	880M-TM-16	TM	DISTRICTWIDE SETASIDE- TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2016	400,000	0	0	0	400,000	0	MNDOT	NC
2016		MN 999	880M-TR-16	TM	DISTRICTWIDE SETASIDE-TEAM TRANSIT FOR METRO PROJECTS - FY 2016	790,000	0	0	0	790,000	0	MNDOT	NC
2016		MN 999	880M-TRLF-16	RW	**TRLF**REPAYMENT, FY 2016, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MNDOT	NC
2016		MN 999	8825-478	TM	METROWIDE-PURCHASE LOOP DETECTORS	75,000	0	0	0	75,000	0	MNDOT	S7
2016		MN 999	8825-480	TM	METROWIDE - TRAFFIC MANAGEMENT SYSTEM	975,000	0	0	0	975,000	0	MNDOT	S7
2016		MN 999	8825-483	SC	IN VARIOUS LOCATIONS IN MPLS- SIGNAL REPLACEMENT AND ADA UPGRADES	2,300,000	0	0	0	2,300,000	0	MNDOT	AQ2
2016		MN 999	8825-508	DR	METRO DISTRICTWIDE - POND REPAIR AT NUMEROUS SITES	520,000	0	0	0	520,000	0	MNDOT	O6
2016		MN 999	8825-518	SC	**ITS**METROWIDE - ITS LED LIGHTING CONTROL SYSTEM	250,000	0	0	0	250,000	0	MNDOT	S18
2016		MN 999	8825-528	SC	METROWIDE - REPAIR/REPLACE SIGNAL POLES AND ATMS INSTALLATION	250,000	0	0	0	250,000	0	MNDOT	S7
2016		MN 999	8825-542	SC	**ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS, APS, SIDEWALK IMPROVEMENTS	350,000	280,000	0	0	70,000	0	MNDOT	AQ2

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2016		PED/BIKE	070-090-002	RW	**AC**SCOTT WEST REGIONAL TRAIL CONNECTION, FROM HILLWOOD DRIVE TO JENNIFER LANE IN SHAKOPEE-RIGHT OF WAY ACQUISITION FOR PED/BIKE TRAIL (AC PROJECT, PAYBACK IN FY2017)	250,000	0	0	200,000	0	50,000	SCOTT COUNTY	AQ2
2016		PED/BIKE	091-090-076	EN	BASSETT CREEK REGIONAL TRAIL, FROM INTERSECTION OF BOONE AVE N AND 36TH AVE N IN NEW HOPE TO INTERSECTION OF 32ND AVE N AND XENIA AVE N IN CRYSTAL-CONSTRUCT PED/BIKE TRAIL	1,153,600	922,880	0	0	0	230,720	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	091-090-077	EN	TWIN LAKES REGIONAL TRAIL, FROM LOGAN AVE N TO N MISSISSIPPI REGIONAL PARK IN BROOKLYN CENTER-CONSTRUCT PED/BIKE TRAIL	1,435,840	1,120,000	0	0	0	315,840	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	091-090-078AC	BT	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL DORON LANE TO PARKLAWN AVE; FRANCE AVE S TO EDINA PROMENADE; AND XERXES AVE FROM EDINA PROMENADE TO 75TH AVE W IN EDINA (AC PAYBACK 1 OF 1)	3,760,000	3,760,000	0	0	0	0	THREE RIVERS PARK DISTRICT	AQ2
2016		PED/BIKE	127-020-029	EN	CSAH 102 (MAIN ST) BRIDGE AND TRAIL, FROM 57TH ST NE IN FRIDLEY TO 44TH ST NE IN COLUMBIA HEIGHTS-CONSTRUCT PED/BIKE BRIDGE OVER I-694 AND PED/BIKE TRAIL	1,442,560	1,120,000	0	0	0	322,560	FRIDLEY	AQ2
2016		PED/BIKE	130-090-004	EN	VERMILLION RIVER GREENWAY, HASTINGS, FROM INTERSECTION OF 3RD ST AND BAILY ST TO VERMILLION FALLS PARK-CONSTRUCT PED/BIKE TRAIL	1,008,000	806,400	0	0	0	201,600	HASTINGS	AQ2
2016		PED/BIKE	141-030-022	EN	6TH ST S, 7TH ST S AND 9TH ST S FROM 1ST AVE N TO CHICAGO AVE AND 8TH ST S FROM 1ST AVE N TO HENNEPIN AVE-LANDSCAPING, PEDESTRIAN RAMPS,COUNTDOWN TIMERS	2,050,000	1,120,000	0	0	0	930,000	MINNEAPOLIS	O9

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**All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2016		PED/BIKE	141-220-005	EN	MSAS 220 (6TH AVE N), MPLS, FROM 5TH ST N TO DEAD END JUST NORTH OF WASHINGTON AVE- RECONSTRUCT ROADWAY AND INSTALL SIDEWALKS	2,799,104	1,120,000	0	0	0	1,679,104	MINNEAPOLIS	O9
2016		PED/BIKE	164-020-134	EN	RAYMOND AVE, FROM ENERGY PARK DRIVE TO COMO AVE IN ST PAUL-RECONSTRUCT ROADWAY INCLUDING LANDSCAPING AND SIDEWALK IMPROVEMENTS	1,472,240	1,120,000	0	0	0	352,240	SAINT PAUL	S10
2016		PED/BIKE	173-591-002	BT	**SRTS**WENTWORTH FROM CHARLTON ST TO BELLOWS ST AND BELLOWS ST FROM WENTWORTH TO THOMPSON AVE- CE AND CONSTRUCTION FOR TRAIL AND SIDEWALK	145,500	116,400	0	0	0	29,100	WEST ST PAUL	S6
2016		PED/BIKE	186-090-001	EN	**AC**NORTH CREEK GREENWAY-157TH STREET SEGMENT IN APPLE VALLEY FROM QUARRY PT PARK TO 157TH ST-CONSTRUCT PED/BIKE TRAIL (AC PROJECT, PAYBACK IN FY 2017)	799,500	251,880	0	387,720	0	159,900	APPLE VALLEY	AQ2
2016		PED/BIKE	188-090-002	EN	**AC**FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL (AC PROJECT, PAYBACKS IN FY 2017 & 2018)	1,124,267	0	0	899,410	0	224,857	LAKEVILLE	AQ2
2016		PED/BIKE	199-090-002	EN	RAMSEY TRAIL, FROM 3/8 MI W OF MNDOT WAYSIDE REST AREA/DAYTONPORT ROADSIDE PARKING AREA TO ARMSTRONG BLVD IN RAMSEY- CONSTRUCT PED/BIKE TRAIL	1,264,772	868,120	0	0	0	396,652	RAMSEY	AQ2
2016		PED/BIKE	208-591-002	BT	**SRTS**SHANNON PKWY TO SHANNON PARK ELEMENTARY- TRAIL, EVERMOR PKWY AT SHANNON PARK-LED CROSSWALK, 144TH ST FROM CHILI AVE TO CAMEO AVE- CONCRETE WALK, ADA RAMPS, PAVEMENT MARKINGS	266,250	213,000	0	0	0	53,250	ROSEMOUNT	S6



**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	238-591-002	BT	**SRTS** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	171,500	0	0	0	0	ROGERS	S6
2016		RR	02-00136	SR	BNSF RR, EGRET BLVD, MSAS 104 IN COON RAPIDS-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	S8
2016		RR	19-00144	SR	PGR RR, 292ND ST E (CSAH 88), DAKOTA CSAH 88 IN RANDOLPH TOWNSHIP-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	S8
2016		RR	19-00145	SR	PGR RR, CSAH 86, 280TH STREET, CASTLE ROCK, DAKOTA COUNTY -UPGRADE TO GATES	250,000	250,000	0	0	0	0	MNDOT	S8
2016		RR	27-00312	SR	CP, VALLEY LANE, MSAS 144, IN EDINA-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	0	MNDOT	S1
2016		RR	27-00314	SR	CP CROSSING ON ZACHARY LANE, MSAS 158 IN PLYMOUH-UPGRADE TO GATES	260,000	260,000	0	0	0	0	MNDOT	S1
2016		RR	62-00209	SR	MNNR RR, LONG LAKE ROAD, RAMSEY CSAH 45 IN NEW BRIGHTON-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	0	MNDOT	S8
2016		RR	70-00124	SR	UP RR, DELAWARE AVE, T180 IN ST. LAWRENCE TWSP-INSTALL GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	S8
2016		US 10	0202-100	AM	**ADA**US10, FROM 0.1 MI W OF THURSTON AVE/CUTTERS GROVE AVE TO 0.2 MI E OF FAIROAK AVE IN ANOKA - INSTALL MEDIAN BARRIER AND PEDESTRIAN FACILITIES (\$697,100 FROM CO-OP)	997,100	0	0	0	997,100	0	MNDOT	S16
2016		US 12	2713-116	SC	**SEC164DPS**US12, FROM HITSMAN LANE (W JUNCTION) TO HENNEPIN-CSAH90 IN INDEPENDENCE- INSTALL INTERSECTION LIGHTING AT VARIOUS LOCATIONS	100,000	100,000	0	0	0	0	MNDOT	S18
2016		US 169	2750-82	TM	US169, 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

