

TRANSPORTATION ADVISORY BOARD

Metropolitan Council, 390 Robert Street North, Saint Paul, Minnesota 55101

NOTICE OF A MEETING
of the
FUNDING AND PROGRAMMING COMMITTEE

Thursday, May 18, 2017
1:30 P.M. – Metropolitan Council, Room LLA
390 Robert Street N, Saint Paul, MN

AGENDA

- 1) Call to Order
- 2) Adoption of Agenda
- 3) Approval of the Minutes from the April 20, 2017 meeting*
- 4) TAB Report
- 5) Draft 2018-2021 Transportation Improvement Program – Action Item 2017-16*
- 6) Interchange Approval Process – Information Item*
- 7) 2016 Regional Solicitation Survey Responses and 2018 Discussion Topics – Information Item*
- 8) Other Business
- 9) Adjournment

*Attachments

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

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 20, 2017

MEMBERS PRESENT: Tim Mayasich (Chair, Ramsey County), Colleen Brown (MnDOT State Aid), Bob Byers (Hennepin County), Innocent Eyoh (MPCA), Anna Flintoft (Metro Transit), Jack Forslund (Anoka County), Jenifer Hager (Minneapolis), Craig Jenson (Scott County), Karl Keel (Bloomington), Jim Kosluchar (Fridley), Lyssa Leitner (Washington County), Bruce Loney (Shakopee), Molly McCartney (MnDOT Metro District), Gina Mitteco (MnDOT Bike & Ped), Ryan Peterson (Burnsville), Paul Oehme (Chanhassen), Steve Peterson (Metropolitan Council), Lyndon Robjent (Carver County), John Sass (Dakota County), Nancy Spooner-Mueller (DNR), Michael Thompson (Maplewood), Anne Weber (St. Paul), and Joe Barbeau (staff)

OTHERS PRESENT: Tony Fischer (Metropolitan Council), Josh Pearson (MnDOT), David Tomporowski (MnDOT), and Katie White (Metropolitan Council)

1. Call to Order

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

2. Adoption of Agenda

MOTION: Thompson moved to adopt the agenda. Seconded by Keel. The motion was approved unanimously.

3. Approval of the Minutes from the February 15, 2017, Meeting

MOTION: Ryan Peterson moved to approve the minutes. Seconded by Thompson. The motion was approved unanimously.

4. TAB Report – Information Item

Barbeau reported on the April 19, 2017, TAB meeting. Scott McBride from MnDOT Metro District reported that the Minnesota Legislature passed legislation authorizing the funding provided in the FAST Act and it was signed by the governor. Projects will be let on April 21. David Thornton of the Minnesota Pollution Control Agency reported that the \$47 million settlement from Volkswagen is waiting for authorization from the Minnesota Legislature. Carl Crimmins from the Metropolitan Airports Commission reported the Long-Term Comprehensive Plan for Crystal Airport will be submitted to the Council next month. Katie Rodriguez reported that the Council has prepared a proposal to raise transit fares. The public comment period is open through June 26. Four public hearings will be held.

The following actions were taken:

- Approval of the 2017-2020 TIP amendment for Scott County, related to the recently-approved scope change on US 169.
- Approval of additional Regional Solicitation over-programming to fund the following additional projects from the 2016 Regional Solicitation and to place them the draft 2018-2021 Transportation Improvement Program:
 - Brooklyn Park roadway expansion project,
 - Minnetonka roadway reconstruction project,
 - Washington County roadway system management project,
 - Minnesota DNR multiuse trail project, and
 - St. Paul multiuse trail project

Information items were presented on the 2016 Regional Solicitation sensitivity analysis and the Transportation Policy Plan (TPP) update schedule.

5. Mapping of Funded Regional Solicitation Projects – Information Item

Katie White from the Metropolitan Council demonstrated a mapping application highlighting projects funded by the Regional Solicitation since 2003.

Spooner-Mueller expressed interest in an aerial photo layer while Keel expressed interest in having the ability to run reports.

6. MnDOT Freight Investment Plan – Information Item

David Tomporowski from MnDOT presented an update in the State’s Freight Investment Plan. A solicitation for freight projects will be released statewide in the summer of 2017.

Robgent asked how the region’s truck study fits into the solicitation. Steve Peterson replied that the study could contribute to the qualifying criteria but since the solicitation is statewide and the study is specific to the metro area, it may not be used for scoring.

7. Minnesota State Highway Investment Plan – Information Item

Josh Pearson from MnDOT provided a summary of the 20-Year Minnesota State Highway Investment Plan (MnSHIP). Tony Fischer from the Council said that mobility funding is slated to be eliminated after 2023. He added that the Federal Highway Administration would like the TPP to include projects through 2040.

Loney asked what is used to project the gas tax and other revenue. Pearson replied that an economist makes those projections, using estimates for such things as fuel consumption and Motor Vehicle Sales Tax revenue.

Steve Peterson asked whether MnSHIP limits the ability for local projects to be completed. Pearson replied that it does. McCartney added that the Regional Solicitation provides uncertainty, as evidenced by the recent success of interchange project applications.

8. 2016 Regional Solicitation Evaluation of Measures – Information Item

Barbeau discussed the impacts of measures in the 2016 Regional Solicitation. Few measures were under-performing, given that most impacted the rank order of many projects. Less impactful measures that may be worthy of examination include the risk assessment worksheet, housing performance score, deficiencies and safety in the Multiuse Trails and Pedestrian categories, and the average number of weekday transit trips which included a partial score related to connection to a planned transitway. All applications scored full points for that partial score. Several applications had measures in which no application scored even half of the top-scoring application

Leitner asked what the next steps are. Barbeau replied that the results of the applicant, scorer, TAC, and TAB surveys will be reviewed and that measures will be discussed starting in the summer.

9. Other Business

None.

10. Adjournment

The meeting was adjourned.

ACTION TRANSMITTAL No. 2017-16

DATE: May 11, 2017

TO: TAC Funding and Programming Committee

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

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

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

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

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

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

ROUTING

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

Draft

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

DRAFT



**METROPOLITAN
COUNCIL**

May 18, 2017

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2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

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

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

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

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

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

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

1. INTRODUCTION

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

Federal Requirements

Federal regulations require that a Transportation Improvement Program:

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

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

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

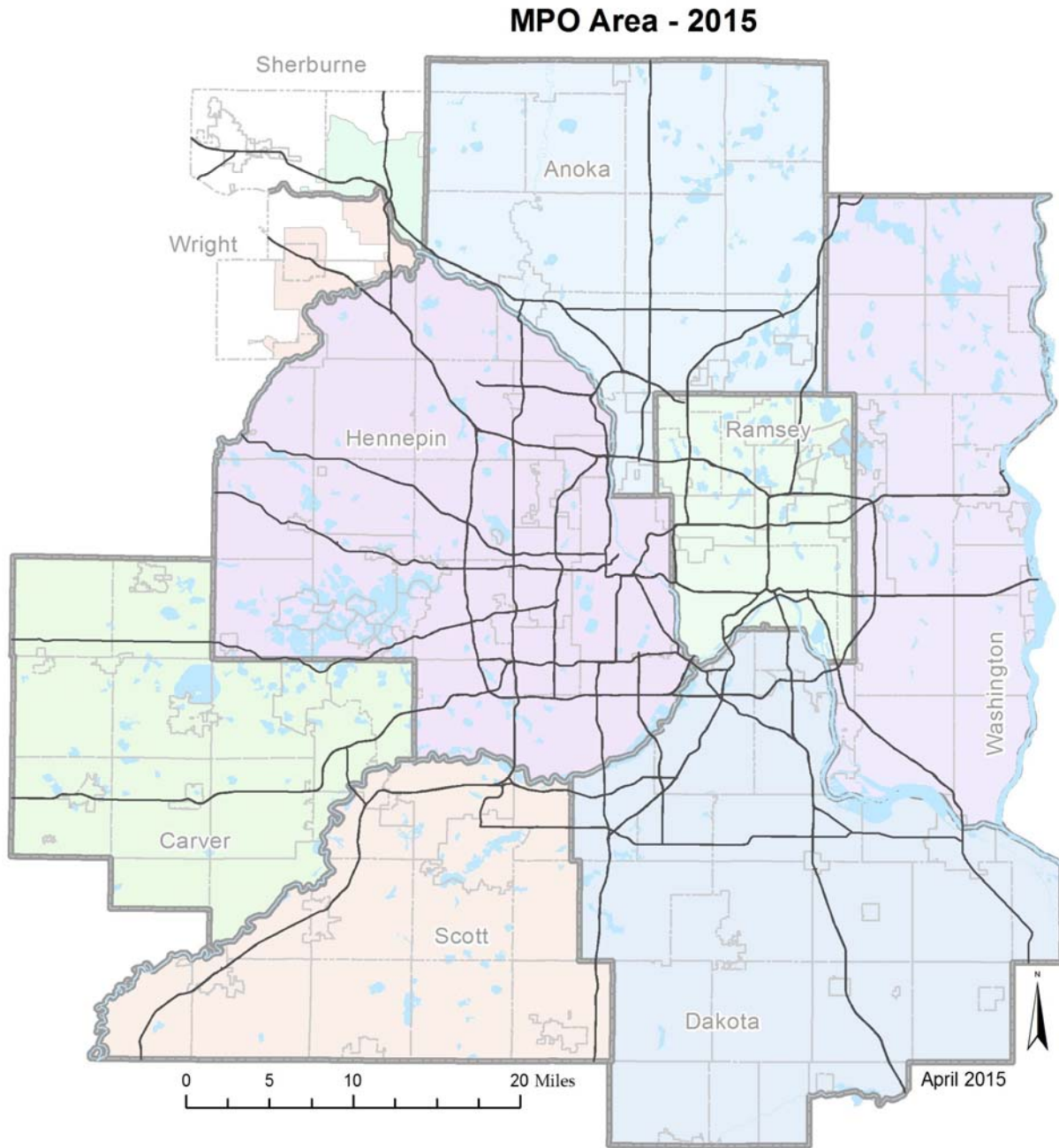


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

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

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

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

Regional Planning Process

The transportation planning process in the Twin Cities Metropolitan Area is based on Minnesota Statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983, when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive, and cooperative (3C) transportation planning in the metropolitan area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council.