**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	2750-84	RB	US169, AT 93RD AVE IN BROOKLYN PARK/OSSEO-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		US 169	2772-103	NO	US169, NB FROM 42ND AVE N TO 49TH ST N IN NEW HOPE - NOISE WALL AND RTMC	1,420,000	0	0	0	1,280,000	140,000	MNDOT	O3
2016		US 169	2772-113B	CA	**COCII**US169, BRIDGE 27568 REPLACEMENT OVER NINE MILE CREEK IN HOPKINS - PRELIMINARY DESIGN AND DESIGN BUILD ACTIVITIES	750,000	0	0	0	750,000	0	MNDOT	A20
2016		US 169	2776-03RW16	RW	I494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	4,050,000	3,240,000	0	0	810,000	0	MNDOT	O4
2016		US 169	7005-105	SC	US169, FROM SCOTT CSAH 14 IN LOUISVILLE TOWNSHIP TO OLD SHAKOPEE RD IN BLOOMINGTON-SIGN REPLACEMENT	700,000	0	0	0	700,000	0	MNDOT	O8
2016		US 169	7005-106	TM	US169, FROM CANTERBURY RD(SCOTT CSAH 83) TO SCOTT-CSAH 18 IN SHAKOPEE-RECONSTRUCT AND WIDEN RIGHT SHOULDER TO BUS SHOULDER AND ADD SIGNAGE, GUARDRAIL	965,000	0	0	0	965,000	0	MNDOT	S4
2016		US 169	7005-114	RB	US169, AT CR 69 IN JACKSON TWP-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2016		US 169	7005-117	AM	US169, AT CSAH 17 (MARSCHALL RD) IN SHAKOPEE - UPGRADE SIGNAL AT RAMP	47,575	0	0	0	47,575	0	MNDOT	E2
2016		US 169	7007-33	DR	US169, FROM GERMAN RD AND STOPPEMAN BLVD IN BLAKELEY TOWNSHIP-CULVERT, STORM SEWER, EROSION CONTROL	255,000	0	0	0	255,000	0	MNDOT	O6
2016		US 169	7007-39	AM	US169, AT SCOTT COUNTY CSAH 3 IN BELLE PLAINE-CONSTRUCT NEW BRIDGE #70031 OVER US169	702,000	0	0	0	702,000	0	MNDOT	A20
2016		US 52	6244-101	RB	US52, FROM PLATO BLVD TO I94 IN ST. PAUL - LANDSCAPING	300,000	0	0	0	300,000	0	MNDOT	O6
2016		US 61	1913-64B	BR	**MN261**US61, HASTINGS BRIDGE 19004 (2010 APPROPRIATIONS ACT-STP)	128,747	128,747	128,747	0	0	0	MNDOT	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		US 61	214-010-005	SC	**ELLA**US61, NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE- RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES (BRIDGE#82050) (TIED TO 8206-45)	2,500,000	1,956,000	0	0	0	544,000	FOREST LAKE	E1
2016		US 61	8205-137	SC	US61, FROM N END OR BRIDGE #82022 (OVER BNSF RR) IN HASTINGS TO 0.1 MI S OF 122ND ST S IN DENMARK TOWNSHIP- CONSTRUCT TURN LANES, REALIGN FRONTAGE RD AT MAYCREST AVE CONNECTION, MILL AND OVERLAY, GUARDRAIL, ADA CURB RAMPS, INCLUDES RECONSTRUCTION ON US10 F	2,770,000	2,216,000	0	0	554,000	0	MNDOT	E1
2016		US 61	8205-137D	SC	**SEC164DPS**US61, AT MAYCREST AVE IN DENMARK TOWNSHIP-ACCESS MANAGEMENT	400,000	400,000	0	0	0	0	MNDOT	NC
2016		US 61	8205-143	SC	US61, FROM WASHINGTON CR22 IN ST PAUL PARK TO I94 IN ST PAUL - SIGN AND SIGN PANEL REPLACEMENT	250,000	0	0	0	250,000	0	MNDOT	O8
2016		US 61	8205-144	AM	US61, AT WASHINGTON CSAH 22 IN ST PAUL PARK/NEWPORT - UPGRADE SIGNALS AT THE RAMPS	185,976	0	0	0	185,976	0	MNDOT	E2
2016		US 61	8205-146	SC	US61, AT WASHINGTON-CSAH 19 (INNOVATION RD) IN COTTAGE GROVE- INTERCHANGE LIGHTING	180,000	0	0	0	180,000	0	MNDOT	S18
2016		US 61	8206-45	SC	**ELLA**US61, NORTH AND SOUTH INTERSECTIONS OF TH 97 AND US61 IN FOREST LAKE- RECONSTRUCT, REMOVE SIGNALS AND CONSTRUCT ROUNDABOUTS, REVISE SCHOOL ENTRANCE TO FOREST LAKE HIGH SCHOOL, PROVIDE GRADE SEPARATED PED FACILITIES (BRIDGE#82050) (TIED TO 214-010-	6,200,000	4,960,000	0	0	1,240,000	0	MNDOT	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
2016		US 61	8206-47	AM	US61, FROM HEADWATERS PKWY TO 0.4 MI N OF WASHINGTON CR50 (202ND ST) IN FOREST LAKE- CONSTRUCT LEFT TURN LANES	478,655	0	0	0	478,655	0	MNDOT	E1
2017		BB	132-080-002	RW	SOUTHWEST LIGHT RAIL TRANSIT PROJECT, CITY OF HOPKINS-RIGHT OF WAY ACQUISITION FOR TRANSIT FACILITY	4,800,000	2,000,000	0	0	0	2,800,000	HOPKINS	E6
2017		BB	132-080-003	TR	SOUTHWEST LIGHT RAIL TRANSIT PROJECT, CITY OF HOPKINS-CONSTRUCT TRANSIT FACILITY AND TRANSIT RELATED EQUIPMENT	7,400,000	4,000,000	0	0	0	3,400,000	HOPKINS	E6
2017		BB	TRS-TCMT-17	TR	CMAQ: RENOVATE MALL OF AMERICA TRANSIT STATION PROJECT OFF OF 24TH AVE S, BLOOMINGTON IN THE MALL OF AMERICA	22,873,730	7,000,000	0	0	0	15,873,730	MET COUNCIL - MT	T8
2017		BB	TRS-TCMT-17A	TR	CMAQ: CONSTRUCT MID-HIGHWAY BUS RAPID TRANSIT STATION AT I-35W AND LAKE STREET, MINNEAPOLIS	40,970,100	7,000,000	0	0	0	33,970,100	MET COUNCIL - MT	A20
2017		CITY	141-454-001AC3	BR	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES (AC PAYBACK 3 OF 3)	7,070,122	7,070,122	0	0	0	0	MINNEAPOLIS	S19
2017		CSAH 37	086-637-032	RC	WRIGHT COUNTY CSAH 37, FROM MN 101 TO ODEAN AVE IN OTSEGO, GRADE AND SURFACE	3,100,000	1,530,000	0	0	0	1,570,000	WRIGHT COUNTY	S10
2017		CSAH 81	027-681-034	RC	CSAH 81 (BOTTINEAU BLVD), FROM 0.3 MI N OF 63RD AVE N TO 0.14 MI N OF CSAH 8 (71ST AVE NORTH) IN BROOKLYN PARK-RECONSTRUCT TO A MULTI-LANE DIVIDED HIGHWAY AND INCLUDES MULTI-USE TRAIL	13,350,000	7,840,000	0	0	0	5,510,000	HENNEPIN COUNTY	A20
2017		I 35E	6280-381	RB	I35E, 0.2 MI S OF UNIVERSITY AVE TO 0.2 MI N OF MARYLAND AVE IN ST PAUL-LANDSCAPING	300,000	0	0	0	300,000	0	MNDOT	O6
2017		I 35E	6280-382	RB	I35E, FROM I94 IN ST PAUL TO 0.2 MI N LITTLE CANADA RD IN LITTLE CANADA-LANDSCAPING	300,000	0	0	0	300,000	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
2017		I 35W	1981-124C	CA	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT, FROM CLIFF RD TO W 106TH ST IN BURNSVILLE AND BLOOMINGTON-FINAL DESIGN	4,550,000	0	0	0	4,550,000	0	MNDOT	A20
2017		I 35W	2782-327	MC	**AC**SPPP**SPPB**SPPM**CHA P 152**I35W, FROM 43RD ST TO 11TH AVE, WB I94 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, TMS, DRAINAGE, L	253,165,000	55,560,000	0	101,265,000	0	96,340,000	MNDOT	A20
2017		I 94	2781-432	RD	**SPPP**SPPB**I94, FROM NICOLLET AVE IN MPLS TO W SHINGLE CREEK BRIDGE 27909 IN BROOKLYN CENTER- CONCRETE PAVEMENT REHABILITATION, TMS, DRAINAGE AND REHABILITATION ON 45 BRIDGES (TIED TO 2781-452 & 2781-453)	38,165,000	34,348,500	0	0	3,816,500	0	MNDOT	S10
2017		I 94	2781-452	BI	I94, OVER GLENWOOD AVE IN MPLS-REHABILITATION OF BRIDGES 27726, 27726A, 27726B, 27727, 27727A, 27727B, 27728 (TIED TO 2781-432 & 2781-453)	1,570,000	1,413,000	0	0	157,000	0	MNDOT	S19
2017		I 94	2781-453	BI	I94, AT HENNEPIN/LYNDALE TUNNEL (BRIDGE 27832) AND EB I94 UNDER I35W TUNNEL (BRIDGE 27834) IN MPLS-TILE REPAIR (TIED TO 2781-432 & 2781-452)	2,405,000	2,164,500	0	0	240,500	0	MNDOT	S19
2017		I 94	6282-203	NO	I94, ON S SIDE OF I-94, FROM SNELLING AVE N TO PASCAL ST N IN ST PAUL-NOISE WALL	545,000	0	0	0	490,000	55,000	MNDOT	O3
2017		I 94	6282-217B	CA	**COCII** I-94, FROM MPLS TO ST PAUL-CORRIDOR IMPROVEMENTS	800,000	0	0	0	800,000	0	MNDOT	NC
2017		LOCAL	019-060-005	EN	**SB**GREAT RIVER RD SCENIC BYWAY(MRRT), ROSEMOUNT EAST PROJECT - CONSTRUCT OFF ROAD TRAIL	3,200,000	400,000	0	0	0	2,800,000	DAKOTA COUNTY	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
2017		LOCAL	163-080-002	BR	W 37TH SE, OVER MINNEHAHA CREEK IN ST LOUIS PARK-REPLACE BR 27067	1,500,000	1,200,000	0	0	0	300,000	ST LOUIS PARK	S19
2017		LOCAL 99	164-090-014	EN	GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL	7,693,280	6,154,624	0	0	0	1,538,656	SAINT PAUL	AQ2
2017		LOCAL 99	880M-CMAQ-17	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2017	9,838,455	7,870,764	0	0	0	1,967,691	MNDOT	NC
2017		LOCAL 99	880M-SHL-17	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2017	8,888,889	8,000,000	0	0	0	888,889	MNDOT	NC
2017		LOCAL 99	880M-STP-17	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2017	23,794,068	19,035,254	0	0	0	4,758,814	MNDOT	NC
2017		MN 100	2734-50	RB	MN100, FROM 36TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-LANDSCAPING	250,000	0	0	0	250,000	0	MNDOT	O6
2017		MN 110	1918-110	RD	**AB**MN110, FROM MN55/MN13 IN MENDOTA HTS TO I494 IN INVER GROVE HTS- RECLAMATION/WHITE TOPPING, ACCESS CLOSURES, TURN LANE EXTENSIONS, DRAINAGE REPAIRS, SIGN REPLACEMENT AND ADA IMPROVEMENTS	7,235,000	5,788,000	0	0	1,447,000	0	MNDOT	O6
2017		MN 13	7001-107	AM	MN13, AT SCOTT-CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	150,000	0	0	0	150,000	0	MNDOT	E2
2017		MN 13	7001-111	SC	MN13, FROM 125TH ST IN SAVAGE TO MN19 IN CEDAR LAKE- SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2017		MN 13	7001-112	RS	**SPPP**MN13, FROM 0.1 MI E OF 124TH ST IN SAVAGE TO GALTIER DR IN BURNSVILLE- BITUMINOUS MILL AND OVERLAY, BUS SHOULDER, DRAINAGE, ADA, SIGNAL REPLACEMENT	5,885,000	4,616,000	0	0	1,154,000	115,000	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017		MN 149	1917-45	RS	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST. PAUL-BITUMINOUS MILL AND OVERLAY, TURN LANE, SIGNAL, ADA AND DRAINAGE (TIED TO 6223-20)	6,110,000	4,780,000	0	0	1,195,000	135,000	MNDOT	S10
2017		MN 149	6223-20	BI	**CHAP 152**MN149, OVER MISSISSIPPI RIVER IN ST PAUL - REHABILITATION AND APPROACH WORK ON BRIDGE #62090 INCLUDING ADA RAMPS (TIED TO 1917-45)	12,250,000	0	0	0	0	12,250,000	MNDOT	S19
2017		MN 3	1920-42	SC	MN3, AT DAKOTA-CSAH86 IN CASTLE ROCK TOWNSHIP-MODIFY INTERSECTION TO ADD TURN LANES, REPLACE BOX CULVERT #8479	1,820,000	0	0	0	1,820,000	0	MNDOT	E1
2017		MN 36	8214-114MIT17	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,710,000	0	0	0	1,080,000	630,000	MNDOT	A20
2017		MN 36	8214-114SA17	SA	MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	8,090,000	0	0	0	4,500,000	3,590,000	MNDOT	A20
2017		MN 36	8214-161	RB	MN36, S JCT MN95 TO E CHESTNUT ST IN STILLWATER AND ON MN95 FROM S JCT MN36 TO 10TH AVE N IN BAYPORT- LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	220,000	0	0	0	220,000	0	MNDOT	O6
2017		MN 36	8214-172	BT	MN36, FROM 0.1 MI N S OF NELSON ST TO CHESTNUT ST IN STILLWATER - MULTI-USE LOOP TRAIL AND SAFETY RAILING AS PART OF ST CROIX MITIGATION PACKAGE	2,400,000	0	0	0	1,200,000	1,200,000	MNDOT	AQ2
2017		MN 36	8214-174B	AM	MN36, FROM WI ST HWY64 FROM NEW RIVER BRIDGE 82045 TO 150TH AVE-INSTALL PAVEMENT FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	37,500	0	0	0	37,500	0	MNDOT	A20

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2017		MN 36	8217-4654D	BR	**ELLA** MN36, OVER ST CROIX RIVER - LIFT BRIDGE CONVERSION PROJECT FOR BRIDGE # 4654 AS PART OF ST CROIX MITIGATION PACKAGE	12,700,000	0	0	0	6,350,000	6,350,000	MNDOT	A20
2017		MN 41	1008-76	SC	MN41, AT HUNDERTMARK RD IN CHASKA - CONSTRUCT SB THRU LANE FROM WB HUNDERTMARK RD TO SB MN41, AND EXTEND LEFT TURN LANE FROM NB MN41 TO WB HUNDERTMARK RD	375,000	0	0	0	375,000	0	MNDOT	E1
2017		MN 41	1008-81	RB	MN41, HISTORIC CHASKA ATHLETIC PARK IN CHASKA- LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2017		MN 41	1008-84	AM	MN41, AT CARVER CSAH 18 (LYMAN BLVD) IN CHASKA - SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	140,000	0	0	0	140,000	0	MNDOT	AQ2
2017		MN 50	1904-27	RS	MN50, FROM MN3 IN FARMINGTON TO US52 IN HAMPTON-BITUMINOUS MILL AND OVERLAY, CONSTRUCT TURN LANES, MODIFY INTERSECTIONS AT CSAH 80 & 81, DRAINAGE, ADA IMPROVEMENTS	4,430,000	3,544,000	0	0	886,000	0	MNDOT	S10
2017		MN 51	6216-127	RD	MN51, FROM PIERCE BUTLER (CSAH 33) IN ST PAUL TO MN36 IN ROSEVILLE-CONCRETE PAVEMENT REHABILITATION, DRAINAGE, TMS, ADA & INTERSECTION IMPROVEMENTS	4,640,000	3,632,000	0	0	908,000	100,000	MNDOT	S10
2017		MN 51	6216-135	SC	MN51, FROM COMO AVE IN ST PAUL TO I694 IN ARDEN HILLS- SIGN REPLACEMENT	300,000	0	0	0	300,000	0	MNDOT	O8
2017		MN 55	2722-89	AM	MN55, AT HENNEPIN CSAH 115 (PINTO DRIVE) IN MEDINA - SIGNAL REPLACEMENT	125,000	0	0	0	125,000	0	MNDOT	E2
2017		MN 55	2723-117	SC	MN55, AT COUNTRY CLUB DRIVE/DOUGLAS DR(CSAH 102) IN GOLDEN VALLEY - SIGNAL REPLACEMENT	300,000	0	0	0	150,000	150,000	MNDOT	E2