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

Public Participation Opportunities in Preparation of the Transportation Improvement Program

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

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

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

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

Development and Content of the Transportation Improvement Program

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

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

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

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

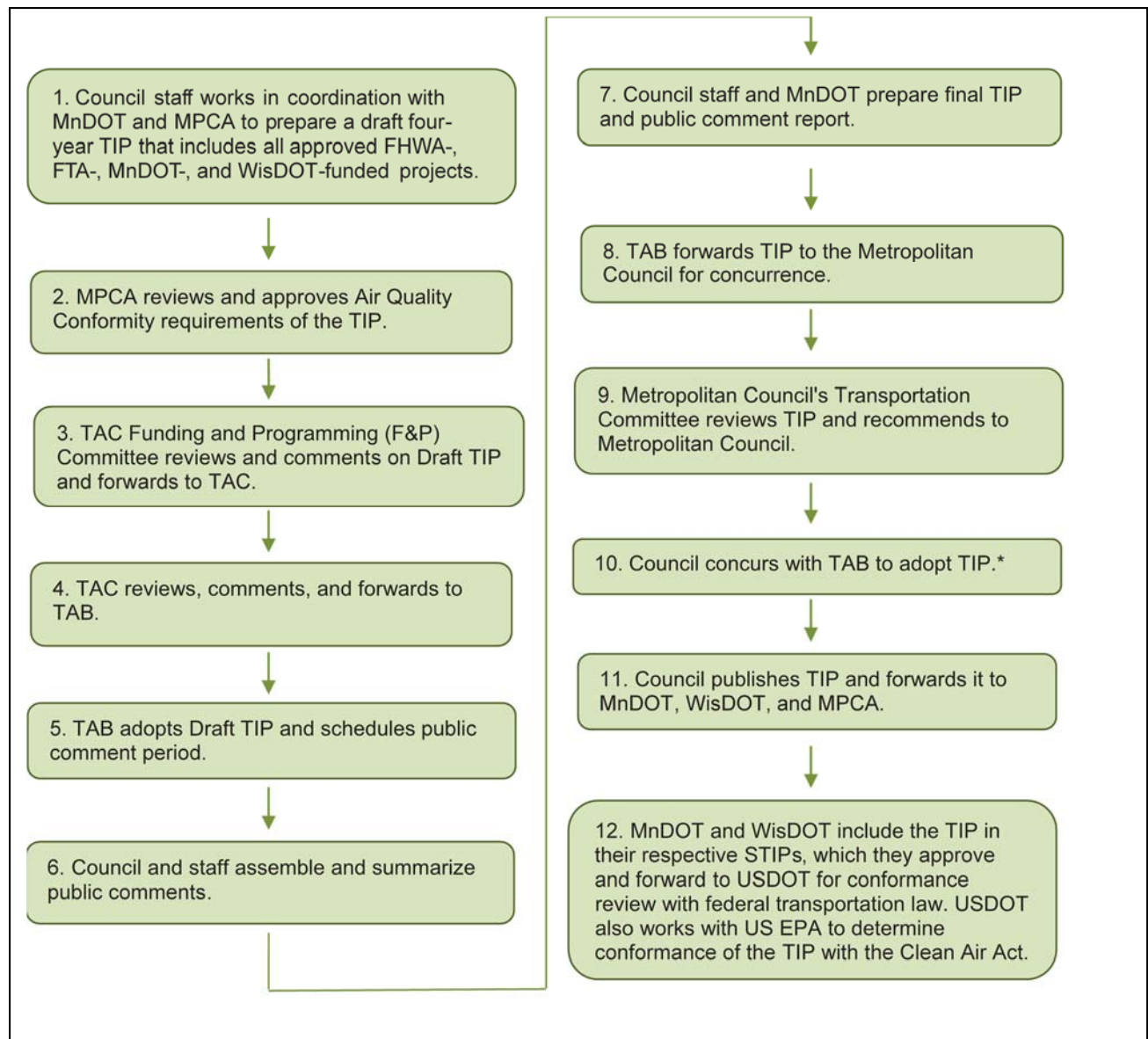
As illustrated in Figure 3, projects are selected for inclusion in the TIP in several ways: selection by Congress of federal High Priority Projects, the TAB Regional Solicitation, MnDOT Metro District selection, and the Council selection for regional transit providers, including projects in the federal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

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

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

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

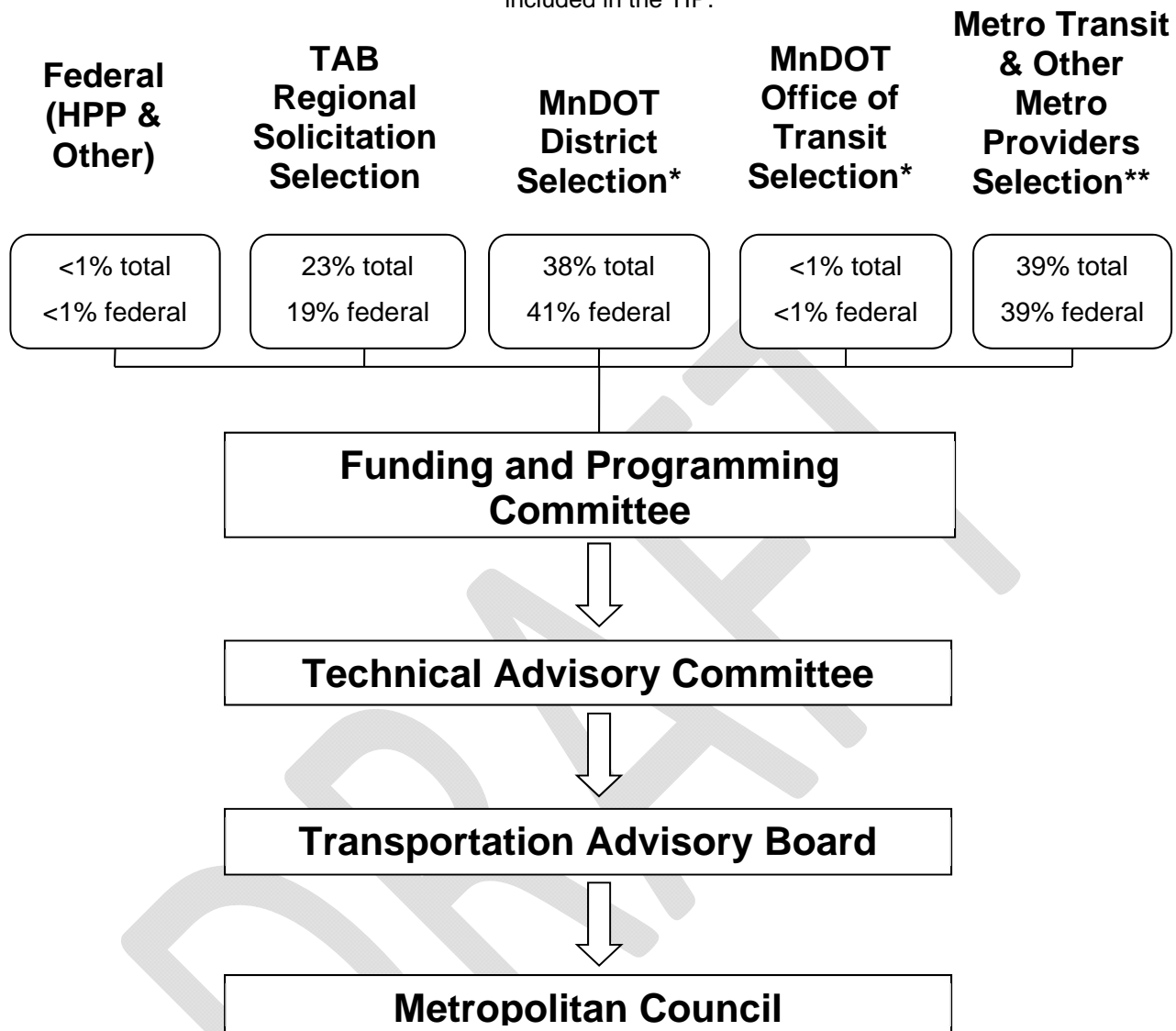
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP. Such plans must be consistent with the TPP.