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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
2017		MN 610	2771-43	TM	MN610, FROM US169 IN BROOKLYN PARK TO MN47 IN COON RAPIDS AND ON US169 FROM I394 IN GOLDEN VALLEY TO I94 IN BROOKLYN PARK - INSTALL TRAFFIC MANAGEMENT SYSTEM, INCIDENT MGMT, ITS REFURBISHMENT AND ENHANCEMENT	925,000	0	0	0	925,000	0	MNDOT	S7
2017		MN 65	0207-105	SC	MN65, FROM HENNEPIN-ANOKA CO LINE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2017		MN 65	0208-149	SC	MN65, FROM 85TH AVE NE IN BLAINE TO SIMS RD IN EAST BETHEL - EXTEND 16 LEFT TURN LANES, CULVERT REPAIRS	660,000	0	0	0	660,000	0	MNDOT	E1
2017		MN 65	2710-47A	CA	**COCII** MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- DESIGN OF MAJOR STRUCTURE REHAB OF BRIDGE	1,000,000	0	0	0	1,000,000	0	MNDOT	O1
2017		MN 7	2706-221	AM	MN7, AT VINE HILL ROAD IN DEEPHAVEN - SIGNAL REPLACEMENT	150,000	0	0	0	150,000	0	MNDOT	E2
2017		MN 77	1925-43	SC	MN77, AT DIFFLEY ROAD IN EAGAN - TRAFFIC SIGNAL MAINTENANCE	400,000	0	0	0	200,000	200,000	MNDOT	E2
2017		MN 95	8208-37	SC	MN95, AT VALLEY CREEK ROAD IN WOODBURY- CONSTRUCT NB/SB LEFT AND SB RIGHT TURN LANES, MILL AND OVERLAY, LIGHTING, CULVERTS AND STORM WATER POND	565,000	0	0	0	565,000	0	MNDOT	S10
2017		MN 95	8210-102	RB	MN95, WEST SIDE OF MN95 BETWEEN MAPLE ST AND ELM ST IN MARINE ON ST. CROIX - RETAINING WALL MAINTENANCE	95,000	0	0	0	95,000	0	MNDOT	O6
2017		MN 97	8212-26	SC	MN97, AT 11ST (MSAS 135) IN FOREST LAKE - CONVERT EASTBOUND BYPASS LANE TO LEFT TURN LANE	840,000	0	0	0	840,000	0	MNDOT	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
2017		MN 999	880M-ADA-17	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2017	1,470,000	1,176,000	0	0	294,000	0	MNDOT	NC
2017		MN 999	880M-AM-17	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2017	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2017		MN 999	880M-BI-17	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2017	1,575,000	1,260,000	0	0	315,000	0	MNDOT	NC
2017		MN 999	880M-CA-17	CA	DISTRICTWIDE SETASIDE - CONSULTANT DESIGN -FY 2017	15,800,000	0	0	0	15,800,000	0	MNDOT	NC
2017		MN 999	880M-CM-17	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2017	9,130,000	0	0	0	9,130,000	0	MNDOT	NC
2017		MN 999	880M-NO-17	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2017	940,000	0	0	0	940,000	0	MNDOT	NC
2017		MN 999	880M-PM-17	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2017	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2017		MN 999	880M-RB-17	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2017	100,000	0	0	0	100,000	0	MNDOT	NC
2017		MN 999	880M-RW-17	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2017	10,100,000	0	0	0	10,100,000	0	MNDOT	NC
2017		MN 999	880M-RX-17	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2017	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2017		MN 999	880M-SA-17	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2017	12,500,000	0	0	0	12,500,000	0	MNDOT	NC
2017		MN 999	880M-SC-17	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2017	525,000	420,000	0	0	105,000	0	MNDOT	NC
2017		MN 999	880M-TE-17	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$175K), ROADSIDE SAFETY(\$0), TMS(\$0) & WRE (\$500K) - FY 2017	675,000	0	0	0	675,000	0	MNDOT	NC
2017		MN 999	880M-TM-17	TM	DISTRICTWIDE SETASIDE- TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2017	400,000	0	0	0	400,000	0	MNDOT	NC
2017		MN 999	880M-TR-17	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2017	165,000	0	0	0	165,000	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017		MN 999	880M-TRLF-17	RW	**TRLF**REPAYMENT, FY 2017, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	1,980,000	0	0	0	1,980,000	0	MNDOT	NC
2017		MN 999	8825-239	SC	METROWIDE - RELAMPING LIGHT FIXTURES	550,000	0	0	0	550,000	0	MNDOT	S18
2017		MN 999	8825-479	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	S7
2017		MN 999	8825-484	SC	AT VARIOUS LOCATIONS IN MPLS- SIGNAL REPLACEMENT AND ADA UPGRADES	2,700,000	0	0	0	2,700,000	0	MNDOT	AQ2
2017		MN 999	8825-519	TM	**ITS**METROWIDE - ITS SIGNAL CAMERAS AND COMMUNICATIONS INSTALLATION AND UPGRADES	426,000	340,800	0	0	85,200	0	MNDOT	E2
2017		PED/BIKE	002-090-002	EN	MISSISSIPPI RIVER TRAIL IN MISSISSIPPI W REGIONAL PARK, RAMSEY, FROM JUST W OF THE EASTERN LIMITS OF THE PARK TO THE WESTERN LIMITS OF THE PARK, CONSTRUCT PED/BIKE TRAIL	671,424	537,139	0	0	0	134,285	ANOKA COUNTY	AQ2
2017		PED/BIKE	010-090-006	EN	MN RIVER BLUFFS LRT REGIONAL TRAIL, FROM CHASKA BLVD IN CHASKA TO BLUFF CREEK DRIVE IN CHANHASSEN-CONSTRUCT PED/BIKE TRAIL	353,288	282,630	0	0	0	70,658	CARVER COUNTY	AQ2
2017		PED/BIKE	019-090-017	EN	BIG RIVERS REGIONAL TRAIL, EAGAN, FROM I494 TO CSAH 26 (LONE OAK RD)-CONSTRUCT PED/BIKE TRAIL	728,000	582,400	0	0	0	145,600	DAKOTA COUNTY	AQ2
2017		PED/BIKE	019-090-018	EN	TH110, FROM TH 149 TO TH 14 IN MENDOTA HEIGHTS- CONSTRUCT PED/BIKE TRAIL ALONG WITH INTERSECTION IMPROVEMENTS	1,300,000	1,040,000	0	0	0	260,000	DAKOTA COUNTY	AQ2
2017		PED/BIKE	019-090-019	EN	MISSISSIPPI RIVER REG TRAIL ROSEMOUNT WEST	1,400,000	1,040,000	0	0	0	360,000	DAKOTA COUNTY	AQ2
2017		PED/BIKE	070-090-001	EN	SCOTT WEST REGIONAL TRAIL CONNECTION, FROM HILLWOOD DRIVE TO JENNIFER LANE IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	363,393	290,714	0	0	0	72,679	SCOTT COUNTY	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017		PED/BIKE	070-090-002AC	RW	**AC**SCOTT WEST REGIONAL TRAIL CONNECTION, FROM HILLWOOD DRIVE TO JENNIFER LANE IN SHAKOPEE-RIGHT OF WAY ACQUISITION FOR PED/BIKE TRAIL (AC PAYBACK 1 OF 1)	200,000	200,000	0	0	0	0	SCOTT COUNTY	AQ2
2017		PED/BIKE	082-591-001	EN	CR 74/CR 13, FROM COTTAGE GROVE ELEMENTARY SCHOOL TO COUNTY TRAIL SYSTEM IN COTTAGE GROVE-CONSTRUCT PED/BIKE TRAIL	232,960	186,368	0	0	0	46,592	WASHINGTON COUNTY	AQ2
2017		PED/BIKE	091-090-081	EN	REGIONAL TRAIL SYSTEM RAMPS, ON OLD CEDAR AVE CONNECTING TO INTERCITY REGIONAL TRAIL IN BLOOMINGTON, ON 63RD AVE CONNECTING TO CRYSTAL LAKE REGIONAL TRAIL IN BROOKLYN PARK, ON OAKLAWN AVE CONNECTING TO NINE MILE CREEK REGIONAL TRAIL IN EDINA, ON FERNBROOK	1,300,000	1,040,000	0	0	0	260,000	THREE RIVERS PARK DISTRICT	AQ2
2017		PED/BIKE	109-591-001	EN	EVERGREEN SCHOOL AREA TRAIL & SIDEWALK SYSTEM, BROOKLYN CENTER, ALONG CAMDEN AVE FROM 72ND AVE TO 70TH AVE AND AT INTERSECTION OF CAMDEN AND 70TH AVE-INTERSECTION IMPROVEMENTS AND CONSTRUCTION OF SIDEWALKS	344,240	275,392	0	0	0	68,848	BROOKLYN CENTER	S6
2017		PED/BIKE	141-591-010	EN	ANDERSEN SCHOOL CROSSING & TRAIL, MINNEAPOLIS, 26TH ST FROM 10TH AVE TO 12TH AVE, 28TH ST FROM 10TH AVE TO 12TH AVE, 12TH AVE S FROM 26TH TO 28TH ST, 11TH AVE S FROM 28TH TO 29TH ST, AND 10TH AVE S FROM 26TH TO 28TH ST- INTERSECTION/CROSSWALK IMPROVEMENTS	754,000	603,200	0	0	0	150,800	MINNEAPOLIS	S6
2017		PED/BIKE	186-090-001AC	EN	**AC**NORTH CREEK GREENWAY-157TH STREET SEGMENT IN APPLE VALLEY FROM QUARRY PT PARK TO 157TH ST-CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 1 OF 1)	387,720	387,720	0	0	0	0	APPLE VALLEY	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017		PED/BIKE	188-090-002AC1	EN	**AC**FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL (AC PAYBACK 1 OF 2)	652,280	652,280	0	0	0	0	LAKEVILLE	AQ2
2017		RR	27-00315	SR	MNNR RR, MSAS 450, TAFT ST NE IN MPLS-UPGRADE EXISTING SIGNAL SYSTEM	200,000	200,000	0	0	0	0	MNDOT	S7
2017		RR	62-00213	SR	CP RR, CSAH 67, BALD EAGLE AVE IN WHITE BEAR LAKE-INSTALL GATES	300,000	300,000	0	0	0	0	MNDOT	S8
2017		US 10	7102-127	BR	**SPPB** US 10, REPLACE BRIDGE #5955 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER (CHAP 152) AND MILL AND OVERLAY FROM JOPLIN ST TO W END OF BRIDGE #5955	10,000,000	0	0	0	0	10,000,000	MNDOT	S19
2017		US 10	7102-127N	RS	**SPPP** US 10, REPLACE BRIDGE #5955 OVER ELK RIVER (LAKE ORONO) IN ELK RIVER (CHAP 152) AND MILL AND OVERLAY FROM JOPLIN ST TO W END OF BRIDGE #5955	3,220,000	2,576,000	0	0	644,000	0	MNDOT	S19
2017		US 12	2713-112	SC	US12,0.2 MI W OF CSAH 15 (SHORELINE DR) TO 0.2 MI E CSAH 15 (GLEASON LAKE DR) IN WAYZATA - REPLACE LIGHTING SYSTEMS	780,000	0	0	0	780,000	0	MNDOT	S18
2017		US 169	2772-104	SC	SB US169 AT 16TH ST W IN ST LOUIS PARK - ACCESS CLOSURE, CONSTRUCT VISUAL BARRIER (TIED TO 2772-105 AND 2772-110)	840,000	0	0	0	840,000	0	MNDOT	NC
2017		US 169	2772-105	RD	**SPPP**US169, 0.3 MI N OF MN62 IN EDINA TO MN55 IN GOLDEN VALLEY -CONCRETE PAVEMENT REHABILITATION AND MILL AND OVERLAY, DRAINAGE, NOISEWALL REMOVAL AND RECONSTRUCT (INCLUDING REMOVAL FROM BRIDGE 27586) (TIED TO 2772-104 AND 2772-110)	11,840,000	9,472,000	0	0	2,368,000	0	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017		US 169	2772-110	SC	US169, AT CEDAR LAKE ROAD IN MINNETONKA/ST LOUIS PARK - LENGTHEN ACCELERATION & DECELERATION LANES, STORM SEWER, LIGHTING, TMS (TIED TO 2772-104 AND 2772-105)	770,000	0	0	0	770,000	0	MNDOT	E4
2017		US 169	2772-111	DR	US169, FROM 23RD AVE TO MEDICINE LAKE RD IN PLYMOUTH - CONSTRUCT NEW LOW POINT DRAINAGE SYSTEM	415,000	0	0	0	415,000	0	MNDOT	O6
2017		US 169	2772-113C	CA	**COCII**US169, BRIDGE 27568 REPLACEMENT OVER NINE MILE CREEK IN HOPKINS - PRELIMINARY DESIGN AND DESIGN BUILD ACTIVITIES	687,500	0	0	0	687,500	0	MNDOT	A20
2017		US 169	2772-97	SC	US169, AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - SIGNAL SYSTEM REPLACEMENT	225,000	0	0	0	112,500	112,500	MNDOT	E2
2017		US 52	1906-65	SH	US52, FROM JCT WITH CSAH 86 TO CSAH 46 IN DAKOTA COUNTY-CLOSE MEDIAN CROSSOVERS, CONSTRUCT 3/4 INTERSECTIONS WITH U-TURNS AND LEFT TURN LANES	5,300,000	4,770,000	0	0	530,000	0	MNDOT	NC
2018		CR 202	027-596-009	BR	CR 202 (ELM CREEK BLVD), OVER ELM CREEK RD IN DAYTON-REPLACE BR L8081	1,750,000	1,400,000	0	0	0	350,000	HENNEPIN COUNTY	S19
2018		I 35	8280-47	RC	**ELLA**SPPP**SPPB**I35, FROM 80TH ST E TO JCT I35/I35W/I35E AND ON I35W FROM N OF MAIN ST TO JCT I35/I35W/I35E AND ON I35 FROM JCT I35/I35W/I35E TO N OF US 8- CONCRETE OVERLAY, REPLACEMENT OF BRIDGES 82815, 02804, 02806	38,595,000	34,735,500	0	0	3,859,500	0	MNDOT	S10
2018		I 35W	2782-327AC	MC	**AC**SPPM**I35W, FROM 43RD ST TO 11TH AVE, WB 194 FROM 1ST AVE TO PARK AVE, AND MN65 FROM 24TH ST TO 15TH ST IN MPLS - MNPASS LANE CONSTRUCTION, PAVEMENT RECONSTRUCTION, TRANSIT STATION, NOISEWALLS, RETAINING WALLS, TMS, DRAINAGE, LIGHTING, UTILITIES, CO	36,000,000	36,000,000	0	0	0	0	MNDOT	A20

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2018		I 35W	2783-148	BI	I35W, AT 5TH ST SE OVER I35W IN MPLS - REHABILITATION OF PED BRIDGE 27987 AND APPROACHES, FENCING, ADA PED CURB RAMP	1,330,000	0	0	0	1,330,000	0	MNDOT	S19
2018		I 35W	2783-160	RB	I35W, FROM 8TH ST SE TO JOHNSON ST SE IN MPLS - LANDSCAPING	40,000	0	0	0	40,000	0	MNDOT	O6
2018		I 94	2781-467	NO	ALONG I94, BETWEEN CEDAR AVE AND MISSISSIPPI RIVER IN MINNEAPOLIS - REPLACE NOISEWALL	3,030,000	0	0	0	3,030,000	0	MNDOT	O3
2018		LOCAL 99	880M-CMAQ-18	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2018	34,500,000	27,600,000	0	0	0	6,900,000	MNDOT	NC
2018		LOCAL 99	880M-SHL-18	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2018	8,888,889	8,000,000	0	0	0	888,889	MNDOT	NC
2018		LOCAL 99	880M-STP-18	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2018	52,750,000	42,200,000	0	0	0	10,550,000	MNDOT	NC
2018		LOCAL 99	880M-TAP-18	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2018	8,528,588	6,822,870	0	0	0	1,705,718	MNDOT	NC
2018		MN 21	7002-47	RD	MN21, FROM 0.1 MI S OF SCOTT-CSAH37(7TH ST NW) IN NEW PRAGUE TO MILL ST IN JORDAN - BITUMINOUS MILL AND OVERLAY, REPLACE BRIDGE 9123 AND REHABILITATION ON BRIDGE 9124, TURN LANES, ADA IMPROVEMENTS	9,170,000	7,336,000	0	0	1,834,000	0	MNDOT	E1
2018		MN 3	1921-94	RD	**AB**MN3 FROM JCT WITH MN 149 TO N ANN MARIE TRAIL-BITUMINOUS/CONCRETE PAVEMENT AND ON MN149 FROM N OF JCT WITH MN3-BITUMINOUS MILL & OVERLAY	4,835,000	3,868,000	0	0	967,000	0	MNDOT	S10
2018		MN 36	8214-114AH	AM	MN36, ST CROIX MIT ITEM - KOLLINER PARK: REMOVAL OF NON-HISTORIC ELEMENTS TO ALLOW REVERSION TO "NATURAL"-WISCONSIN LET	50,500	0	0	0	50,500	0	MNDOT	NC

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2018		MN 36	8214-114MIT18	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	545,000	0	0	0	300,000	245,000	MNDOT	A20
2018		MN 36	8214-114Z	AM	MN36, ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	27,500	0	0	0	27,500	0	MNDOT	NC
2018		MN 36	8214-169	BT	MN36, FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR IN STILLWATER - MULTI-USE LOOP TRAIL, DRAINAGE, RETAINING WALLS AS PART OF ST CROIX MITIGATION PACKAGE	400,000	0	0	0	200,000	200,000	MNDOT	AQ2
2018		MN 36	8214-174	AM	MN36, WISCONSIN LOOP TRAIL IN ST. CROIX COUNTY WI AS PART OF THE ST. CROIX RIVER CROSSING PROJECT- WISCONSIN LET	637,500	0	0	0	637,500	0	MNDOT	AQ2
2018		MN 36	8214-176	RB	MN36, FROM SUNNYSIDE DR TO 0.2 MI N OF SUNNYSIDE DR - LANDSCAPING AS PART OF THE ST CROIX RIVER CROSSING PROJECT	91,000	0	0	0	91,000	0	MNDOT	O6
2018		MN 47	2726-74	RD	MN47, FROM 27TH AVE NE IN MPLS TO 40TH AVE NE IN COLUMBIA HEIGHTS - RECLAMATION, ADA	4,490,000	3,592,000	0	0	898,000	0	MNDOT	S10
2018		MN 62	2773-10	RD	**SPPP**MN62, FROM BEACH RD TO UNDER TRACY AVE BRIDGE AND ON US212 FROM 0.1 MI S OF MN62 TO E JCT WITH MN62- CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, SIDEWALK	7,370,000	5,896,000	0	0	1,474,000	0	MNDOT	S10
2018		MN 65	0207-108	DR	MN65, IN WEST DITCH FROM 0.1 MI SOUTH OF WEST MOORE LAKE DRIVE TO 68TH AVE NE IN FRIDLEY - REPLACE STORM SEWER	1,760,000	0	0	0	1,760,000	0	MNDOT	NC