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

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

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



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

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

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

Estimating Project Costs

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

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

Amending or Modifying the TIP

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

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

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

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

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

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

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

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

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

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

Federal Legislation Changes

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

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

Federal Program Areas in the Transportation Improvement Program

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

Surface Transportation Block Grant (STBG) Program. FAST Act consolidated the below two programs shown into the STPBG, a block-grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects paid

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

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

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

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

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

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

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

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

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

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

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

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

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2. REGIONAL PLAN AND PRIORITIES

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

Conformity to the Clean Air Act Requirements

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

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

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

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects that are regionally significant. The MPO prepared the 2018-2021 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S. DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

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

Conformity of the TIP

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

Thrive MSP 2040

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

A Thriving Region

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

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

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

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

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

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

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

Outcomes

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

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

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

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

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

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

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

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

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

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

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

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

Principles

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

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

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

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

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

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

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

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

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

Regional Growth Forecasts

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

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

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

Source: Thrive MSP 2040

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

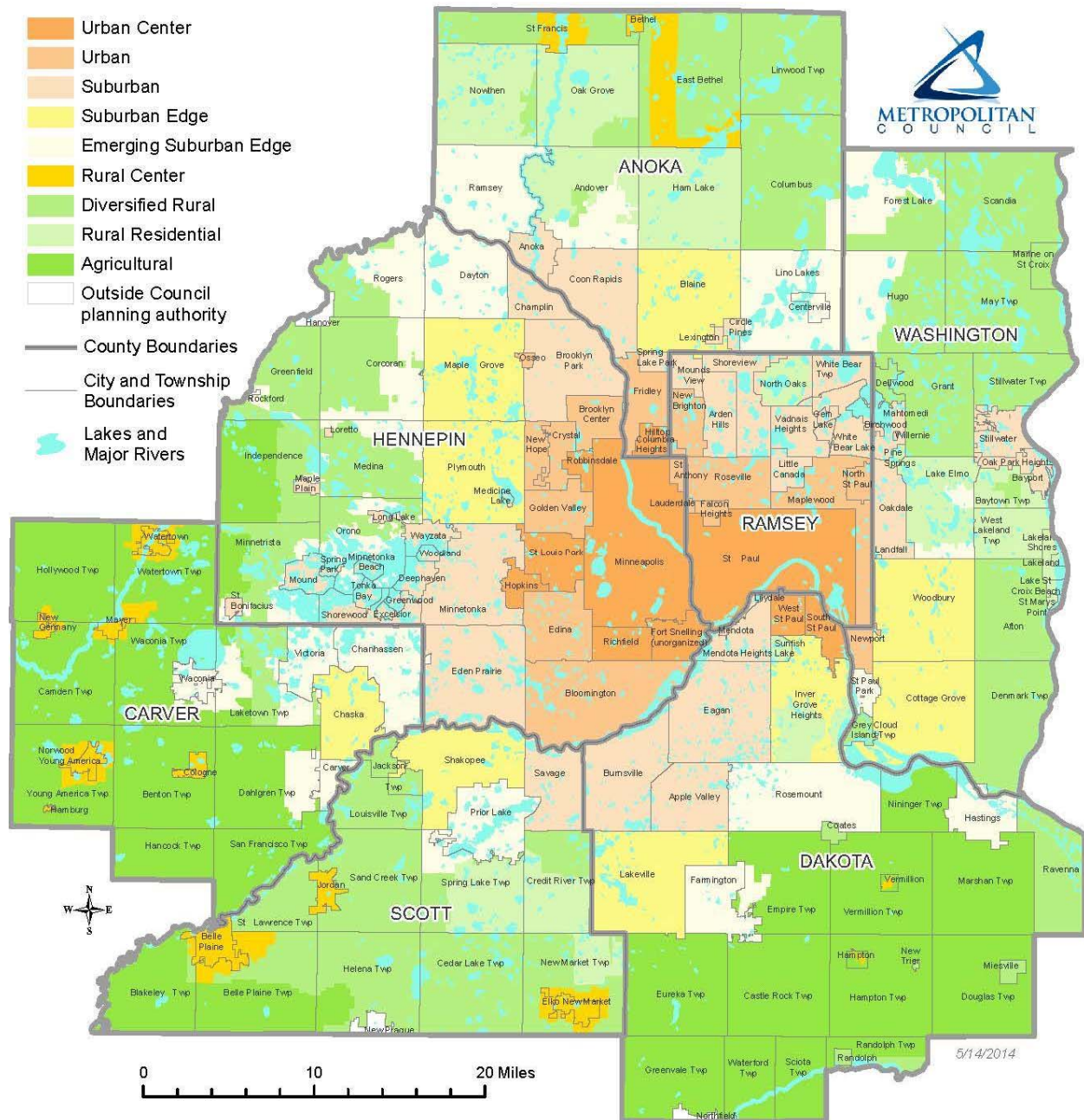
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program processes to assess regional needs, land use patterns and infrastructure investments that will be needed to serve growth in a timely, efficient, and cost-effective manner.

Special Features and Community Designations

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

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2040 Transportation Policy Plan

Figure 4: Thrive MSP 2040 Community Designations

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

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

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

Processes to Allocate Federal and State Transportation Funds

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

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

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

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

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

Resources Available 2018–2021

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

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

Table 3: Approximate Amount Programmed by Primary Mode Served*

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

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

Highways and Roads

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

MnDOT also uses the advanced construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the AC process. MnDOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10 or 20 percent of the project costs. The AC amounts must be shown in the TIP. (The detailed tables in Appendix A identify AC by project.) The AC must be shown in the year incurred and in each

year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. Within the TIP timeframe, \$264 million will be used to advance construct projects in the region (Table 5). The AC funds that have been or will be used by the region by year are shown below (Table 4).

Table 4: Advanced Construction Funds

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

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

Transit

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

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region’s ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$548.7 million will be used to match federal transit funds and to locally fund various transit capital investments.

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

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

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

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

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

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

Project Selection Processes and Criteria

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

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

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

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

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

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

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

Competitive Regional Project Selection Process

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

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

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

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

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

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

Examples of Qualifying Criteria

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

Examples of Prioritizing Criteria

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

Regional Solicitation Selected Projects

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

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

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

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

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

Transit Project Selection for Sections 5310 and 5311 Funding

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

Balance of Selected Projects with Available Financial Resources

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

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

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

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

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

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

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

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

State Highways and Local Transportation Operations and Maintenance

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

Consistency with the Regional Transportation Plan and Priorities

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

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

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

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

Plan Implementation Progress

STATUS OF MAJOR PROJECTS

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

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

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

PROJECTS AUTHORIZED IN FISCAL YEAR 2017

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

Table 12: Status of Major Highway Projects

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

Project	Cost Estimates	Program Year-Last TIP	Assumed FY Traffic Open in All Lanes	Project Status/Comments
I-35W North MnPASS	\$208,000,000	2019	2023	Construct MnPASS lanes from County Road C in Roseville to Lexington Ave. (CSAH 17) in Blaine. Pavement preservation will continue north of Lexington Ave. to Sunset Ave. (CR 53). Construction Start: 2019 Construction Complete: 2023
I-35 W Bridge over the Minnesota River	\$140,000,000	2020	2021	Replacement of bridge and pavement between Black Dog Road Interchange and 106 th St. Construction Start: July 2019 Construction Complete: November 2021
Kellogg Blvd Bridge	\$80,000,000	2018		Reconstruct bridge, walls and approach roadways
US 169 Bridge in Hopkins	\$64,000,000	2017	2017	Replace bridge with a causeway and construct new box culvert for bike/ped trail design-build project. Pavement rehabilitation from MN 62 to MN 55 Construction Start: January 2017 Construction Complete: November 2017

Table 13: Status of Major Transit Capital Projects

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

Appendix A

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

<u>Federal Highway-Funded Projects</u>	<u>Page</u>
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Key to Tables

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

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

PRG MnDOT Program categories

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

AQ TIP air quality category. See Appendix B for description of codes.

Total \$ Total estimated cost of project.

Fed \$ Federal funding for the project. In some instances, the federal funding is greater than the funding allocated by the STP selection process. This was necessary to completely fund some larger projects.

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

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

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

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MnDOT Metro District Construction Projects

2018-2021 Parent Projects

This table will be included in the Final TIP.

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

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

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

TABLE A-1
Congestion Mitigation Air Quality Projects

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

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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STPBG-Surface Transportation Program (STP) Projects

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

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STPBG-Surface Transportation Program (STP) Projects

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

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STPBG-Surface Transportation Program (STP) Projects

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

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

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

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STPBG-Surface Transportation Program (STP) Projects

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

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-4
Demo/High Priority Projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-7
Highway Safety Improvement Projects

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

TABLE A-7
Highway Safety Improvement Projects

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

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

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

TABLE A-7
Highway Safety Improvement Projects

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

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

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

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-8
Miscellaneous Federal Projects

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

TABLE A-9
100% State Funded Projects

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

Twin Cities Metropolitan Area
 2018 - 2021 Transportation Improvement Program

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-11
Transit Section 5307

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

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2018	BB		TRF-TCMT-18R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	14,752,500	0	11,802,000	0	2,950,500	MET COUNCIL-MTS	T10
2018	BB		TRF-TCMT-18S	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-MTS	T10
2018	BB		TRF-TCMT-18X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-D-LINE ARTERIAL BRT TRANSITWAY DESIGN, ENGINEERING AND CONSTRUCTION	6,821,493	0	5,457,194	0	1,364,299	MET COUNCIL-MT	O1
2018	BB		TRF-TCMT-18Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	3,140,000	0	2,512,000	0	628,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	3,108,000	0	2,486,400	0	621,600	MET COUNCIL-MT	T4
2019	BB		TRF-TCMT-19AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	4,597,500	0	3,678,000	0	919,500	MET COUNCIL-MT	T10
2019	BB		TRF-TCMT-19AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	1,150,000	0	920,000	0	230,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19AJ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-B LINE ARTERIAL BUS RAPID TRANSIT LINE DESIGN AND ENGINEERING	100,000	0	80,000	0	20,000	MET COUNCIL-MT	O1
2019	BB		TRF-TCMT-19AN	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-F LINE ARTERIAL BUS RAPID TRANSIT LINE DESIGN AND ENGINEERING	150,000	0	120,000	0	30,000	MET COUNCIL-MT	O1
2019	BB		TRF-TCMT-19AP	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD ADMINISTRATIVE AND SUPPORT FACILITIES EXPANSION RENOVATION, DESIGN, ENGINEERING AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,398,000	0	1,118,400	0	279,600	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	1,850,000	0	1,480,000	0	370,000	MET COUNCIL-MT	T5

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2019	BB		TRF-TCMT-19H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,200,000	0	960,000	0	240,000	MET COUNCIL-MT	T8
2019	BB		TRF-TCMT-19J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	1,100,000	0	880,000	0	220,000	MET COUNCIL-MT	T6
2019	BB		TRF-TCMT-19P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	18,013,750	0	14,411,000	0	3,602,750	MET COUNCIL-MTS	T10
2019	BB		TRF-TCMT-19Q	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-MTS	T10
2019	BB		TRF-TCMT-19S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2019	BB		TRF-TCMT-19X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	T3
2020	BB		TRF-TCMT-20	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	27,750,000	0	22,200,000	0	5,550,000	MET COUNCIL-MTS	T10
2020	BB		TRF-TCMT-20A	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	385,000	0	308,000	0	77,000	MET COUNCIL-MTS	T10
2020	BB		TRF-TCMT-20AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS PUBLIC FACILITIES MAINTENANCE NEW INITIATIVES, SIGNS, LIGHTS, HEAT	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MT	T7
2020	BB		TRF-TCMT-20AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	225,000	0	180,000	0	45,000	MET COUNCIL-MT	T5
2020	BB		TRF-TCMT-20B	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2020	BB		TRF-TCMT-20D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,428,000	0	1,142,400	0	285,600	MET COUNCIL-MT	T5

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2020	BB		TRF-TCMT-20H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-G-LINE ARTERIAL BRT TRANSITWAY DESIGN & ENGINEERING	150,000	0	120,000	0	30,000	MET COUNCIL-MT	O1
2020	BB		TRF-TCMT-20N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	5,260,000	0	4,208,000	0	1,052,000	MET COUNCIL-MT	T8
2020	BB		TRF-TCMT-20T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	T3
2020	BB		TRF-TCMT-20W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	3,700,500	0	2,960,400	0	740,100	MET COUNCIL-MT	T6
2021	BB		TRF-TCMT-21C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF, NEW INITIATIVES	600,000	0	480,000	0	120,000	MET COUNCIL-MT	T8
2021	BB		TRF-TCMT-21E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	14,320,000	0	11,456,000	0	2,864,000	MET COUNCIL-MT	T8
2021	BB		TRF-TCMT-21F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MT	O1
2021	BB		TRF-TCMT-21G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT- RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	1,200,000	0	960,000	0	240,000	MET COUNCIL-MT	T5
2021	BB		TRF-TCMT-21M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	2,021,000	0	1,616,800	0	404,200	MET COUNCIL-MT	NC
2021	BB		TRF-TCMT-21Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	18,013,750	0	14,411,000	0	3,602,750	MET COUNCIL-MTS	T10
2021	BB		TRF-TCMT-21R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	NC
2021	BB		TRF-TCMT-21S	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-MTS	T10

**TABLE A-11
Transit Section 5307**

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

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Transit Section 5309

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

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Transit Section 5337

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

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

**TABLE A-13
Transit Section 5337**

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

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TABLE A-14
Transit Section 5339

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

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

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

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

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

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

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

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All Minnesota Projects (Except FTA Funded) by Route Number

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

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All Minnesota Projects (Except FTA Funded) by Route Number

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

TABLE A-16

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

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

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

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

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

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

TABLE A-16

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

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

TABLE A-16

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

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

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

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

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

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

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

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

TABLE A-16

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

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

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

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

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

TABLE A-16
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			7009-79S		US 169, FROM MN21 IN JORDAN TO MN41 IN JACKSON TWP- CABLE MEDIAN BARRIER (ASSOCIATED TO 7009-79) (TIED TO SP 1017-105)	981,146	883,031	0	0	98,115	0	MNDOT	
2017			8208-37		MN95, AT VALLEY CREEK ROAD IN WOODBURY- CONSTRUCT NB/SB LEFT AND SB RIGHT TURN LANES, MILL AND OVERLAY, LIGHTING, CULVERTS AND STORM WATER POND	996,705	0	0	0	996,705	0	MNDOT	
2017			8210-102		MN95, WEST SIDE OF MN95 BETWEEN MAPLE ST AND ELM ST IN MARINE ON ST. CROIX - RETAINING WALL MAINTENANCE	96,984	0	0	0	96,984	0	MNDOT	
2017			8212-26		**DEB**MN97, AT 11ST (MSAS 135) IN FOREST LAKE - CONVERT EASTBOUND BYPASS LANE TO LEFT TURN LANE	825,000	660,000	0	0	165,000	0	MNDOT	
2017			8214-114MIT17		MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	8,040,000	0	0	0	4,320,000	3,720,000	MNDOT	
2017			8214-114SA17		MN36, ST CROIX CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	4,865,000	0	0	0	3,200,000	1,665,000	MNDOT	
2017			8214-114Z		MN36, ST CROIX MIT ITEM - BLUFFLAND RESTORATION - REMOVAL OF BUCKHORN SIGN, PARTIAL RESTORATION OF WISCONSIN APPROACH (REMOVAL OF PAVEMENT FROM EAST END OF BRIDGE TO STH 35 AND PORTIONS OF CTH E) - WISCONSIN LET	15,000	0	0	0	15,000	0	MNDOT	
2017			8214-144		**MN126** MN36, ST CROIX RIVER X-ING AT STILLWATER- (MN)TH 36/(WI) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	339,950	0	271,960	0	67,990	0	MNDOT	

TABLE A-16

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

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

TABLE A-16
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2017			8825-551		**SEC164**METROWIDE-MEDIAN BARRIER AND PLATE BEAM GUARDRAIL (TO BE AUTHORIZED WITH FFY2016 SECTION 164 FUNDS)	2,579,363	2,579,363	0	0	0	0	MNDOT	
2017			8825-553		**ITS**METROWIDE - ITS CELL MODEMS AT EXISTING SIGNAL CABINETS	38,000	0	0	0	38,000	0	MNDOT	
2017			8825-554		**ITS**METROWIDE - ITS FIBER OPTIC CABLE AND CLOSED CIRCUIT TELEVISION (CCTV) INSTALLATION	211,000	168,800	0	0	42,200	0	MNDOT	
2017			8825-582		**ITS**RTMC SWITCH REPLACEMENT FOR CAMERAS ON INTERSTATE AND STATE HIGHWAYS	675,000	540,000	0	0	135,000	0	MNDOT	
2017			8825-599		**IDIQ**DISTRICTWIDE - PREVENTATIVE MAINTENANCE SEAL COATING, MICRO SURFACE, FOG SEAL AT VARIOUS LOCATIONS (MIN \$2.68M, MAX \$10M, EXPIRATION DATE 11/30/2019)	2,680,000	0	0	0	2,680,000	0	MNDOT	
2017			8825-603		DISTRICTWIDE PREVENTATIVE MAINTENANCE, CRACK SEALING AT VARIOUS LOCATIONS	310,000	0	0	0	310,000	0	MNDOT	
2017			TRS-TCMT-17		CMAQ: RENOVATE MALL OF AMERICA TRANSIT STATION PROJECT OFF OF 24TH AVE S, BLOOMINGTON IN THE MALL OF AMERICA	22,873,730	7,000,000	0	0	0	15,873,730	MET COUNCIL-MT	
2017			TRS-TCMT-17A		CMAQ: CONSTRUCT MID-HIGHWAY BUS RAPID TRANSIT STATION AT I-35W AND LAKE STREET, MINNEAPOLIS (ASSOCIATED TO 2782-327, 141-090-039, 027-603-051) (TIED TO 027-603-061, 027-603-062, TRS-TCMT-17E)	36,230,000	7,000,000	0	0	0	29,230,000	MET COUNCIL-MT	
2017			TRS-TCMT-17B		CMAQ: DOWNTOWN HOPKINS LRT STATION - PURCHASE OF CONSTRUCTED PARKING RAMP FLOOR FOR PARK AND RIDE LOT	7,635,000	6,000,000	0	0	0	1,635,000	HOPKINS	
2017			TRS-TCMT-17C		CMAQ: PURCHASE TICKET/FARE MACHINES, ELECTRICAL/COMMUNICATIONS EQUIPMENT FOR PENN AVE CORRIDOR	3,453,736	2,762,989	0	0	0	690,747	MET COUNCIL-MT	

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

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

Twin Cities Metropolitan Area
2018 - 2021 Transportation Improvement Program

**TABLE A-17
WISCONSIN**

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

*Local cost is provided by MnDOT.