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2018		MN 7	2706-237	RS	**SPPP**MN7, FROM 0.1 MI E OF 1494 TO 0.25 MI W OF LOUISIANA AVE- BITUMINOUS MILL AND OVERLAY, ADA, INTERSECTION REVISIONS	5,490,000	4,392,000	0	0	1,098,000	0	MNDOT	S10
2018		MN 95	8208-38	SC	MN95, FROM WASHINGTON-CSAH18 (BAILEY RD/40TH ST S) TO WASHINGTON-CR20 - WIDEN SHOULDERS, ADD RIGHT TURN LANES	2,450,000	0	0	0	2,450,000	0	MNDOT	E1
2018		MN 999	880M-ADA-18	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2018	2,500,000	0	0	0	2,500,000	0	MNDOT	NC
2018		MN 999	880M-AM-18	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2018	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2018		MN 999	880M-BI-18N	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2018	1,020,000	816,000	0	0	204,000	0	MNDOT	NC
2018		MN 999	880M-CA-18	CA	DISTRICTWIDE SETASIDE - CONSULTANT DESIGN -FY 2018	15,600,000	0	0	0	15,600,000	0	MNDOT	NC
2018		MN 999	880M-CM-18	SC	DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2018	13,175,000	10,540,000	0	0	2,635,000	0	MNDOT	NC
2018		MN 999	880M-IM-18	TM	DISTRICTWIDE SETASIDE- INCIDENT MANAGEMENT PROJECTS - FY 2018	500,000	0	0	0	500,000	0	MNDOT	NC
2018		MN 999	880M-MO-18	MC	**SPPM**DISTRICTWIDE SETASIDE FOR MOBILITY - FY 2018	17,500,000	14,000,000	0	0	3,500,000	0	MNDOT	NC
2018		MN 999	880M-PM-18	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2018	4,465,000	0	0	0	4,465,000	0	MNDOT	NC
2018		MN 999	880M-RB-18	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2018	960,000	0	0	0	960,000	0	MNDOT	NC
2018		MN 999	880M-RS-18	RS	**SPPP**DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NHS - FY 2018	1,850,000	1,480,000	0	0	370,000	0	MNDOT	NC
2018		MN 999	880M-RS-18N	RS	DISTRICTWIDE SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS ON NON-NHS - FY 2018	2,465,000	1,972,000	0	0	493,000	0	MNDOT	NC

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2018		MN 999	880M-RW-18	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2018	11,000,000	0	0	0	11,000,000	0	MNDOT	NC
2018		MN 999	880M-RX-18	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2018	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2018		MN 999	880M-SA-18	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2018	10,000,000	0	0	0	10,000,000	0	MNDOT	NC
2018		MN 999	880M-SC-18	SC	DISTRICTWIDE SETASIDE FOR SAFETY CAPACITY PROJECTS - FY 2018	1,305,000	1,044,000	0	0	261,000	0	MNDOT	NC
2018		MN 999	880M-SHS-18	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2018	4,000,000	3,600,000	0	0	400,000	0	MNDOT	NC
2018		MN 999	880M-TE-18	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0), TMS(\$700K) & WRE (\$1.44M) - FY 2018	7,140,000	0	0	0	7,140,000	0	MNDOT	NC
2018		MN 999	880M-TM-18	TM	DISTRICTWIDE SETASIDE- TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2018	400,000	0	0	0	400,000	0	MNDOT	NC
2018		MN 999	880M-TR-18	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2018	305,000	0	0	0	305,000	0	MNDOT	NC
2018		MN 999	880M-TRLF-18	RW	**TRLF**REPAYMENT, FY 2018, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	O4
2018		MSAS 112	217-112-003	RC	OTSEGO MSAS 112, FROM MACIVER ROAD TO WRIGHT COUNTY CSAH 19 AT OTSEGO/ALBERTVILLE, RECONSTRUCTION	1,750,000	919,000	0	0	0	831,000	OSTEGO	S10
2018		PED/BIKE	188-090-002AC2	EN	**AC**FROM 173RD ST W TO FARMINGTON BORDER INCLUDING A BRIDGE ACROSS NORTH CREEK IN LAKEVILLE AND TRAILHEAD AT E LAKE PARK-PEDESTRIAN/BICYCLE TRAIL (AC PAYBACK 2 OF 2)	247,130	247,130	0	0	0	0	LAKEVILLE	AQ2
2018		US 12	2714-145	BI	US12, AT CENTRAL AVE (CSAH 101) IN WAYZATA - REHABILITATION ON BRIDGE #27133 AND APPROACH PANELS, SIGNALS, LIGHTING AND ADA	2,040,000	0	0	0	2,040,000	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
2018		US 169	7008-111	RC	**SPPP**US169, FROM MN25 TO MN282 - CONCRETE OVERLAY, BITUMINOUS MILL AND OVERLAY, MEDIAN CLOSURES, ADD U-TURNS, ENSION CABLE GUARDRAIL	16,910,000	13,528,000	0	0	3,382,000	0	MNDOT	S10
2019		I 35W	0280-74	RC	**SPPP**I35W, FROM 0.1 MI N OF LAKE DR IN BLAINE TO 0.1 MI N OF SUNSET RD IN LINO LAKES - CONCRETE OVERLAY	12,990,000	11,691,000	0	0	1,299,000	0	MNDOT	S10
2019		I 35W	2782-330	RS	**SPPP**I35W, FROM PORTLAND AVE TO WASHINGTON AVE AND MN65 FROM 15TH ST TO 10TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, REPAIR DRAINAGE STRUCTURES AND PIPE	2,945,000	2,650,500	0	0	294,500	0	MNDOT	S10
2019		I 494	2785-408	BI	**SPPB**I494, AT HENNEPIN-CSAH 9 (ROCKFORD ROAD) IN PLYMOUTH - REHABILITATION ON BRIDGE #27972 INCLUDING APPROACHES, BITUMINOUS MILL AND OVERLAY/CONCRETE PAVEMENT REHABILITATION, SIGNALS, ADA, ADD TURN LANES ON RAMP	2,970,000	2,371,500	0	0	263,500	335,000	MNDOT	S10
2019		I 694	8286-81	BI	**SPPB**I694, AT JCT OF I694/I494/I94 IN OAKDALE - REHABILITATION ON BRIDGES #82831 AND #82832	6,450,000	5,805,000	0	0	645,000	0	MNDOT	S19
2019		I 94	2781-447	BI	**SPPB**I94, WB EXIT AND EB ENTRANCE RAMP OVER LRT, S 17TH AVE, 0.1 MI E OF JCT OF TH 55 IN MPLS - MAINTENANCE ON BRIDGES 27859, 27861, 27V28	1,345,000	1,210,500	0	0	134,500	0	MNDOT	S19
2019		I 94	6282-212	RS	**SPPP**I94, FROM MN280 TO 0.1 MI W OF WESTERN AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, EROSION CONTROL AND DRAINAGE REPAIR	7,115,000	6,403,500	0	0	711,500	0	MNDOT	S10
2019		I 94	8282-117	SC	I94, SB I694 TO I94 EB AND I694 NB TO I94 EB EXIT RAMP IN WOODBURY-MODIFY THE CD ROAD AND CONVERT TO INDIVIDUAL EXITS FOR I94 EB TO I694 NB AND I694 NB TO I94 EB	410,000	0	0	0	410,000	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
2019		LOCAL 99	880M-CMAQ-19	TR	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2019	34,500,000	27,600,000	0	0	0	6,900,000	MNDOT	NC
2019		LOCAL 99	880M-SHL-19	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2019	8,888,889	8,000,000	0	0	0	888,889	MNDOT	NC
2019		LOCAL 99	880M-STP-19	MC	METRO ATP SETASIDE FOR STP PROJECTS YET TO BE SELECTED FOR FY 2019	54,125,000	43,300,000	0	0	0	10,825,000	MNDOT	NC
2019		LOCAL 99	880M-TAP-19	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2019	8,587,500	6,870,000	0	0	0	1,717,500	MNDOT	NC
2019		MN 13	7001-115	RD	**AB** MN13, FROM 0.3 MI SOUTH OF MN282 IN SPRING LAKE TWP TO 0.5 MI SOUTH OF SCOTT-CSAH 42 SAVAGE - RECLAMATION, CONCRETE MEDIAN, DRAINAGE REPAIRS	9,375,000	7,500,000	0	0	1,875,000	0	MNDOT	S16
2019		MN 282	7011-29	RD	**AB** MN282, FROM MILL ST TO MN13 - RECLAMATION, RETAINING WALL, ADA	8,045,000	6,436,000	0	0	1,609,000	0	MNDOT	E4
2019		MN 41	1008-87	RS	**SPPP**MN41, 0.1 MI S OF MN RIVER TO CARVER-CSAH 61 IN CHASKA - BITUMINOUS MILL AND OVERLAY, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, BRIDGE MAINTENANCE ON #10012, DRAINAGE	1,750,000	1,400,000	0	0	350,000	0	MNDOT	S10
2019		MN 55	2723-128	SC	MN55, FROM PLYMOUTH BLVD TO VICKSBURG LANE IN PLYMOUTH - CONSTRUCT WB AUXILIARY LANE	2,350,000	1,880,000	0	0	470,000	0	MNDOT	A20
2019		MN 55	2751-51	BI	**SPPB**MN55, OVER BASSETT CREEK IN MINNEAPOLIS - REHABILITATION OF BRIDGES (TUNNELS) #94277, 94278, 94279	3,170,000	2,536,000	0	0	634,000	0	MNDOT	S19
2019		MN 62	2774-22	SC	MN62, FROM FRANCE AVE TO XERXES AVE IN EDINA - CONSTRUCT EB AUXILIARY LANE	845,000	0	0	0	845,000	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
2019		MN 62	2774-23	BI	MN62, AT FRANCE AVE OVER MN62 IN EDINA - REHABILITATION OF BRIDGE 7263	1,845,000	1,476,000	0	0	369,000	0	MNDOT	S19
2019		MN 62	2775-25	RS	**SPPP**MN62, FROM UNDER PORTLAND AVE BRIDGE TO 0.1 MI E OF 43RD AVE IN MPLS/RICHFIELD - BITUMINOUS MILL AND OVERLAY AND CONCRETE PAVEMENT REHABILITATION	5,255,000	4,204,000	0	0	1,051,000	0	MNDOT	S10
2019		MN 65	0208-155	SC	MN65, AT US10/MN65 INTERCHANGE IN BLAINE- ADDITIONAL LEFT TURN LANEWB US10 TO SB MN65, CURB AND GUTTER	225,000	0	0	0	225,000	0	MNDOT	E1
2019		MN 77	1925-56	BI	MN77, AT DAKOTA CSAH32 (CLIFF RD) OVER MN77 IN EAGAN - MAINTENANCE ON BRIDGE #19067, ADA	1,170,000	936,000	0	0	234,000	0	MNDOT	S19
2019		MN 95	8208-40	SC	MN95, FROM 70TH ST TO MN61 IN COTTAGE GROVE - CONSTRUCT RIGHT TURN LANES, WIDEN SHOULDERS	4,480,000	3,584,000	0	0	896,000	0	MNDOT	S19
2019		MN 95	8209-109	DR	MN95, FROM 5TH AVE TO I94 IN BAYPORT - REPAIR/REPLACE DRAINAGE INFRASTRUCTURE	1,460,000	1,168,000	0	0	292,000	0	MNDOT	NC
2019		MN 999	880M-ADA-19	SC	DISTRICTWIDE SETASIDE FOR ADA/BIKE PROJECT - FY 2019	2,340,000	1,872,000	0	0	468,000	0	MNDOT	NC
2019		MN 999	880M-AM-19	AM	DISTRICTWIDE SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS - FY 2019	3,000,000	0	0	0	3,000,000	0	MNDOT	NC
2019		MN 999	880M-BI-19	BI	**SPPB**DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NHS - FY 2019	125,000	100,000	0	0	25,000	0	MNDOT	NC
2019		MN 999	880M-BI-19N	BI	DISTRICTWIDE SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS ON NON-NHS - FY 2019	18,220,000	14,576,000	0	0	3,644,000	0	MNDOT	NC
2019		MN 999	880M-CA-19	CA	DISTRICTWIDE SETASIDE - CONSULTANT DESIGN -FY 2019	15,700,000	0	0	0	15,700,000	0	MNDOT	NC
2019		MN 999	880M-CM-19	SC	**SPPM**DISTRICTWIDE SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT - FY 2019	5,235,000	4,188,000	0	0	1,047,000	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
2019		MN 999	880M-IM-19	TM	DISTRICTWIDE SETASIDE- INCIDENT MANAGEMENT PROJECTS - FY 2019	500,000	0	0	0	500,000	0	MNDOT	NC
2019		MN 999	880M-MO-19	MC	**SPPM**DISTRICTWIDE SETASIDE FOR I35W MNPASS - FY 2019	50,000,000	40,000,000	0	0	10,000,000	0	MNDOT	NC
2019		MN 999	880M-NO-19	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2019	2,000,000	0	0	0	2,000,000	0	MNDOT	NC
2019		MN 999	880M-PM-19	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2019	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2019		MN 999	880M-RB-19	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2019	1,000,000	0	0	0	1,000,000	0	MNDOT	NC
2019		MN 999	880M-RW-19	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2019	12,000,000	0	0	0	12,000,000	0	MNDOT	NC
2019		MN 999	880M-RX-19	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2019	5,000,000	0	0	0	5,000,000	0	MNDOT	NC
2019		MN 999	880M-SA-19	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2019	10,000,000	0	0	0	10,000,000	0	MNDOT	NC
2019		MN 999	880M-SHS-19	SH	DISTRICTWIDE SETASIDE FOR HSIP - FY 2019	4,000,000	3,600,000	0	0	400,000	0	MNDOT	NC
2019		MN 999	880M-TE-19	SC	DISTRICTWIDE SETASIDE FOR TRAFFIC ENGINEERING (\$5M), ROADSIDE SAFETY(\$0), TMS(\$500K) & WRE (\$2.295M) - FY 2019	7,795,000	0	0	0	7,795,000	0	MNDOT	NC
2019		MN 999	880M-TM-19	TM	DISTRICTWIDE SETASIDE- TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS - FY 2019	400,000	0	0	0	400,000	0	MNDOT	NC
2019		MN 999	880M-TR-19	TM	DISTRICTWIDE SETASIDE FOR TEAM TRANSIT PROJECTS - FY 2019	500,000	0	0	0	500,000	0	MNDOT	NC
2019		MN 999	880M-TRLF-19	RW	**TRLF**REPAYMENT, FY 2019, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MNDOT	04
2019		MSAS 203	164-203-014	BR	MSAS 203, SUMMIT AVE FROM SYNDICATE ST TO GRIGGS ST IN ST PAUL-RECONSTRUCT BR 62652 (NEW 62652) OVER AYD MILL RD AND APPROACHES	6,362,000	1,722,143	0	0	0	4,639,857	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
2019		PED/BIKE	204-090-XXX	BT	CONSTRUCT BIKE/PED TRAIL ALONG US 10 FROM ORONO PARK TO PROCTOR ROAD IN ELK RIVER	799,870	636,896	0	0	0	159,974	ELK RIVER	AQ2
2019		US 169	2772-115	BI	**SPPB**US169, AT ROCKFORD RD IN PLYMOUTH - REHABILITATION OF BRIDGE #27551	1,970,000	1,576,000	0	0	394,000	0	MNDOT	S19
2019		US 169	7007-34	RC	**SPPP**US169, FROM 0.3 MI NORTH OF MN19 TO 0.1 MI NORTH OF ASH ST IN BELLE PLAINE - CONCRETE OVERLAY, CONCRETE PAVEMENT REHABILITATION AND DRAINAGE REPAIRS	21,430,000	17,144,000	0	0	4,286,000	0	MNDOT	S10
2019		US 61	8205-141	BI	US61, WASHINGTON-CSAH19 OVER US61 IN COTTAGE GROVE - MAINTENANCE ON BRIDGE #9071	165,000	0	0	0	165,000	0	MNDOT	S19
2019		US 952A	2726-75	RS	US952A (UNIVERSITY AVE/4TH ST), BETWEEN CENTRAL AVE SE AND I35W IN MPLS - BITUMINOUS MILL AND OVERLAY, ADA, REPAIR DRAINAGE	1,110,000	888,000	0	0	222,000	0	MNDOT	S10
<b>Totals</b>						<b>1,831,876,364</b>		<b>12,406,167</b>		<b>431,054,382</b>			
							<b>922,350,778</b>		<b>102,752,130</b>		<b>375,716,074</b>		