Appendix B

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

Air Quality Conformity

Clean Air Act Conformity Determination

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

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

Public Involvement & Interagency Consultation Process

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

Emissions Test

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

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

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

Transportation Control Measures

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

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

Federal Requirements

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

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

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

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

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

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

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

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

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

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

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

List of Regionally Significant Projects

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

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

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

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

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

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

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

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

Horizon Year 2020

Rebuild and Replace Highway Assets

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

Strategic Capacity Enhancements

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

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

Regional Highway Access | Horizon Year 2020

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

Transitway System

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

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

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

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

2014 Regional Solicitation Selected Projects

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

2016 Regional Solicitation Selected Projects

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

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

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

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

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

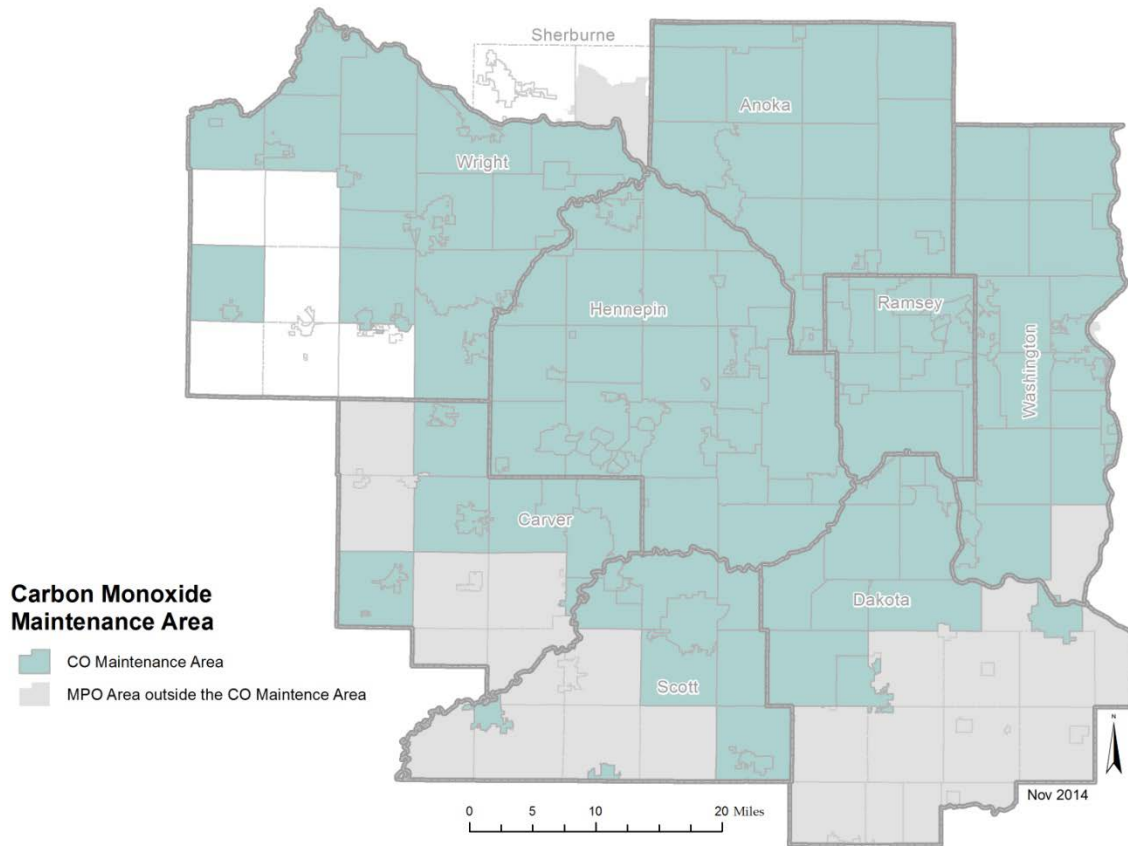
Transitway System | Horizon Year 2030

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

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area



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Letter from MPCA

Insert Letter Here

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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

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

Conditions for Using a Streamlined Amendment Process

Any project that meets all of these criteria:

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

OR

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

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

Process

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

Example projects that could use this process:

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

*In this context, “regionally significant” refers to the air quality conformity definition, which is: *“Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals*

themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternatives to regional highway travel." [EPA Transportation Conformity Rules 93.101]

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

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

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DATE: May 11, 2017
TO: TAC Funding and Programming Committee
FROM: Tony Fischer, Planning Analyst
SUBJECT: Proposed Changes to Appendix F of the 2040 Transportation Policy Plan

Appendix F of the 2040 Transportation Policy Plan (TPP) describes the planning considerations for where on the principal arterial system an interchange may be a beneficial highway enhancement.

As you are aware MnDOT and the Council recently completed a study of interchange needs on the non-freeway principal arterial system, the Principal Arterial Intersection Conversion Study. For the first time this study provided a region wide prioritization of these types of investments. With this study, it was anticipated that an update to Appendix F would be needed and attached is the resulting proposed update.

In addition, interest in this approval process was heightened as it is the intent of several competitive funding programs (i.e., the Regional Solicitation, MnDOT's Transportation Economic Development Program (TED), and federal funds programmed through MnDOT's Freight Investment Plan) to use this interchange approval as a qualifying criterion.

Due to the significant reordering of text and the number of changes proposed, a red lined Microsoft Word document would be difficult to follow. Therefore, the changes are summarized here:

- Incorporate results of the Principal Arterial Intersection Conversion Study,
- Define coverage area as the MPO boundary, seven counties plus the urbanized portion of Wright and Sherburne Counties,
- Define which types of interchange improvements should seek approval (changes to access with mainline grade separation),
- Clearly define which types of interchange improvements should NOT seek approval (interchange or cross street safety and mobility investments that

do not affect access where mainlines are grade separated, and local connections to interchanges),

- Connect the process to approved regional policy, including Thrive MSP 2040 Outcomes and the TPP Goals,
- Move List of Successfully Completed Proposals from Increased Revenue Scenario to Appendix F,
- Remove engineering and operations language to focus on planning questions, and
- Clarify and consolidate text where possible (including consolidated criteria for existing and developing freeways).

In the months to come, input from a variety of stakeholders will be sought to further refine the document as part of the 2040 Transportation Policy Plan update.

For any questions related to this work please contact Tony Fischer (tony.fischer@metc.state.mn.us, 651-602-1703) or Steve Peterson (steven.peterson@metc.state.mn.us, 651-602-1819).

Appendix F: Preliminary Interchange Approval Process

Background

The Preliminary Interchange Approval process is the first of several required approvals that may be needed as part of the project development process. The process is intended to be a planning-level assessment completed several years prior to construction. Its purpose is to demonstrate that the proposed project is consistent with the region's long range plans and that its location is generally suitable for an interchange based on general transportation planning principles. Years later once the final designs and environmental process are complete, projects must demonstrate that they continue to show consistency with regional policy by completing a [Controlled Access Request](#) to the Metropolitan Council.

Preliminary Interchange Approval is needed before applying for several competitive funding programs including the Regional Solicitation for Transportation Projects, MnDOT's Transportation Economic Development Program (TED), and federal funds programmed through MnDOT's Freight Investment Plan.

This approval process is based on work originally done in 1979 by a joint committee of the Transportation Advisory Board and the Metropolitan Council. It has been revised and simplified over time to reflect policy changes, revised state and federal laws and regulations, and experience with applying the criteria. The rationale for requiring this approval comes from strategy 10 within the Access to Destinations Goal:

“Regional transportation partners will manage access to principal and A-minor arterials to preserve and enhance their safety and capacity.”

For this approval process, an interchange is defined as a location with grade-separated roadways and one or more adjacent access connections between the two roadways. However, it is important to note that some types of interchange improvement projects must go through this approval process and other types do not.

Types of interchange projects needing approval through this process:

- Addition (or removal) of an interchange on a Principal Arterial
- Addition (or removal) of an interchange access to a Principal Arterial

Types of interchanges projects not needing approval through this process:

- Preservation, safety, or mobility investments not described above (e.g., new turn lanes)
- Modifications to the existing ramp(s), interchange design, or configuration not described above
- New local roadway connections to an interchange ramp or ramp terminal

Evaluation Criteria

A proposer begins the review by submitting materials addressing each of the evaluation criteria described below to the Interchange Planning Review Committee. The Committee is comprised of staff from the Metropolitan Council and MnDOT. In cases of the Interstate System, Federal Highway Administration staff will also participate. The relevant boundary is federally recognized, designated planning boundary for the Metropolitan Planning Organization which includes the counties of Anoka, Hennepin, Ramsey, Carver, Scott, Dakota and Washington, and the urbanized portion of Wright and Sherburne counties.

The Committee will review the proposal for consistency with these criteria. In many cases a conversation between the proposer and the committee will be needed to reach a common understanding of how the proposal is or is not consistent with the region's long term plans. The review process is completed when the committee provides a letter of findings to the proposer. The approval process is intended to be a planning-level assessment and detailed traffic modeling is not required.

1. Consistency with Local and Regional Planning – Interchange access should be considered only when it supports local comprehensive plans approved by the Metropolitan Council, as well as [Minnesota GO](#), [Thrive MSP 2040](#) and the [2040 Transportation Policy Plan](#).

Thrive MSP 2040 is the long-term development guide for the Twin Cities region. Its desired outcomes include:

- **Stewardship** advances the 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.
- **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.
- **Equity** connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes and abilities so that all communities share the opportunities and challenges of growth and change.
- **Livability** focuses on the quality of our resident's 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.
- **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 2040 Transportation Policy Plan guides the development of the region's transportation system. Its goals are:

- **Transportation 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, equity, livability, and sustainability.

Questions:

- a. How does this proposal optimize the pursuit of the Thrive MSP 2040 outcomes and 2040 Transportation Policy Plan goals?
- b. How are negative impacts to any of these outcomes or goals balanced against the others?
- c. What opportunities for public input on the project have occurred at this early stage?
- d. Is this proposal identified in any local plans or studies?
- e. Is the land use in local comprehensive plans consistent with this proposal (comprehensive plans are required to coordinate local land uses and regional systems such as transportation) or are any amendments to local comprehensive plans anticipated?

2. Project Need – The need for an additional interchange or access at an existing location must be demonstrated and documented before consistency with the long-range plans can be found. The [Principal Arterial Intersection Conversion Study](#) was completed in 2017 and prioritized future grade-separation projects into three tiers (High Priority, Medium Priority, and Low Priority) by the magnitude of the problem at each at-grade intersection. The results of this regional study can help build a case for the project. Projects classified as High Priority have larger documented problems and a larger investment such as an interchange may be needed.

In most cases, new interchanges should be built in a logical sequence when they are a part of a conversion of an arterial to a freeway. If the long-term goal is not a freeway, then non-traditional designs should be considered to match the scale of the solution to the scale of the problem and to be consistent with plans for the corridor. With few exceptions, a new interchange should be within the Metropolitan Urban Service Area.

Questions:

- a. Is the need for this project documented in any past plans or studies?
- b. If the location was studied as part of the [Principal Arterial Intersection Conversion Study](#), how is this proposal consistent with the general level of priority and investment need described in the study?

- c. Please attach a figure showing the existing and future (2040) traffic volumes for the interchange area, along with any congestion, safety, or other data that demonstrates the basic need for the project.
- d. Is the project a logical extension of an existing freeway (for arterial projects only)? If not, please explain how the proposal fits in the context of the corridor.
- e. Is the project located within the Metropolitan Urban Service Area? If not, please explain any anticipated timeline for this or extenuating circumstances that support this level of interchange access.

3. Functional Classification – Interchanges should only connect principal arterials or a principal arterial to an A-minor arterial. The purpose of the principal arterial system is to serve regional trips, not to substitute for inadequate local access and circulation capacity. Principal arterials emphasize mobility. A-minor arterials provide a high level of mobility but can also provide a land access function. Collectors and local roads provide more of the land access function.

Questions:

- a. Is the cross-street of the proposed project a principal arterial or A-minor arterial? If not, are there plans to change the cross streets functional class to a principal arterial or an A-minor arterial?

4. Local Roadway Network and Access Management – Interchange access is not to be provided if the need is justified only as a convenience for short trips; to compensate for lack of a planned adequate complementary minor arterial or collector system; to compensate for deficient minor arterial or frontage road capacity; or to correct collector or minor arterial capacity deficiencies caused by poor design or excessive access to adjacent parcels. Regional travel demand for the principal arterial system will take precedence over local or land parcel development and related access needs.

When an interchange is proposed on an arterial, the project should at a minimum include the removal of all access within one-half a mile of the center of the proposed interchange and any at-grade full-access intersections within one mile. It is recommended that access needs should be evaluated as part of an overall corridor plan or sub area plan

Questions:

- a. Please describe the existing and planned local road network?
- b. Could improvements be made to this local system to better serve local trips instead of the constructing the proposed project?
- c. Will the project remove all access within one-half mile of the center of the proposed interchange and any median openings within one mile of the center of the proposed interchange?
- d. Describe any frontage road or other access changes that will be needed along with the project?

5. Interchange Spacing – Interchanges should be spaced at a minimum of one mile apart (center to center). Interchanges spaced less than one mile apart will require justification and may require special design features such as auxiliary lanes to maintain safety and efficiency. If it is determined that it is appropriate to locate an interchange at less than one mile spacing or to modify an existing interchange, the safe operation of the main roadway must be maintained. Outside of the Metropolitan Urban Service Area, interchanges are typically not needed within two miles of each other due to the lack of intense development.

Questions:

- a. Is the project at least one mile from an existing interchange within the Metropolitan Urban Service Area or two miles from an existing interchange in rural areas?
- b. How is the proposed project consistent with the future vision for the corridor?
- c. From a planning-level perspective, what are the upstream and downstream impacts of the project?

Programmed and Planned Projects that have successfully completed this process:

Location	County	Proposed Changes	Status
US169 at TH 41/Scott CSAH 78	Scott	New grade separated interchange and corresponding access closures and local road network	Programmed in FY 2018
I-394 at Plymouth Rd	Hennepin	Local connection at ramp terminal intersection	Programmed in FY 2018
US 169 at Scott CSAH 14	Scott	Replace intersection with interchange	Programmed in FY 2018
TH 36 at Hadley Ave	Washington	Replace intersections with interchange	Programmed in FY 2019
I-94 at Brockton Ln	Hennepin	Provide full access to I-94 where existing overpass exists	Programmed in FY 2020
US 169 at 101 st Ave	Hennepin	Replace intersection with interchange	Programmed in FY 2021
TH 252 at 66th St	Hennepin	Replace intersection with interchange	Programmed in FY 2021
TH 36 at Manning Ave	Washington	Replace intersection with interchange	Programmed in FY 2021
TH 212 at Carver CR 140	Carver	Access to and from the north at existing overpass	Planned
I-694 at White Bear Ave	Ramsey	Expand capacity on cross street	Planned
I-494 at Argenta Trail	Dakota	Provide full access to I-494 in proximity to existing overpass	Planned
TH 36 at TH 120	Ramsey/Washington	Replace intersections with interchange	Planned
I-35W at Ramsey County Road J	Anoka/Ramsey	Add access to and from the north where to and from the south exists	Planned
TH 610 and W Broadway Ave	Hennepin	Local connection at ramp terminal intersection	Planned
US 169 at Scott CR15	Scott	Local connection at ramp terminal intersection	Planned



TPP Update: Appendix F

TAC Funding and Programming Committee

May 18, 2017

What is Appendix F?

- Highway Interchange Request Criteria and Review Procedure
 - First Developed in 1979
- Early Review of Interchange Proposals by Council, MnDOT, FHWA (in cases of Interstate Highways) to ensure:
 - Consistency with regional plans
 - Location is suitable for type of improvement
- Anticipated to be Qualifying Criteria for Competitive Funding
 - Freight Solicitation 2017
 - Transportation Economic Development (TED) 2017
 - Regional Solicitation in 2018

Clarify When Appendix F Applies

- Define Boundary as MPO (7 Counties + Urbanized Wright & Sherburne)
- Define “Interchange”
 - Grade separated highways with adjacent access connection(s)
- Applies to:
 - Addition or removal of an interchange on a PA
 - Addition or removal of interchange access to a PA
- Does not apply to:
 - Preservation, safety, or mobility investments not described above (e.g., new turn lanes or thru lanes)
 - Modifications to the existing ramp(s) or interchange design
 - New local roadway connections to an interchange ramp or ramp terminal

Other Proposed Changes

- Incorporate Thrive MSP 2040 and 2040 TPP Language
- Incorporate Results of Principal Arterial Intersection Conversion Study
- Remove Engineering/Operations Language to Focus on Planning Questions
- Clarify & Consolidate Text
- Move List of Successfully Completed Proposals from Increased Revenue Scenario to Appendix F

Increased Revenue, Current TPP

- U.S. 169 at 101st
- ~~U.S. 52 at Dakota CR 42~~
- ~~I-494 at E Bush Lake Rd~~
- I-94/MN 610 at Hennepin CR 610
- I-494 at Argenta Trail
- I-94 at Brockton Avenue
- U.S. 212 at Carver CR 140

Increase Revenue...Appendix F

- “Some of these efforts are high priorities and are not included in the Current Revenue Scenario due to anticipated funding limits. Other proposals have been brought forward by local partners to support the economic development they hope to achieve in their communities.” – Current TPP
- “consistent with the qualifying criteria found in Appendix F of the Transportation Policy Plan, although funding has not yet been identified. This list is not intended to be exhaustive nor does it indicate the region’s priorities for investment.” – Current TPP
- No “b” or “c” Evaluated, often Just a Dot on a Map

Draft Evaluation Criteria

1. Consistency with Local and Regional Planning
2. Need for Interchange
3. Functional Classification of Cross Street
4. Supporting Local Roadway Network and Access Management
5. Interchange Spacing

New Website

- Contact Information
- Table of Past Proposals
- THRIVE Examples
- Point Proposers Toward Next Steps

Schedule for Soliciting Feedback

- 5/1 Council TPP Work Group
- 5/11 TAC Planning
- 5/12 Capital Improvements Committee
- *5/18 TAC Funding & Programming*
- 6/7 TAC
- 6/21 TAB

Questions

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Information Item

DATE: May 12, 2017
TO: TAC Funding and Programming Committee
PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
SUBJECT: 2016 Regional Solicitation Survey Results and Key Questions

Council staff has received the following number of responses to the surveys on the 2016 Regional Solicitation:

- TAB: 12 Replies
- TAC and F&P: 17 Replies
- Scoring Committee Members: 22 Replies
- Applicants: 23 Replies

The attached list of 20 key questions is derivative of the surveys along with feedback obtained at committee meetings. Also attached are survey replies.