Twin Cities Metropolitan Area  
2016 - 2019 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
2015			002-030-006	INSTALL EMBEDDED WET REFLECTIVE STRIPING ON ANOKA CSAH 18 AND CSAH 22	73,440	66,096	0	0	0	7,344	ANOKA COUNTY	
2015			002-030-008	INTERSECTION LIGHTING AND WET REFLECTIVE STRIPING ON ANOKA CSAH 22 AND CSAH 116	268,380	241,542	0	0	0	26,838	ANOKA COUNTY	
2015			002-618-030	ANOKA CSAH 18 (BROADWAY AVE) AT CR 62 (KETTLE RIVER BLVD) IN COLUMBUS-ROUNDAABOUT	1,129,770	495,000	0	0	0	634,770	ANOKA COUNTY	
2015			002-624-026	CSAH 24 (BRIDGE ST), FROM CR 72 TO KERRY ST IN ST. FRANCIS-RECONSTRUCT ROADWAY INCLUDING SHOULDER CONSTRUCTION, ACCESS AND INTERSECTION CONTROL IMPROVEMENTS, AND MULTI-USE TRAIL	2,970,000	1,478,400	0	0	0	1,491,600	ANOKA COUNTY	
2015			002-683-004	AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING (TIED TO 0202-95)	20,600,000	10,000,000	0	0	0	10,600,000	ANOKA COUNTY	
2015			010-030-007	AT VARIOUS LOCATIONS IN CARVER COUNTY-PED COUNTDOWN TIMERS, YELLOW ARROWS ADV WALK CYCLE, ADA IMPROVEMENTS	535,680	482,112	0	0	0	53,568	CARVER COUNTY	
2015			010-090-005	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	



**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
2015			010-610-046	FROM 0.13 MI S OF CSAH 30 IN WACONIA TWP TO 0.11 MI S TH 7 IN WATERTOWN TWP- RECONSTRUCTION INCLUDING SHOULDER WIDENING, TURN LANES, BITUMINOUS TRAIL AND MILL AND OVERLAY	6,435,000	3,894,000	0	0	0	2,541,000	CARVER COUNTY	
2015			019-090-016	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	
2015			019-609-018AC1	**AC**FROM SCOTT CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP- RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES (AC PAYBACK 1 OF 1)	1,610,000	1,610,000	0	0	0	0	DAKOTA COUNTY	
2015			019-623-029	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	
2015			019-632-032	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	
2015			019-642-044	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT- RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	11,000,000	2,624,675	2,624,675	0	0	8,375,325	DAKOTA COUNTY	
2015			019-642-045	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	300,000	300,000	0	0	75,000	DAKOTA COUNTY	
2015			019-642-051	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	

**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
2015			019-650-014AC	**AC**AT DAKOTA CSAH 60 (185TH ST) & DAKOTA CSAH 50 (KENWOOD TR) IN LAKEVILLE- CONSTRUCT ROUNDABOUT, EXPAND 2-LANE TO 4-LANE DIVIDED HWY ON CSAH 50 N FROM CSAH 60 TO JUREL WAY AND ON CSAH 60 W FROM CSAH 50 TO ORCHARD TRAIL (AC PAYBACK 1 OF 1)	1,308,800	1,308,800	0	0	0	0	DAKOTA COUNTY	
2015			0202-93	AT FELDSPAR AVE NW IN RAMSEY-RECONSTRUCT INTERSECTION	165,202	0	0	0	165,202	0	MNDOT	
2015			0202-95	**CIMS**AT ANOKA-CSAH 83 IN RAMSEY-CONSTRUCT INTERCHANGE, INCLUDING CSAH 83 BRIDGE 02007 OVER US10 & CSAH 83 BRIDGE 02586 OVER BNSF RR, PED/BIKE IMPROVEMENTS, DRAINAGE, BARRIERS, LIGHTING, STRIPING, SIGNAL, SIGNING (TIED TO 002-683-004)	10,000,000	0	0	0	10,000,000	0	MNDOT	
2015			0205-99	FROM HENNEPIN-ANOKA CO LINE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS-SIGN REPLACEMENT	271,076	216,861	0	0	54,215	0	MNDOT	
2015			0208-142	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	350,000	0	0	0	350,000	0	MNDOT	
2015			0208-153	AT ANOKA-CSAH 12 (109TH AVE NE) IN BLAINE-RIGHT TURN LANE AND UPGRADE SIGNALS	299,160	0	0	0	299,160	0	MNDOT	
2015			0214-44	**SEC164**FROM I35W IN MOUNDS VIEW TO MN 610 IN BLAINE-CABLE MEDIAN BARRIER (TIED TO 2762-98)	855,770	855,770	0	0	0	0	MNDOT	
2015			027-030-032	GROUND IN EDGE LINE STRIPING ON HENNEPIN CSAH 144 AND HENNEPIN CSAH 19	130,836	117,752	0	0	0	13,084	HENNEPIN COUNTY	
2015			027-030-036	INSTALL PEDESTRIAN COUNT DOWN TIMERS ON HENNEPIN CSAH 152, CSAH 81 AND CSAH 3	276,048	248,443	0	0	0	27,605	HENNEPIN COUNTY	
2015			027-619-022	AT HENNEPIN CSAH 30 IN CORCORAN-INTERSECTION LIGHTING	27,500	24,750	0	0	0	2,750	HENNEPIN COUNTY	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			027-716-010	CR 116 AT CSAH 150 IN ROGERS-INTERSECTION LIGHTING	27,500	24,750	0	0	0	2,750	HENNEPIN COUNTY	
2015			027-735-003	ON CSAH 135 (TONKAWA RD) OVER THE MAXWELL CHANNEL OF LAKE MINNETONKA IN ORONO-REPLACE BRIDGE #90621	1,800,000	792,000	0	0	0	1,008,000	HENNEPIN COUNTY	
2015			062-090-002	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	
2015			062-631-015AC	**AC** ON MARYLAND AVE AND APPROACHES BETWEEN L'ORIENT ST AND JACKSON ST IN ST PAUL-RECONSTRUCT BRIDGE #62525 (AC PAYBACK 1 OF 1)	748,000	748,000	0	0	0	0	RAMSEY COUNTY	
2015			062-642-007	CSAH 42 (FORD PKWY) FROM W OF HOWELL ST TO SNELLING AVE IN ST PAUL - RECONSTRUCT TO INCLUDE RAISED MEDIANS, BIKE AND TURN LANES AT INTERSECTIONS, NEW TRAFFIC SIGNALS AND SIDEWALK UPGRADES (TIED TO 6215-103)	4,225,000	2,664,717	0	0	0	1,560,283	RAMSEY COUNTY	
2015			070-030-008	INSTALLATION OF PED COUNT DOWN TIMERS AT VARIOUS LOCATIONS IN SCOTT COUNTY	399,600	359,640	0	0	0	39,960	SCOTT COUNTY	
2015			070-596-012	JENNIFER LANE CONNECTION FROM THE N END OF LAKEVIEW DR TO S END OF JENNIFER LANE-CONSTRUCT 2 LANE FRONTAGE ROAD	1,300,000	1,040,000	0	0	0	260,000	SCOTT COUNTY	
2015			070-602-020AC	**AC**AT SCOTT CSAH 46 IN NEW MARKET-ROUNDAABOUT (AC PAYBACK 1 OF 1)	784,778	784,778	0	0	0	0	SCOTT COUNTY	
2015			070-608-022	FROM CSAH 91 TO KESWICK LOOP-RECONSTRUCTION, TURN LANES, ROUNDAABOUT, MULTI-USE TRAIL AND PEDESTRIAN UNDERPASS	6,925,535	3,784,000	0	0	0	3,141,535	SCOTT COUNTY	
2015			070-617-024	FROM S OF CSAH 78 TO N OF CSAH 42-RECONSTRUCT AS A 4-LANE DIVIDED ROADWAY AND MULTI-USE TRAIL	7,170,000	5,736,000	0	0	0	1,434,000	SCOTT COUNTY	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			082-090-005	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	
2015			082-595-002	REHABILITATION AND CONSTRUCTION OF ST. CROIX BOOM SITE ROADSIDE RECREATIONAL AREA (OTHER FHWA AMT IS PUBLIC LAND HIGHWAY DISCRETIONARY)	325,000	325,000	0	0	0	0	WASHINGTON COUNTY	
2015			082-615-028	FROM S OF MENDEL RD TO N OF 110TH ST IN STILLWATER TOWNSHIP-LEFT AND RIGHT TURN LANES	393,600	354,240	0	0	0	39,360	WASHINGTON COUNTY	
2015			091-090-078	**AC**CMAQ:PEDESTRIAN/BICYCLE TRAIL DORON LANE TO PARKLAWN AVE; FRANCE AVE S TO EDINA PROMENADE; AND XERXES AVE FROM EDINA PROMENADE TO 75TH AVE W 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	
2015			091-090-079	MINNEAPOLIS RIVER TRAIL- EAST BANK FROM CR 23(MARSHALL ST NE) TO 8TH AVE NE(PLYMOUTH AVE BR)- PED/BIKE TRAIL(FEDERAL TCSP FUNDS)	1,500,000	1,000,000	0	0	0	500,000	MPLS PARK/REC BOARD	
2015			10-00120	TCWR RR, CARVER CSAH 41 IN RANDOLPH TOWNSHIP (1/2 MILE E OF COLOGNE)-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	
2015			1002-101	**AB**MN5 FROM 0.2 MI E OF SCANDIA RD IN LAKETOWN TWP TO 0.1 MI W CARVER-CR11 IN VICTORIA - PAVEMENT RESURFACING, TURN LANES, WIDEN SHOULDERS (\$365K OF "OTHER FUNDS" IS FUNDS ALREADY RECEIVED FROM PARTNERSHIP AGMT WITH DEVELOPER)	10,606,954	0	0	0	5,982,835	4,624,119	MNDOT	
2015			1002-102	**ELLA**FROM 0.1 MI E OF JCT MN25 IN CAMDEN TWP TO 94TH ST IN WACONIA- MILL & OVERLAY, TURN LANES, GUARDRAIL, DRAINAGE	2,288,546	0	0	0	2,288,546	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			1002-106		**TED14** FROM 94TH ST TO JUST E BIRCH ST IN WACONIA-LANE WIDEN, ACCESS CLOSURES, SIGNAL, PED/BIKE/TRAIL UNDERPASS, LIGHTING (\$702K IS CO-OP AMT, \$4.5M IS TED14)	6,034,000	0	0	0	6,034,000	0	MNDOT	
2015			107-030-007		INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH MINOR RDWY IMPROVEMENTS AT 3 LOCATIONS IN BLOOMINGTON	189,600	170,640	0	0	0	18,960	BLOOMINGTON	
2015			107-090-008		MINNESOTA RIVER CROSSING AT THE OLD CEDAR AVE BRIDGE PROJECT IN BLOOMINGTON-MULTIMODAL CROSSING (\$3M IN OTHER IS BONDS AND \$9M IN OTHER IS TIF)	12,696,177	2,000,000	0	0	0	10,696,177	BLOOMINGTON	
2015			110-020-031		FROM REGENT AVE AT SHINGLE CREEK TO NOBLE AVE AT SHINGLE CREEK IN BROOKLYN PARK- PEDESTRIAN/BICYCLE TRAIL WITH LIGHTING, PEDESTRIAN ROAD SAFETY IMPROVEMENTS	1,345,000	968,000	0	0	0	377,000	BROOKLYN PARK	
2015			113-020-005		CSAH 4 FROM TH 65 TO JACKSON ST NE IN COLUMBIA HTS-RECONSTRUCT, MEDIAN, CONCRETE WALK, ADA IMPROVEMENTS	180,000	162,000	0	0	0	18,000	COLUMBIA HEIGHTS	
2015			132-030-003		MAIN ST FROM 5TH AVE TO 20TH AVE IN HOPKINS-PUSH BUTTONS, PED COUNT DOWN TIMERS, APS AND ADA IMPROVEMENTS, MILL AND OVERLAY, STEETScape, LIGHTING	4,096,000	660,960	0	0	0	3,435,040	HOPKINS	
2015			138-591-002		**SRTS**CR B FROM BIRMINGHAM ST TO VAN DYKE ST- CE AND CONSTRUCTION FOR TRAIL AND CROSSING IMPROVEMENTS	491,000	392,800	0	0	0	98,200	MAPLEWOOD	

**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
2015			141-030-021	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	
2015			141-030-025	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	
2015			141-030-030	VARIOUS LOCATIONS IN CITY OF MPLS-STRIPING	165,555	149,000	0	0	0	16,555	MINNEAPOLIS	
2015			141-030-031	VARIOUS LOCATIONS IN CITY OF MPLS- SIGNAL REVISIONS	330,000	297,000	0	0	0	33,000	MINNEAPOLIS	
2015			141-030-032	AT EMERSON AVE N, 2ND ST S, 15TH AVE SE AND COMO AVE SE - INSTALL BIKE LANE PAVEMENT MARKINGS	231,000	207,000	0	0	0	24,000	MINNEAPOLIS	
2015			141-211-014	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	
2015			141-425-006	HENNEPIN/LYNDALE AVE FROM DUNWOODY BLVD TO FRANKLIN AVE-RECONSTRUCTION, SIGNAL WORK AND PED/BICYCLE FACILITIES	9,119,000	7,295,200	0	0	0	1,823,800	MINNEAPOLIS	
2015			141-454-001AC1	**AC**COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES (AC PAYBACK 1 OF 3)	411,478	411,478	0	0	0	0	MINNEAPOLIS	
2015			157-020-026	FROM 67TH ST TO 77TH ST IN RICHFIELD-RECONSTRUCT CSAH 35 INCLUDING TRANSIT, BIKE AND PED FACILITIES	5,183,545	4,146,836	0	0	0	1,036,709	RICHFIELD	
2015			160-020-025	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	

**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
2015			164-020-133	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	2,075,000	1,100,000	0	0	0	975,000	SAINT PAUL	
2015			164-030-011	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	1,479,000	423,536	0	0	0	1,055,464	SAINT PAUL	
2015			164-158-020AC	**AC**300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL- REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES (AC PAYBACK 1 OF 1)	1,100,000	1,100,000	0	0	0	0	SAINT PAUL	
2015			164-158-021AC	**AC**ON KELLOGG BLVD OVER THE RAVINE BETWEEN WABASHA ST AND SAINT PETER ST IN ST PAUL- RECONSTRUCT BRIDGE #92797 (AC PAYBACK 1 OF 1)	2,745,600	2,745,600	0	0	0	0	SAINT PAUL	
2015			173-591-001	**SRTS**WENTWORTH FROM CHARLTON ST TO BELLOWS ST AND BELLOWS ST FROM WENTWORTH TO THOMPSON AVE- PE FOR TRAIL AND SIDEWALK	11,000	8,800	0	0	0	2,200	WEST ST PAUL	
2015			179-090-004	FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE- CONSTRUCT BIG RIVERS REGIONAL TRAIL AND TRAILHEAD (\$1.04M IS TAP, \$500K IS FLAP)	2,200,000	1,540,000	0	0	0	660,000	BURNSVILLE	

**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
2015			1902-55	**RI20M**ADA**FROM 2ND ST IN MENDOTA TO I35E IN LILYDALE- MILL AND OVERLAY, SLOPE STABILIZATION, REPLACE CURB, GUTTER AND CATCH BASINS, ADA (\$400K IS ROADSIDE INFRASTRUCTURE)	1,925,000	0	0	0	1,832,600	92,400	MNDOT	
2015			1902-74	ALONG MN13 IN LILYDALE - RECONSTRUCT SHAFT	122,500	0	0	0	122,500	0	MNDOT	
2015			1905-39	AT DAKOTA-CSAH86 IN RANDOLPH TOWNSHIP-GRADE SEPARATED CROSSING (\$702K IS CO-OP, \$1M IS SAFETY CAPACITY, \$356K WRE)	3,356,000	0	0	0	3,356,000	0	MNDOT	
2015			1907-107	FROM DAKOTA CSAH 46 IN COATES TO DAKOTA CSAH 28 IN INVER GROVE HTS-CABLE MEDIAN BARRIER	988,725	889,852	0	0	98,873	0	MNDOT	
2015			1910-44	UP RR, COURTHOUSE BLVD IN HASTINGS-INSTALL CANTS, UPGRADE TO GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	
2015			1910-47	AT US61 IN HASTINGS - ADD LEFT TURN LANE FROM EB MN55 TO NB US61, EXTEND SIGNAL MASTARM, ADD TRAFFIC DETECTION AND MODIFY MEDIAN PEDESTRIAN FACILITIES	130,000	0	0	0	130,000	0	MNDOT	
2015			1913-64E	**MN261**HASTINGS BRIDGE 19004 - NATIONAL PARK SERVICE MITIGATION, BIRD STUDY PHASE I & 2 (2010 APPROPRIATIONS ACT-STP)	100,000	100,000	100,000	0	0	0	MNDOT	
2015			1913-64G	**MN261**HASTINGS BRIDGE 19004-POST CONSTRUCTION SURVEY OF HISTORICAL BLDGS (2010 APPROPRIATIONS ACT-STP)	56,671	56,671	56,671	0	0	0	MNDOT	
2015			1913-74	**MN261**HASTINGS BRIDGE 19004-STAGING AREA FOR HASTINGS BRIDGE REPLACEMENT - PRAIRIE RESTORATION (2010 APPROPRIATIONS ACT-STP)	59,200	59,200	59,200	0	0	0	MNDOT	



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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			1917-44	**ELLA**FROM MN55 TO JUST S OF I494 IN EAGAN-MILL & OVERLAY, SIGNALS, DRAINAGE (TIED TO 195-010-010, 195-010-011, 1909-95)	1,156,000	0	0	0	1,156,000	0	MNDOT	
2015			1925-52	OVER MN RIVER IN BLOOMINGTON AND EAGAN-PAINT NB BRIDGE 9600N, SB 9600S AND PED BRIDGE 9600F AND REPLACE GUARDRAIL, JOINTS AND REHAB BEARINGS	4,160,591	3,328,473	0	0	832,118	0	MNDOT	
2015			1928-60	FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,381,648	1,105,318	0	0	276,330	0	MNDOT	
2015			195-010-010AC	**AC**FROM TH 55 TO JUST SOUTH OF I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 5-LN RDWY, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 1)	1,888,800	1,888,800	0	0	0	0	EAGAN	
2015			195-010-011AC	**AC**FROM JUST W OF N JCT MN149 TO JUST E OF S JCT MN149 IN EAGAN-WIDEN FROM 4 TO 6-LANE EXPANSION, TRAIL, ADA, SIGNALS (AC PAYBACK 1 OF 1)	2,640,000	2,640,000	0	0	0	0	EAGAN	
2015			1981-124A	**COCII**I35W MN RIVER BRIDGE #5983 REPLACEMENT, FROM CLIFF RD TO W 106TH ST IN BURNSVILLE AND BLOOMINGTON-PRELIMINARY DESIGN	700,000	0	0	0	700,000	0	MNDOT	
2015			1982-171	ON I35E FROM THE SOUTH SIDE FROM N OF DEERWOOD DR TO JUST NE OF FAWN WAY IN EAGAN - NOISE WALL	536,531	0	0	0	482,878	53,653	MNDOT	
2015			1982-179	SB I35E, FROM KETTLE PARK TO S OF KINGS ROAD IN EAGAN - PRE-CAST CONCRETE PANEL NOISEWALL, GUARDRAIL END TREATMENTS	1,428,000	0	0	0	1,344,000	84,000	MNDOT	
2015			199-090-001	ARMSTRONG BLVD. 0.61 MI E OF ARMSTRONG BLVD-BIKE/PED TRAIL	366,967	251,880	0	0	0	115,087	RAMSEY	

**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
2015			204-090-003	CONSTRUCT MISSING SEGMENTS OF BIKE/PED TRAIL ALONG TWIN LAKES ROAD AND CSAH 12 FROM EXISTING HOUSING DEVELOPMENTS IN ELK RIVER TO THE ELK RIVER NORTHSTAR COMMUTER RAIL STATION AND UPGRADE PED RAMPS TO ADA GUIDELINES	222,500	160,000	0	0	0	62,500	ELK RIVER	
2015			214-591-001	**SRTS**TH 61 FROM 450' N OF SCANDIA TRAIL TO CITY HALL, 11TH AVE FROM TH 61 TO S SHORE DR, AND 8TH ST FROM S SHORE DR TO TH 97- BITUMINOUS TRAIL AND CONCRETE WALK, PE AND CE ARE SOFT MATCH	589,744	471,795	0	0	0	117,949	FOREST LAKE	
2015			217-112-002	**AC** 70TH ST NE, FROM MARTIN FARM AVE TO ODEAN AVE IN OTSEGO, GRADE & SURFACE, BIKE/PED TRAIL, AND WRIGHT COUNTY CSAH 37 ROUNDABOUT AT OAKWOOD AVENUE UNDER ASSOCIATED SP 086-637-003 (AC PROJECT, PAYBACK IN 2016)	3,792,913	800,000	0	0	0	2,992,913	OSTEGO	
2015			238-010-003AC	**AC**AT HENNEPIN CSAH 144 IN ROGERS-RECONSTRUCT INTERCHANGE, MULTI-USE TRAIL AND SIDEWALK, SIGNALS AND LIGHTING (AC PAYBACK 1 OF 1)	5,368,066	5,368,066	0	0	0	0	ROGERS	
2015			246-591-002	**SRTS**SUNSET DR FROM EISCHEMENS LANE TO CEDAR LANE DR-SIDEWALK AND CROSSING IMPROVEMENTS, PE AND CE ARE SOFT MATCH	100,750	80,600	0	0	0	20,150	JORDAN	
2015			27-00308	CP RR, 5TH AVE S (M220) IN HOPKINS-INSTALL CANTS-UPGRADE TO GATES AND FLASHING LIGHTS	275,000	275,000	0	0	0	0	MNDOT	
2015			27-00309	PGR RR, W 84TH ST, M1230 IN BLOOMINGTON-INSTALL GATES AND FLASHING LIGHTS	225,000	225,000	0	0	0	0	MNDOT	

**TABLE A-14**  
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			27-00310	PGR RR, W 90TH ST, MSAS 130 IN BLOOMINGTON-UPGRADE CANTILEVERS AND ADD LEDS	225,000	225,000	0	0	0	0	MNDOT	
2015			27-00311	UP RR, PENNSYLVANIA AVE, M72 IN GOLDEN VALLEY-INSTALL GATES AND FLASHING LIGHTS	250,000	250,000	0	0	0	0	MNDOT	
2015			2701-49	FROM 0.1 MI W OF CSAH 4 (EDEN PRAIRIE RD) TO 0.1 MI E OF FULLER RD/VENTURE LANE IN EDEN PRAIRIE-MILL AND OVERLAY, CURB & GUTTER, ADA, APS, DRAINAGE, GUARDRAIL	709,305	567,444	0	0	141,861	0	MNDOT	
2015			2710-2440B	AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS - CONCRETE AND SCOUR REPAIR ON PIER 5 AND REPAIR CONCRETE FOOTING SPALLING AT PIERS 1 & 2	2,414,620	0	0	0	2,414,620	0	MNDOT	
2015			2714-142	EB US12, FROM E JCT HENNEPIN CSAH 101 IN WAYZATA TO I494 CD RD EXIT IN MINNETONKA-CONSTRUCT AUXILIARY LANE, DRAINAGE, GUARDRAIL AND OVERHEAD SIGN STRUCTURES ("OTHER" AMT IS MNPASS REVENUE)	1,445,000	0	0	0	1,395,000	50,000	MNDOT	
2015			2722-82	AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM	342,736	0	0	0	171,368	171,368	MNDOT	
2015			2723-123	WB MN55 FROM I494 SB EXIT RAMP TO PLYMOUTH BLVD IN PLYMOUTH-CONSTRUCT A WB THIRD LANE, SIGNALS, DRAINAGE, ADA AND CONSTRUCT RIGHT/LEFT TURN LANES AT FERNBROOK LANE	900,330	0	0	0	743,521	156,809	MNDOT	
2015			2723-127	**ADA**AT WINNETKA AVE IN GOLDEN VALLEY-RAISED MEDIAN, SB THROUGH LANE, MODIFY SIGNAL, PED CROSSING AT W LEG OF INTERSECTION	638,500	0	0	0	638,500	0	MNDOT	

**TABLE A-14**  
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2015			2732-104	**SEC164**I494 IN BLOOMINGTON TO MN55 IN MPLS-CABLE MEDIAN BARRIER (TIED TO SP 2773-12 AND 2775-24)	494,814	494,814	0	0	0	0	MNDOT	
2015			2734-33AC	**AC**FROM 36TH ST TO 26TH ST IN ST. LOUIS PARK - REPLACE BRIDGES 5308(27303), 5309(NEW PED BRIDGE 27304), 5462(27305), 5598(27306), OVERLAY AND JOINT REPLACEMENT BRIDGE 27109, RECONSTRUCT MAIN LINE PAVEMENT AND INTERCHANGES INCLUDING CONSTRUCTING AUXILLI	3,800,000	3,800,000	0	0	0	0	MNDOT	
2015			2735-198	NORTH & SOUTHBOUND EXIT RAMP TO MN55 IN GOLDEN VALLEY - EXTEND TURN LANES	867,000	0	0	0	867,000	0	MNDOT	
2015			2762-98	**SEC164**POWERS BLVD IN CHANHASSEN TO I494 IN EDEN PRAIRIE-CABLE MEDIAN BARRIER (TIED TO 0214-44)	1,181,368	1,181,368	0	0	0	0	MNDOT	
2015			2771-37	**COC**AB**HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (CHAP 117)	75,514,767	0	0	0	218,632	75,296,135	MNDOT	
2015			2771-37E	**MN266** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	399,932	399,932	399,932	0	0	0	MNDOT	

**TABLE A-14**  
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			2771-37F	**MN249** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	490,000	490,000	490,000	0	0	0	MNDOT	
2015			2771-37G	**MN119** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	116,233	92,986	92,986	0	0	23,247	MNDOT	
2015			2771-37H	**MN235** HENNEPIN CR81 TO I94 IN MAPLE GROVE- 4-LANE FREEWAY COMPLETION AND CONSTRUCT 105TH AVE FROM MAPLE GROVE PARKWAY TO APPROXIMATELY 0.5 MILES W OF I94 INCLUDING NEW BRS 27228, 27230, 27245, 27246, 27251, 27R10, 27R11, 27W15, 27W16 (BEING USED AS PA	4,204,068	3,363,254	3,363,254	0	0	840,814	MNDOT	
2015			2771-37J	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-DESIGN AND CONSTRUCTION OVERSIGHT (CHAP 117)	3,532,958	0	0	0	0	3,532,958	MNDOT	
2015			2771-37L	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RR AGREEMENT (CHAP 117)	485,324	0	0	0	0	485,324	MNDOT	
2015			2771-37M	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE-STIPENDS FOR UNSUCCESSFUL BIDDERS (CHAP 117)	450,000	0	0	0	0	450,000	MNDOT	
2015			2771-37N	**COC**HENNEPIN CR81 TO I94 IN MAPLE GROVE- MISCELLANEOUS CONSULTANT AGREEMENTS (CHAP 117)	53,665	0	0	0	0	53,665	MNDOT	

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2015			2771-37RW1	**MN211**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	2,107,164	1,685,731	1,685,731	0	421,433	0	MNDOT	
2015			2771-37RW2	**MN226**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	1,873,034	1,498,427	1,498,427	0	374,607	0	MNDOT	
2015			2771-37RW3	**MN119**HENNEPIN CR81 TO I94 IN MAPLE GROVE-RIGHT OF WAY (SAFETEA-LU) (REMAINING R/W AMOUNT INCLUDED IN R/W SETASIDE)	936,518	749,214	749,214	0	187,304	0	MNDOT	
2015			2772-113A	**COCII**US169, BRIDGE 27568 REPLACEMENT OVER NINE MILE CREEK IN HOPKINS - PRELIMINARY DESIGN AND DESIGN BUILD ACTIVITIES	62,500	0	0	0	62,500	0	MNDOT	
2015			2772-114	FROM I394 IN GOLDEN VALLEY TO BROOKLYN BLVD IN MAPLE GROVE AND BROOKLYN PARK-SIGN REPLACEMENT	566,151	0	0	0	566,151	0	MNDOT	
2015			2772-99	ON EAST SIDE US169 FROM 16TH ST W TO JUST N OF WAYZATA BLVD IN ST LOUIS PARK - NOISE WALL	615,069	0	0	0	553,562	61,507	MNDOT	
2015			2773-12	**SEC164**I494 TO US169 IN MINNETONKA/EDEN PRAIRIE-CABLE MEDIAN BARRIER (TIED TO SP 2732-104 AND 2775-24)	257,424	257,424	0	0	0	0	MNDOT	
2015			2775-24	**SEC164**MN77 TO 34TH AVE S IN MPLS-CABLE MEDIAN BARRIER (TIED TO 2732-104 AND 2773-12)	304,370	304,370	0	0	0	0	MNDOT	
2015			2776-03RW15	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	2,005,000	1,604,000	0	0	401,000	0	MNDOT	
2015			2780-66	**COC**ELLA**AUXILLIARY LANE CONSTRUCTION EB FROM TH241 IN ST. MICHAEL TO TH101 IN ROGERS-INCLUDING WB EXIT RAMP EXTENSION AT TH 101 AND WB THIRD LANE FROM TH101 TO TH241 (CHAP 117)	28,327,500	0	0	0	0	28,327,500	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			2780-90	**RI20M**AT I94/I494 INTERCHANGE IN MAPLE GROVE -REPLACE TOWERS AND LIGHTING SYSTEMS (TIED TO 2785-330)	1,219,988	0	0	0	1,219,988	0	MNDOT	
2015			2781-462	**TED14** WB I94, EXIT RAMP TO 5TH ST SOUTH IN MPLS (REORIENT 5TH ST S TO 7TH ST S)- CONSTRUCT NEW BRIDGE #27W27	6,790,000	0	0	0	6,790,000	0	MNDOT	
2015			2782-295	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	953,304	0	0	0	953,304	0	MNDOT	
2015			2782-315	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	226,934	0	0	0	226,934	0	MNDOT	
2015			2782-334	FROM 39TH ST TO JUST N OF LAKE ST IN MPLS- STORMWATER TUNNEL REPAIR (CHAP 388 BONDS)	6,799,003	0	0	0	2,870,762	3,928,241	MNDOT	
2015			2783-138	I35W, JUST N OF LAKE ST TO 13TH AVE S AND ON I94 FROM WILLOW ST TO PORTLAND AVE S IN MPLS-SEAL AND GROUT STORMWATER TUNNELS (\$7M CHAP 152 BONDS)	7,966,998	0	0	0	850,500	7,116,498	MNDOT	
2015			2785-330	**PV40M**ADA5M**AC**FROM I394 TO I94/I694 -ADD GENERAL PURPOSE LANE BETWEEN TH 55 AND I-94//I-694, ADD AUXILIARY LANE BETWEEN TH 55 AND CR 6, ADD NB AUXILIARY LANE FROM I394 TO CARLSON PARKWAY, PAVEMENT RESURFACING & RECONSTRUCTION, PONDS, NOISEWALLS, SIG	85,164,512	22,131,610	0	46,000,000	17,032,902	0	MNDOT	
2015			2785-338	FROM FLYING CLOUD DR TO W OF BUSH LAKE RD IN BLOOMINGTON - LANDSCAPING	559,848	0	0	0	559,848	0	MNDOT	
2015			2785-403	**ELLA**FROM I394 TO I94/694 - TEMPORARY BYPASS WORK INCLUDING PAVEMENT, WIDENING OF BRIDGES 27974, 27976, 27978 AND LIGHTING	5,739,143	0	0	0	5,739,143	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			2789-136	JUST E OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE #27792 AND ON I94 NEAR JCT I94 AND I394 IN MPLS- MILL AND OVERLAY INCLUDING N AND S FRONTAGE ROADS, CPR, CONCRETE DIAMOND GRINDING, DRAINAGE, ADA UPGRADES, GUARDRAIL, SIGNAL LOOPS AND RE-DECK BRIDGE 2779	6,640,000	5,976,000	0	0	664,000	0	MNDOT	
2015			2789-142	**ELLA**FROM I494 IN MINNETONKA TO WASHINGTON AVE N IN MPLS (I394 MNPASS) - PARTIAL ITS REFURBISHMENT, INCLUDING COMMUNICATIONS, FIBER, POWER, NON-INTRUSIVE DETECTION AND CABINETS (IN "OTHER" \$1.35M IS MNPASS REVENUE, \$200K IS ABC GARAGE FUNDS)	1,888,741	0	0	0	338,741	1,550,000	MNDOT	
2015			6201-86	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	13,803,830	0	0	0	0	13,803,830	MNDOT	
2015			6211-102	FROM EDGERTON ST IN MAPLEWOOD TO MN120 IN N ST PAUL-INSTALL TMS	894,004	0	0	0	894,004	0	MNDOT	
2015			6215-100	FROM JUST S OF W FORD PKWY IN ST PAUL TO CR-B2 IN ROSEVILLE-BUS STOP BUMPOUTS FOR RAPID BUS SERVICE, ADA CURB RAMPS AND APS AT VARIOUS LOCATIONS (CHAP 152 TRANSIT ADVANTAGE BONDS)	4,787,250	0	0	0	0	4,787,250	MNDOT	
2015			6215-103	AT RAMSEY-CSAH 42 (FORD PARKWAY) IN ST PAUL - SIGNAL UPGRADE AND APS (TIED TO 062-642-007)	148,500	0	0	0	148,500	0	MNDOT	