FEEDBACK ON 2016 REGIONAL SOLICITATION

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

Application Categories:

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

Qualifying Criteria and Rules:

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

Scoring Criteria:

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

Scoring and Project Selection Practices:

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

Measures:

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

1: INTERCHANGE PROJECTS

Should interchange projects have their own application category?

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

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

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

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

Possible Actions:

- Create a new interchange category, which could include various combinations of project types such as:
 - Include interchanges on existing non-freeway facilities only (allows easy incorporation of the Principal Arterial Intersection Conversion Study into the scoring).
 - Include new interchanges/new ramps on the existing freeway system and the first bullet point.
 - Include interchange reconstruction projects (currently fits into Roadway Reconstruction/Modernization) and the first two bullet points.
 - Include all grade separation projects (interchanges, overpasses, underpasses).
- Guarantee funding for at least one non-interchange expansion project each funding cycle.
- No action.

2: TRANSIT CATEGORIES

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

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

Possible Actions:

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

3: TRANSIT EXPANSION VERSUS TRANSIT SYSTEM MODERNIZATION

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

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

Possible Actions:

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

4: FUNDING FROM TRANSIT EXPANSION AND SYSTEM MODERNIZATION

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

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

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

Possible Actions:

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

5: MAXIMUM AWARD FOR MULTIUSE TRAILS AND BICYCLE FACILITIES

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

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

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

Possible Actions:

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

6: APPLICANT SUMMARIES

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

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

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

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

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

Possible Actions:

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

7: FUNDING FOR ALL ROADWAY CLASSIFICATIONS

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

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

Possible Actions:

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

8: ROADWAY SYSTEM MANAGEMENT

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

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

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

Possible Actions:

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

9: TRAVEL DEMAND MANAGEMENT

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

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

Possible Actions:

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

10: FREIGHT

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

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

Possible Actions:

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

11: INFRASTRUCTURE AGE

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

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

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

Possible Actions:

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

12: COST EFFECTIVENESS

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

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

Advantages of using federal requested amount:

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

Disadvantages of using federal requested amount:

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

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

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

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

Possible Actions:

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

13: OUTLIERS

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

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

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

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

Possible Actions:

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

14: AUTO-CALCULATED MEASURES

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

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

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

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

15: FUNDS DISTRIBUTION WITHIN THE MODES

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

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

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

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

16: REGIONAL BALANCE

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

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

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

Possible Actions:

Possible “regional balance” criteria include:

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

Possible geographies include:

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

17: ONGOING STUDIES

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

The following studies were recently completed or are in process:

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

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

18: SPACING

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

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

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

Possible Actions:

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

19: THE IMPACT OF THE HOUSING PERFORMANCE SCORE

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

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

Possible Actions:

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

20: EQUITY MEASURE: CAPTURING THE TRUE IMPACT

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

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

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

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

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

SUMMARY OF TAB RESPONSES TO 2016 REGIONAL SOLICITATION SURVEY

Twelve TAB members replied to the survey; three from cities, three from counties; two state agency representatives; three citizen representatives; and one freight representative.

The survey asked whether respondents have concerns related to any of the following.

- Distribution of funds between the roadways, transit, and bicycle/pedestrian modal categories (4 responses)
- Weighting/distribution of points (3)
- Number and type of sub-categories within the three modal categories (0)
- Geographic distribution of funds (3)
- Criteria/measures used to score applications (3)
- Other (2)

Themes

- The process is reflective of regional policy

TAB Responses

TAB Replies (12 Respondents)

1. Agency type (check one)

	Responses
State	2
County	3
City	3
Citizen representative	3
Transit representative	0
Freight representative	1
Non-motorized representative	0
Total Respondents	12

2. Do you have concerns related to any of the following? (Check all that apply)

	Responses	2014 Responses
Distribution of funds between the roadways, transit, and bicycle/pedestrian modal categories	4	2
Weighting/distribution of points	3	3
Number and type of sub-categories within the three modal categories	0	0
Geographic distribution of funds	3	N/A
Criteria/measures used to score applications	3	4
Other (2016 response shown below)		
-1. Safety. 2. Immediate Impact		
-Would like to explore how to determine a base target within modes that is not based just on the # of applications (as a proxy for demand or need)	2	2
Total Respondents	6	7

3. Please provide specific comments to help articulate the concerns alluded to in the above question.

1. -
2. -
3. A Arterial need more consideration.
4. -
5. I think there should be more emphasis on maintaining and modernizing roadways, especially those with high traffic counts and/or significant safety challenges. I do not think any money should go to adding lane miles or otherwise expanding existing roadways, or to building new roadways. More funds should be allocated to transit and bike trails, and less to roadways.
6. Lack of funding in Area F
7. -.
8. Suburban bus routes can't compete with a route on Chicago Avenue in Minneapolis. We should have two separate pots of money for the geographic areas. If the route goes towards a transit way, there should be more points awarded.
9. No concerns
10. -
11. I would suggest giving more weight to projects helping solve a demonstrable and recognized safety need and/or those offering immediate improvement of the lives of our citizens.
12. I am not sure how to do it better. Perhaps using the A-Minor need study, historical averages, etc

4. Are there specific changes you would make to the criteria/measures established?

1. -

TAB Responses

2. -
3. Not separate pots
4. -
5.
 - o (1) More weigh should be given to projects that serve a lot of residents - i.e. transit and roads with high vehicle counts.
 - o (2) Eliminate awarding points for racial/economic justice/affordable housing to roadway projects. Roads are used by people and businesses from all over the metro area and beyond, not just nearby residents. And many residents of low-income areas don't have vehicles.
6. -
7. -
8. See above answer
9. None
10. No
11. No. I believe Staff - Steve, Elaine and Joe - and participating TAC members do an extraordinary job of vetting, focusing and refining the criteria while simultaneously having an open mind to improve same.
12. -

5. How well did the regional solicitation process reflect regional policy?

1. -
2. -
3. Current regional policy puts us at a disadvantage in global competitiveness.
4. I believe the process reflected the regional policy properly.
5. I am not certain that we have consensus on what regional policy should be, so it is difficult to say whether the regional solicitation process accurately reflected it.
6. -
7. I believe it well reflected current policy. However, if that policy were to change, then the scoring and the process would need to change as well.
8. -
9. I think there was a reasonable amount of debate and discussion leading to a good outcome.
10. Pretty well. Debate reflects a lack of resources in general.
11. Remarkably well especially considering the wide-ranging needs of the applicants vis-a-vis their local projects and the diversity of opinion among a thoughtful and talented TAB membership. This is due principally to the Chair's – assisted by the Vice Chair's – collegial and collaborative conduct of the meetings and the policy input of the Met Council via its representative.
12. -

6. On a scale from 1 (strongly disagree) to 5 (strongly agree), do you agree with the following?

	1	2	3	4	5	Total	Avg	2014 Avg
TAB had adequate time to discuss funding options	0	0	2	5	5	12	4.25	3.13
The funding options provided to TAB by TAC made sense	0	0	1	4	7	12	4.50	3.88

7. How well did the regional solicitation process reflect regional policy? Were there any issues/concerns you raised during the solicitation process that were not addressed? Please provide a brief description of the issue and how the issue was not addressed.

1. -
2. -

TAB Responses

3. Need to reduce max project trail funding from 5 million back to 3 or 3.2 million.
 4. -
 5. I commented that TAB hasn't discussed the development of driverless vehicles, and their potential impact on our roadway system, and that this needs to be factored into our roadway funding decision-making. There has been no follow-up on this issue.
 6. -
 7. -
 8. See answer to above questions
 9. No
 10. -
 11. No
 12. I would like to see more time to discuss and decide which 4-5 scenarios are presented to TAC/TAB
8. What one item would you change about the solicitation above all else?
1. Bike/Ped is weighted too high.
 2. -
 3. Separate pot for A Arterials
 4. I am comfortable with the process!
 5. Project scoring should place greater emphasis on projects which will benefit the greatest number of people and vehicles - i.e. roads with high traffic counts and/or major safety challenges, and mass transit.
 6. -
 7. -
 8. The allocation of new routes rather than enhancing routes. You can't enhance a route that doesn't exist. That currently happens.
 9. Get more money in the system!!
 10. -
 11. Again I might suggest that an optional (but public) pre-vote workshop/learning session be held by staff for any TAB member that wants to attend similar to the meetings hosted by Joe, Steve and Katie on the Monday before the monthly TAB meeting. Those meetings enhance understanding of the how, why and what, i.e., content, of the issues with the understanding that policy matters are reserved for the Executive Committee and the entire TAB.
 12. I would livestream both the TAC and TAB meetings to provide more transparency

SUMMARY OF TAC/F&PC RESPONSES TO 2016 REGIONAL SOLICITATION SURVEY

Seventeen TAC and Funding & Programming members/alternates replied to the survey; two from cities, six from counties, four from state agencies, and five others.

Themes

The following topics were touched on by multiple respondents:

- Find a way to prevent double-dipping (as was done with some BRT projects).
- Documenting, scoring, mitigating negative impacts in the Equity measure.
- Reduce the \$5.5M maximum for trails
- Separate interchanges from other roadway projects
- Differentiating between local and regional projects (and preference toward the latter)
- Prioritizing roadway modernization over expansion, as this is more consistent with the TPP and MnDOT policy.
- Change Equity so that negative impacts are better-addressed.
- Housing performance score is not project-related.
- Proportionate scoring can have drawbacks.