**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
2015			6215-108	FROM JUST S OF DAYTON TO PIERCE BUTLER AVE IN ST PAUL- PED/HIGHWAY LIGHTING, APS SIGNAL, & INTERCONNECT VIA COOP AGR (CITY OF ST PAUL FORCE ACCOUNT WORK TO BE COORDINATED W/ SP 6215-99 CONSTRUCTION)	998,000	0	0	0	998,000	0	MNDOT	
2015			6215-99	**ADA5M**ADA**COCII**FROM N OF SELBY TO PIERCE BUTLER AVE IN ST PAUL-MILL AND OVERLAY, BRIDGE 9377 DECK REPLACEMENT, CHANNELIZATION, ADA, BUS STOP BUMPOUTS FOR RAPID BUS SERVICE, LIGHTING, STREETSCAPING, SIGNAL REVISION/REPLACEMENTS AND REPAIRS ON BRIDGE	9,720,000	0	0	0	6,067,250	3,652,750	MNDOT	
2015			6216-130	AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE AND WIDEN BRIDGE 62010 (NEW BRIDGE 62038), ADD TURN LANES, CONSTRUCT TRAIL, SIGNAL	2,955,202	2,364,162	0	0	591,040	0	MNDOT	
2015			6216-133	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	462,351	369,881	0	0	92,470	0	MNDOT	
2015			6222-166	AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	169,698	0	0	0	114,498	55,200	MNDOT	
2015			6222-173	CP RR, JUST S OF RAMSEY CSAH 9 (BUFFALO ST) IN WHITE BEAR LAKE-INSTALL CANTS, UPGRADE TO GATES	350,000	350,000	0	0	0	0	MNDOT	
2015			6222-177	US61, SOUTH OF CSAH 8 (BUFFALO ST) IN WHITE BEAR LAKE - RECONSTRUCT BITUMINOUS OUTSIDE SHOULDERS	91,987	91,987	0	0	0	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			6227-76	FROM EB I694 RAMPS TO S OF LONG LK RD IN OAKDALE/WHITE BEAR LK-SIGNAL, LIGHTING, RTMC REVISIONS, DRAINAGE, SIDEWALKS, ADD RIGHT TURN LANE AT WB I694 EXIT RAMP TO NB MN120 AND ON SB MN120 TO WB I694 ENTRANCE RAMP, EXTEND LEFT TURN LANE AT EB I694 EXIT RAMP	746,000	0	0	0	746,000	0	MNDOT	
2015			6280-367B	FROM I94 IN ST PAUL TO JUST N OF LITTLE CANADA RD IN LITTLE CANADA - MNPASS OPERATION/INTEGRATION	600,000	0	0	0	600,000	0	MNDOT	
2015			6280-379	**RI20M**FROM LITTLE CANADA RD TO MN 36 IN LITTLE CANADA AND ON I694 FROM RICE ST TO E JUNCTION WITH I35E IN VADNAIS HTS- REPAINT NOISE WALL (\$2.35M FROM ROADSIDE INFRASTRUCTURE)	4,085,000	0	0	0	4,085,000	0	MNDOT	
2015			6280-384	AT THE INTERSECTION OF RANDOLPH AVE (RAMSEY-CSAH 38) & I35E SB ENTRANCE & EXIT RAMP-ADA IMPROVEMENTS AND APS INSTALLATION	32,500	0	0	0	32,500	0	MNDOT	
2015			6281-20	RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK AND WIDEN BRIDGE 62834, REPLACE APPROACH PANELS, CONCRETE OVERLAY ON CSAH 96 BETWEEN CENTERVILLE RD AND WHITE BEAR PARKWAY AND RAMPS FROM I35E TO CSAH 96, DRAINAGE, REPLACE TRAFFIC SIGNALS, ADA PED TRAIL	4,390,000	3,015,000	0	0	335,000	1,040,000	MNDOT	
2015			6281-25	FROM 0.2 MILE S OF RAMSEY CR E (CSAH 15) TO 0.5 MILE S OF RAMSEY CSAH 96 IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 (NEW 62729) AND 9568 (NEW 62730) INCLUDING PROFILE ADJUSTMENTS ON BOTH SIDES OF BRIDGE, MILL AND UNBONDED CONCRETE OVERLAY, ADA, RETAINING WAL	20,855,000	18,769,500	0	0	2,085,500	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			6281-44	SB I35E FROM RAMSEY CR J IN WHITE BEAR TWP TO RAMSEY CSAH 96 N WHITE BEAR LAKE- SIGNS AND SHOULDERING FOR BUS ONLY SHOULDER	10,000	0	0	0	10,000	0	MNDOT	
2015			6282-9377C	MN51, BR NO. 9377 OVER I94 IN ST PAUL - EARLY STEEL MATERIALS FOR CONSTRUCTION SP 6215-99	106,960	0	0	0	106,960	0	MNDOT	
2015			6283-245	ON I-94, FROM W OF MOUNDS BLVD TO EAST OF MCKNIGHT ROAD IN ST PAUL- INSTALL DETECTION; AT I494 & PORTLAND AVE IN BLOOMINGTON/RICHFIELD AND AT MN5 & POST RD IN MSP AIRPORT- DYNAMIC MESSAGE SIGNS (\$535K IS FROM OPERATING FUNDS)	592,769	0	0	0	592,769	0	MNDOT	
2015			6284-157	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS/NEW BRIGHTON- REPLACE BRIDGE 9577 WITH 62911, APPROACH PANEL AND RAMP WORK	2,500,000	0	0	0	2,500,000	0	MNDOT	
2015			6284-170	FROM MN36 IN ROSEVILLE TO LEXINGTON AVE IN BLAINE- INSTALL ITS, INCLUDING VEHICLE DETECTION, FIBER, REPLACE SHELTERS & ELIMINATE COPPER (\$75K IS FROM OPERATING FUNDS)	2,039,653	0	0	0	2,039,653	0	MNDOT	
2015			6284-171	AT RAMSEY CSAH 12 (CR F) IN ARDEN HILLS/NEW BRIGHTON - REPLACE BRIDGE 9599 WITH BRIDGE 62890 AND APPROACHES, GUARDRAIL, PED/BIKE TRAIL	3,215,000	2,790,000	0	0	310,000	115,000	MNDOT	
2015			6285-143CA	**COC** I694, FROM EAST OF RICE ST IN LITTLE CANADA TO W OF LEXINGTON AVE IN ARDEN HILLS - DESIGN FOR CONSTRUCTION OF A 3RD LANE AND RECONSTRUCT EXISTING LANES, PONDING, MILL AND LOW SLUMP OVERLAY ON BRIDGES 62723 AND 62724, PIER STRUTS ON BRIDGES 62823,	2,596,825	0	0	0	0	2,596,825	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			6285-148	US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING	206,915	0	0	0	206,915	0	MNDOT	
2015			7001-104	AT 150TH ST IN PRIOR LAKE AND SAVAGE-CONSTRUCT TRAFFIC SIGNAL AND CENTER MEDIAN TO RESTRICT ACCESS TO RI/RO AT OAKLAND BEACH AVE/ZINRAN AVE (\$702K IS CO-OP)	2,102,000	0	0	0	2,102,000	0	MNDOT	
2015			7008-100	**PV40M**FROM 0.2 MI S OF MN 282 TO 0.9 MI N OF MN 21 IN JORDAN - RECONSTRUCT/OVERLAY MAINLINE INCLUDING MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES; REPLACE JOINTS, MILL AND OVERLAY BRIDGES 6802, 6803, 6804 ON US169 AND 6859 ON MN28	10,528,839	8,423,071	0	0	2,105,768	0	MNDOT	
2015			7102-131	**SEC164** MEDIAN CABLE GUARDRAIL FROM CR 43 IN BIG LAKE TO WACO ST NW IN ELK RIVER	950,000	950,000	0	0	0	0	MNDOT	
2015			8204-62	FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N IN GRANT- LANDSCAPING	95,770	0	0	0	95,770	0	MNDOT	
2015			8204-64	AT MN120 IN N ST PAUL & OAKDALE - REPLACE TRAFFIC SIGNAL & ADA UPGRADES	350,000	0	0	0	350,000	0	MNDOT	
2015			8212-25	AT WASHINGTON-CR 91 & AT LOFTON AVE IN SCANDIA-TURN LANES	393,400	0	0	0	393,400	0	MNDOT	
2015			8214-114MIT15	OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS INCLUDING ENDOWMENT FUND FOR REPLACEMENT OF RIVER BRIDGE 4654	13,735,000	0	0	0	8,485,000	5,250,000	MNDOT	
2015			8214-114RW2	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION	345,000	276,000	0	0	69,000	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			8214-114SA15	ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	9,000,000	0	0	0	5,500,000	3,500,000	MNDOT	
2015			8214-164	FROM W OF GREELEY AVE/CSAH 66 (W LIMIT OF ST. CROIX CROSSING PROJECT) TO E OF OSGOOD AVE - LANDSCAPING	277,347	0	0	0	277,347	0	MNDOT	
2015			8214-165	BETWEEN OSGOOD AVE AND MN95 IN OAK PARK HEIGHTS - TYPE I STATE ENTRY AND EXIT SIGN	1,582,633	0	0	0	1,582,633	0	MNDOT	
2015			8214-171	EAST AND WEST OF WASHINGTON-CSAH-17 IN LAKE ELMO-INSTALL SIGNALS AND TURN LANES	432,000	0	0	0	432,000	0	MNDOT	
2015			8214-173	CONSTRUCTION OF BERM AT KRIESEL FARMSTEAD IN WI AS PART OF ST. CROIX MITIGATION PACKAGE- WISCONSIN LET	30,000	0	0	0	30,000	0	MNDOT	
2015			8214-174C	FROM WI ST HWY35 TO CR-E AND OVERPASS-GRADING FOR LOOP TRAIL AS PART OF THE ST. CROIX RIVER CROSSING PROJECT-WISCONSIN LET	65,000	0	0	0	65,000	0	MNDOT	
2015			8214-175	NORTHWEST RAMP AT MN5 – CONSTRUCT OVER-WEIGHT ENFORCEMENT PULL OFF PAD, INCLUDING WEIGH-IN-MOTION SYSTEM AT MN36 AND OSGOOD AVE N, AS PART OF ST CROIX RIVER CROSSING PROJECT	663,086	530,469	0	0	132,617	0	MNDOT	
2015			8214-179	ON NW QUADRANT OF MN36 & OSGOOD AVE (CSAH 24) IN OAK PARK HEIGHTS - REALIGN N FRONTAGE ROAD AS PART OF THE ST CROIX RIVER CROSSING PROJECT - WISCONSIN LET	750,000	0	0	0	750,000	0	MNDOT	
2015			8221-01AC1	**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 2)	8,368,663	8,368,663	0	0	0	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			8282-116	MANNING AVE IN WOODBURY TO ST. CROIX RIVER IN LAKELAND TWP- REPAIR, REPLACE & LINE LARGE PIPES	2,696,391	2,426,752	0	0	269,639	0	MNDOT	
2015			8282-123	194, ST. CROIX WEIGH STATION IN LAKELAND - REPLACE WEIGH-IN-MOTION SORTER SYSTEM	1,996,726	1,797,053	0	0	199,673	0	MNDOT	
2015			8680-167	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY	6,000,000	5,196,000	0	0	804,000	0	MNDOT	
2015			880M-CA-15	DISTRICTWIDE SETASIDE FOR CONSULTANT DESIGN - FY 2015	16,700,000	0	0	0	16,700,000	0	MNDOT	
2015			880M-PM-15	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2015	4,500,000	0	0	0	4,500,000	0	MNDOT	
2015			880M-RB-15	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2015	100,000	0	0	0	100,000	0	MNDOT	
2015			880M-RW-15	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2015	8,840,000	0	0	0	8,840,000	0	MNDOT	
2015			880M-RX-15	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2015	4,600,000	0	0	0	4,600,000	0	MNDOT	
2015			880M-SA-15	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2015	11,000,000	0	0	0	11,000,000	0	MNDOT	
2015			880M-TM-15	DISTRICTWIDE SETASIDE- TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS & CONSULTANT NEEDS - FY 2015	900,000	0	0	0	900,000	0	MNDOT	
2015			880M-TRLF-15	**TRLF**REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MNDOT	
2015			8825-364	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	1,479,888	1,183,910	0	0	295,978	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			8825-382	ELECTRICAL SERVICE UPGRADES/REFURBISH & NON-INTRUSIVE DETECTION ON I-94 FROM NICOLLET AVE IN MPLS TO SHINGLE CREEK PKWY IN BROOKLYN CTR & CAMERA FILL IN METROWIDE	1,164,804	931,844	0	0	232,960	0	MNDOT	
2015			8825-383	**IDIQ**METROWIDE - REPAIR OR REPLACE CANTILEVER SIGN STRUCTURES (CONTRACT MINIMUM \$500K, CONTRACT MAXIMUM \$1.5M, EXPIRATION DATE 12/31/2016)	500,000	0	0	0	500,000	0	MNDOT	
2015			8825-391	METROWIDE - CONVERSION TO LED FIXTURES (\$1.125M IS FROM OPERATING FUNDS)	2,182,967	0	0	0	2,182,967	0	MNDOT	
2015			8825-477	METROWIDE-LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MNDOT	
2015			8825-497	**RI20M**METROWIDE-REPLACE CAMERAS	681,888	0	0	0	681,888	0	MNDOT	
2015			8825-500	**RI20M**METROWIDE- REMOVE OR REPLACE OBSOLETE TWISTED END GUARDRAIL TREATMENTS AND INSTALL GUARDRAIL UPGRADES	1,691,780	0	0	0	1,691,780	0	MNDOT	
2015			8825-503	METROWIDE (I-35, I-35E, I-494, I-694 AND MN212)-INSTALL GROUND IN WET REFLECTIVE EDGE MARKING	934,563	841,107	0	0	93,456	0	MNDOT	
2015			8825-507	**ADA** METROWIDE AT VARIOUS LOCATIONS - CURB RAMPS, SIDEWALKS & APS INSTALLATION	1,290,172	1,032,138	0	0	258,034	0	MNDOT	
2015			8825-512	AT VARIOUS LOCATIONS IN METRO AREA - ICE CRUSH REPAIRS OF FIBER OPTIC CABLE	149,888	0	0	0	149,888	0	MNDOT	
2015			8825-527	METROWIDE - CONVERSION TO LED ROADWAY LIGHTING FIXTURES (\$2.205 IS FROM OPERATING FUNDS)	4,595,000	0	0	0	4,595,000	0	MNDOT	
2015			8825-535	METROWIDE - CENTRAL SIGNAL MONITORING SYSTEM	700,000	630,000	0	0	70,000	0	MNDOT	

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2015			TRS-TCMT-15	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 AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDU	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	
2015			TRS-TCMT-15A	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	MET COUNCIL - MT	
2015			TRS-TCMT-15B	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	MET COUNCIL - MT	
2015			TRS-TCMT-15C	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	
2015			TRS-TCMT-15D	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	
2015			TRS-TCMT-16C	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	MET COUNCIL - MT	



**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
2015			TRS-TCMT-16D	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	5,212,422	3,831,130	0	0	0	1,381,292	MET COUNCIL - MT	
Totals					691,136,670		11,420,090		187,819,295			
						222,190,466		49,760,000		231,366,909		

**Wisconsin**

<b>2016-2019 Transportation Improvement Program (TIP)</b>														
<b>TIP Number</b>	<b>Project Number</b>	<b>Project Elements</b>	<b>Project Sponsor</b>	<b>Project Description</b> (street name, termini, type of work, length in miles, and funding program)	<b>Phase</b>	<b>Estimated Cost (in thousands of \$)</b>					<b>Funding Source and Cost Share</b>			
						<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
013-14-001	8110-02	40, 73, 89	WisDOT	St. Croix River Crossing - to 150th Ave in Town of St. Joseph and STH 64 bridge approaches	Engineering	0	0	0	0	-	0	0	0	0
				Bridge Replacement - BR	Right-of-Way	0	0	0	0	-	0	0	0	0
				4.89 Mi	Construction	13,374	951	10	0	14,335	0	14,335	0	14,335
					TOTAL	13,374	951	10	0	14,335	0	14,335	0	14,335

**Appendix B.**  
**Conformity Documentation Of the 2016-2019 Transportation Improvement  
Program to the 1990 Clean Air Act Amendments May 9, 2014**

## **Air Quality Conformity**

### **Clean Air Act Conformity Determination**

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown below. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2016-19 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

### **Public Involvement & Interagency Consultation Process**

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Public Participation Plan for Transportation Planning](#). An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA, and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. An interagency conformity work group provides a forum for interagency consultation on technical conformity issues, and has met in person and electronically over the course of the development of the 2040 TIP.

## Emissions Test

In 2010, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour NAAQS for eight consecutive quarters. MPCA CO monitoring data shows that eight-hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

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

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

## Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2016-2019 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

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

## Federal Requirements

The 2016-19 TIP meets the following Conformity Rule requirements:

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

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

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

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

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

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

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, and conforms to the requirement to implement the Transportation System Management Strategies, which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.

Any TIP projects that are not specifically listed in the plan are consistent with the goals, objectives, and strategies of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

## List of Regionally Significant Projects

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

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

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model, and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

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

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
  - under construction or undergoing right-of-way acquisition, or;
  - come from the first year of a previously conforming Transportation Improvement Program, or;

- have completed the NEPA process, or;
- listed in the 2016-2019 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

## Horizon Year 2020

### *Rebuild and Replace Highway Assets*

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

### *Strategic Capacity Enhancements*

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

### ***Regional Highway Access | Horizon Year 2020***

- US 10 at Armstrong Blvd in Ramsey: New interchange and rail grade separation
- US 52 at Dakota CSAH 86 in Randolph Township – grade separated crossing
- I-94 at 5th/7th Street in Minneapolis- reconstruct interchange to close 5th street ramp and replace it with one at 7th street.

### ***Transitway System***

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

### ***Other Regionally Significant Transit Expansion***

- Stillwater Park and Ride at TH 36

### ***2011 Regional Solicitation Selected Projects***

- St. Paul East 7<sup>th</sup> Street: Limited stop transit service demonstration
- St. Paul Pierce Butler Rte: from Grotto St to Arundel St at Minnehaha Ave- extension on a new alignment as a 4-lane roadway
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W – Minneapolis purchases ROW, begin engineering and construction
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane
- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway
- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- \*Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield- reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway



### ***2014 Regional Solicitation Selected Projects***

Note: At the time that the draft conformity analysis was being drafted, final funding decisions for the 2014 Regional Solicitation had not yet been made. The list below contains all projects under any funding scenario being considered- several of them will likely not appear in the final TIP. Through interagency consultation, it was determined that Conformity of the TIP would not be affected by the inclusion or exclusion of any of these projects. This list in the final TIP will include only those regionally significant projects funded in the Regional Solicitation.

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Dakota County: CSAH 42/TH 52 interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Bloomington: E Bush Lake Road I-494 WB entrance ramp
- Anoka County: CSAH 78 expansion from 139<sup>th</sup> Ln to CSAH 18
- Carver County: TH 41 expansion
- Dakota County: CSAH 28 connector
- Scott County: CSAH 278 reconstruction
- Richfield: 77<sup>th</sup> St TH 77 underpas
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements
- Metro Transit: Chicago Ave corridor bus and technology Improvements

### ***Projects Outside of Metropolitan Planning Area, Inside Maintenance Area***

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes

## **Horizon Year 2030**

### ***MnPASS Investments | Horizon Year 2030***

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

### ***Transitway System | Horizon Year 2030***

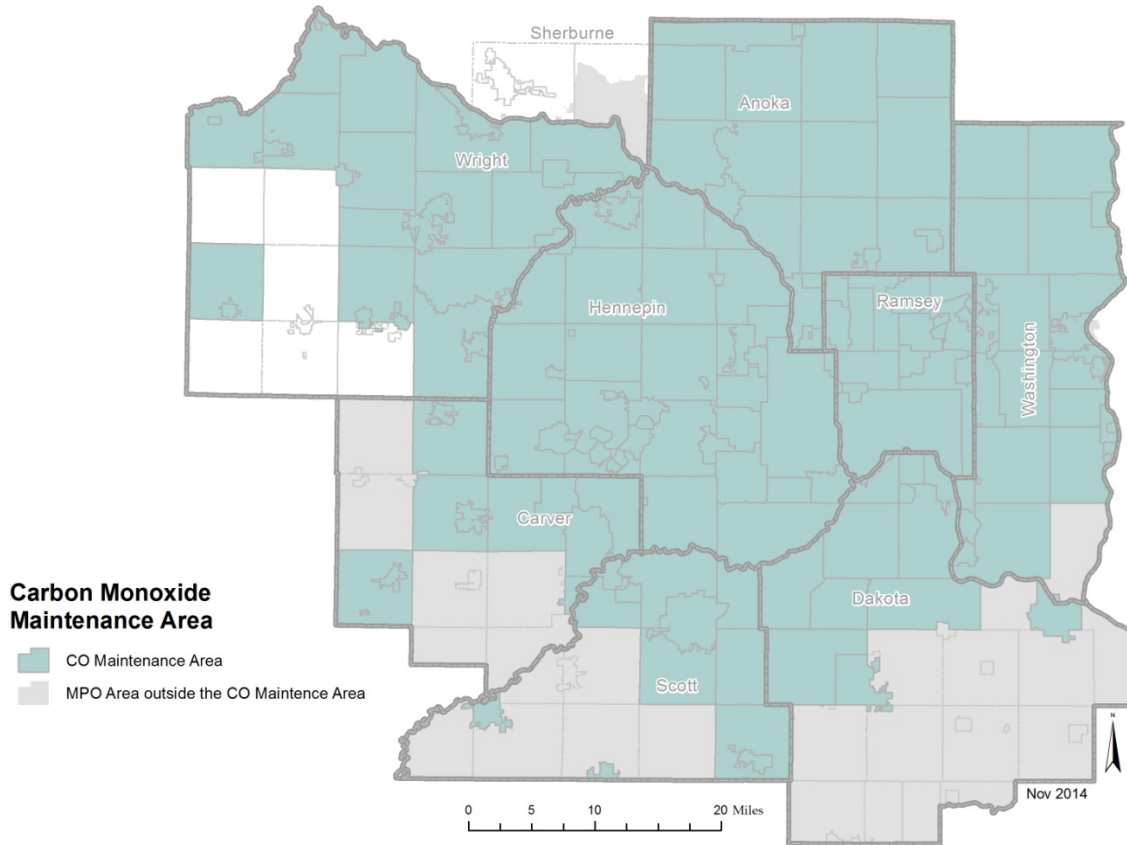
- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington

- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville.

## Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area



# Letter from MPCA

Insert Letter Here

*Insert Letter Here*

## Exempt Projects

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

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

## Projects that Do Not Impact Regional Emissions

### Safety

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

## Transit

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

## Air Quality

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

## Other

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

## **Projects Exempt from Regional Emissions Analyses that May Require Further Air Quality Analysis**

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

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

### **Projects Exempt from Regional Emissions Analyses**

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

### **Non-Classifiable Projects**

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

### **Traffic Signal Synchronization**

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

## Regionally Significant Projects

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

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



## APPENDIX C: Selected HSIP and Regional Solicitation Projects

### HSIP Projects\*

Project Sponsor	Project Name	Project Description	Fiscal Year	Project Total	Federal Amount	AQC
City of Minneapolis	6th Street South from 1st Av to Portland Av	Install mast arms at 5 existing signals (1st Av, Hennepin Av, 3rd Av, 5th Av, Portland Av)	2018	\$1,049,400	\$1,166,000	S7
City of Minneapolis	7th Street South from 3rd Av to 11th Av	Install mast arms at 6 existing signals (3rd, 5th, Portland, Park, Chicago, 11th)	2017	\$1,638,000	\$1,820,000	S7
Hennepin County	CSAH 17 at TH 62	Replace 2 ramp signals, remove free right turn, construct additional left turn storage, FYA, Blue lights	2019	\$1,020,600	\$1,134,000	E1
City of Minneapolis	8th St @ 9th Av; 8th St @ 11th Ave; 11th Av @ 14th St	Install mast arms at 3 existing signals	2018	\$1,049,400	\$1,166,000	S7
Ramsey County	CSAH 31 at CSAH 58	Construct left turn lanes, replace signal, APS, countdown timers	2019	\$1,018,607	\$1,131,786	AQ2
Carver County	CSAH 33 at CSAH 34	Construct Roundabout	2019	\$1,516,709	\$1,685,232	E1
Dakota County	CSAH 31 Northland Dr & Mendota Heights Rd	Construct 3/4 Access and Left turn lanes	2017	\$702,000	\$780,000	E1
Scott County	CSAH 27 at CSAH 68	Construct Roundabout	2018	\$954,000	\$1,060,000	E1
Ramsey County	CSAH 45 at CSAH 10	Construct left turn lanes, replace signal, APS, countdown timers	2017	\$315,640	\$350,711	E1
Dakota County	CSAH 38 CSAH 31 to TH 3	Convert 2-Lane to 3-Lane Road	2018	\$1,144,800	\$1,272,000	E1
MnDOT	TH 212 from CSAH 11 to Powers Blvd	Install cable median barrier	2017	\$1,359,072	\$1,510,080	S9
Hennepin County	CSAH 15 at CSAH 19	Replace signal, remove free right turn, construct sidewalk, develop LTL on CSAH 19	2017	\$631,800	\$702,000	AQ2
Scott County	CSAH 46 at CSAH 86	Construct Roundabout	2018	\$858,600	\$954,000	E1
Columbia Heights	TH 65 47th Ave to 50th Ave	Restrict median opening to 3/4, lighting on both sides, reconstruct sidewalk, ped ramps, no ped crossing signs	2019	\$866,052	\$962,280	S9

Anoka County	CSAH 17 at CSAH 18	Construct new signal, convert bypass lane to left turn lane on CSAH 17	2019	\$874,800	\$972,000	E2
MnDOT	Metro wide	Install signs for on horizontal curves to comply with new MMUTCD standards	2018	\$477,000	\$530,000	O8
St. Paul	Grand Ave from Hamline to Victoria	Ped / Bike Safety improvements	2018	\$667,800	\$742,000	AQ2
Scott County	Various locations	Construct turn lanes	2019	\$1,603,800	\$1,782,000	E1
City of Minneapolis	City Streets	Install green thermoplastic bike lanes and white dashed poly at intersection approaches	2018	\$171,720	\$190,800	AQ2
City of Minneapolis	Como Av: 12th Av to 15th Av; 7th St: Carew Dr to 13th Av	Install ped curb extensions (8 intersections)	2018	\$791,820	\$879,800	AQ2
Anoka County	CSAH 78; CSAH 1 to CSAH 14	Signal interconnect (16 signals)	2018	\$381,600	\$424,000	S7
Hennepin County	CSAHs 17, 61, 81, 130, 152	Purchase ATMS to monitor and coordinate 81 traffic signals, fiber interconnect 10 miles	2017	\$1,497,600	\$1,664,000	S7
MnDOT	TH 169 from TH 21 to TH 41	Install cable median barrier	2017	\$1,291,680	\$1,435,200	S9
Carver County	TH 212 at CSAH 34 and CSAH 43	Install RICWS and lighting at both intersections	2019	\$304,020	\$273,618	S18
MnDOT	TH 212 at CSAH 41 and CSAH 36 (east Jct)	Construct 2 RCI intersections	2019	\$972,000	\$1,080,000	E1

\*These projects are pending approval by TAB at its May 20, 2015 meeting

2017-2019 Regional Solicitation projects will be added after TAB selects projects for funding. Lists of the funded projects will be included as appendices to the draft 2016-2019 TIP for the public comment period.

Three projects with scope changes pending approval on or before the June17, 2015 TAB meeting. If those scope changes are approved, they will impact the project's TIP descriptions and/or funding amounts and will be added to this page.