TAC Replies (17 Respondents)

1 Member/alternate of (check all that apply)

	Responses
TAC	11
Funding & Programming	13
Total Respondents	17

2. Agency type (check one)

	Responses
State	4
County	6
City	2
Other	5
Total Respondents	17

3. Do you have concerns related to any of the following? (Check all that apply)

	Responses	2014 Responses
Weighting/distribution of points	37.5% (6)	33.3% (5)
Number and type of sub-categories within the three modal categories	18.8% (3)	20.0% (3)
Project cost inflation	18.8% (3)	6.7% (1)
Modal distribution of funds	25.0% (4)	26.7% (4)
Geographic distribution of funds	25.0% (4)	N/A
Scoring committee structure	18.8% (3)	6.7% (1)
Scoring criteria	56.3% (9)	26.7% (4)
Qualifying criteria	25.0% (4)	13.3% (2)
Process for determining final program of projects	31.3% (5)	13.3% (2)
Maximum and minimum fund requests	18.8% (3)	20.0% (3)
Restrictions (e.g., project bundling)	25.0% (4)	20.0% (3)
Other (please specify)	0.0% (0)	26.7% (4)
Total Respondents	16	15

4. Please provide specific comments to help articulate the concerns alluded to in the above question.

1. Much time and effort goes into scoring the projects but less time spent on how the final projects are selected from the categories and where the cut off is made and why. Needs more discussion on how that process should occur for example reconstruction vs. expansion. Do we look at funding a % of projects applied for in categories to be consistent. What if we got more expansion applications than modernization. Is the priority then expansion because we had more applications, even if this is different than regional priorities....
2.
 - We should consider interchanges in a separate category. They appear to have dominated the road categories.
 - The Transit categories should be combined or there should be a qualifying criteria that you can't come back with a second application for the same project under a different category.
 - The maximum award for multi use trails and peds should be reduced to 3.5M to fund more projects.
 - I have a concern that we are funding reconstruction projects on expanders or relievers that have already been expanded and probably used federal funds before. There are many roads that can't compete that have never been rebuilt. We should review the scoring criteria. Maybe we should weight road age much higher?
3. Need to set parameters in advance rather than after results are tallied. Several groups had specific criteria/eligibility issues that should be followed up.

4. Make up transit scoring committee is weighted in favor of Metro Transit Staff.
5. -
6.
 - The weighting makes little sense. Why are we trying to make such sever winners and losers when sometimes these projects are nominally different?
 - It is hard for rural projects to compete with urban projects. The proportional distribution of points likely exacerbates this.
 - The scoring committees are like a bunch of monkeys. You do some calculations that any person can do, talk about them in a group, and that is final. There is no leeway for discussion or disagreement in methodology. The scoring committees are more or less worthless unless you can have some ability to discuss the methodology.
7.
 - Change system management to remove geographic specific measures so that bundling and larger projects can occur.
 - Consider removing transit modernization or better defining what projects should be here.
 - Tie highway application categories to TPP investment categories.
 - New spot mobility category.
 - Tie funding to TPP priorities
 - Do not allow applicants to attach long reports to application
 - No inflation moving forward and put this into application
 - In some categories we want to encourage bundling
 - Prioritize safe routes to school projects-many multiuse trail projects are just recreational trails.
8. Remove roadway rule that only one roadway project can be funded on a corridor every 3.5 miles. Projects must show independent utility, so 3.5 miles not needed. With 10 application categories, the projects will still be spread throughout the region. If there is a high performing corridor, they should be awarded more than one grant and construct them at the same time to limit construction impacts.
9.
 - 1. To have a truly multi-modal transportation system as our TPP calls for, we should be more funds towards transit and bike/ped projects. Roadways have been receiving funding for decades, while the others have not.
 - 2. Some of the projects in single categories proved difficult to compare using the scoring methodologies.
 - 3. Demonstrating that a project is not disproportionately negatively impacting already overburdened communities should be a minimal qualifying criteria. Each project should demonstrate how it does not disproportionately harm communities of color or lower income to qualify and should receive points for bringing targeted benefits to these communities. This would align project selection with stated Thrive MSP2040 goals.
10. There seems to be risk in the amount of expansion projects on the trunk highway system from local agencies, especially in a time when the MnDOT 's investment direction is moving toward system preservation, not mobility and expansion.
- 11.
12. Seems difficult to differentiate projects that have the highest regional benefit with those that are more local in nature based on the current criteria. Expansion projects for new roadways and interchanges continue to have a hard time competing in the roadway expansion category with current roadways that are expanding or converting to an interchange.
13. -
14. -
15. See 5 and 7. Also, please provide on the electronic applications corresponding numbers so we know where we are at when looking at applications.
16. Specific to transit scoring, the following concerns need additional discussion:
 - 1) how projects with regional benefits are scored in Usage so the value dose the skew local projects
 - 2) how to better understand/document mitigation efforts if there are negative impacts in the Equity scores

TAC and F&P Responses

- 3) how to handle repeat applications - specifically related to future BRT services that received 2014 Expansion funds and then applied for 2016 Modernization funds for the same corridor
 - 4) reconsider travel time savings and perhaps use a percentage rather than total
 - 5) reconsider emission benefit score as a percent savings or total cost
- 17.
- I think that project cost inflation should have been provided, given past practice and lack of clarity to applicants about a potential change in past practice.
 - Use of proportionate scoring for certain measures has drawbacks
5. Are there specific changes you would make to the criteria/measures?
1. -
 2.
 - The roadway system management criteria needs to be reviewed. They don't fit the projects submitted.
 - We should review whether the scores have become too automated. Is more verbiage needed in certain areas?
 - The RBTN score for trails is too high.
 - Review usage for trails and sidewalks to see if actual counts could be used.
 - Consider removing criteria that does not measure a transportation need. Housing score for example does not relate to a transportation issue. Communities are required to have an affordable housing goal in comp plans already. At least consider lowering the score. Employment should be scored higher than housing.
 - Use regional traffic model information (TAZs etc) info to measure employment and households served by project.
 3.
 - No double-dipping.
 - Use something like updated TED process re geographic equity (quantitative vs. current anecdotal).
 4. -
 5. No
 6. TAB/Met C staff should go back to the notes of each committee to compile a list of items that were discussed at that time. That is where you will find a specific list of issues.
 7.
 - Make interchange review approval a qualifying criteria
 - Remove "age" for roadway expansion.
 - Remove/change "avg. distance to parallel roadways"
 - Change equity scoring, so that projects identify any negative impacts
 - In risk assessment, add measure that penalizes agencies with a history of project withdrawals
 - Remove/reduce points for housing performance score since other criteria are more important to project selection
 - Incorporate PA Study, Freight Study, and Bike Barriers Study into scoring
 8. -
 9.
 - 1. I described my thoughts on disproportionate impacts/equity above, but if we are not willing to go that far, the equity portion should at least force applicants to address both negative impacts and benefits.
 - 2. For air quality, I think we could flesh out a few other criteria such as environmental justice (which would be related to equity, so possibly redundant), choices for best available technology or energy efficiency, potentially a risk factor that would relate emissions to actual exposures.
 - 3. The transit system modernization application could be improved by reducing qualitative responses and providing clearer guidance on how to calculate VMT reductions.
 10. More clear explanation of where the local match is going to come from.
 11. -
 12. Separate new roadways/interchanges from existing roadways in the expansion category.

TAC and F&P Responses

- 13. –
- 14. –
- 15. Providing the more detailed info on how scorers set up their scoring on the more subjective scoring categories would be helpful.
- 16. –
- 17. I would not use any proportionate scoring of one project to the top project. In both transit project categories, this resulted in certain measures having less weight (and others having more weight) than intended because the top project resulted in other projects having virtually no points. It could raise issues when for future scope changes for the top scoring project that may have resulted in a different score or even scoring order had the scope change been part of the original application. This is a new problem with the 2016 solicitation.

6. On a scale from 1 (strongly disagree) to 5 (strongly agree), do you agree with the following?

	1	2	3	4	5	Total	Avg	2014 Avg
TAC F&P & TAC had adequate time to discuss funding options	0	0	1	8	7	16	4.38	3.69
The funding options provided to TAC by TAC F&P made sense	0	0	2	10	4	16	4.13	4.00

7. What one item would you change about the solicitation above all else?

- 1. -
- 2. -
- 3. Set the rules of the game before it's underway
- 4. -
- 5. I wonder if there is some way to address geographic equity concerns from Washington County other than subsidizing bad projects. Maybe guidance on selecting better projects? They do have significant population, but it is very spread out other than portions of Woodbury/Stillwater/Cottage Grove. Their concern is legitimate, but straight geographic weighting seems like a bad idea.
- 6. The committees ability to have some leeway with methodology.
- 7.
 - o Continue to simplify and reduce measures
 - o Give points for private sector contribution
 - o Projects must get 50% or more of top scoring project to get funded
- 8. Prioritize roadway system management projects since these are low cost-high benefit projects and most consistent with TPP philosophy.
- 9. #1 would be to revisit why we are funding roadway projects so much more than other modes. It seems we are just doing this because we've always done it that way. I think TAC and F&P had enough time to review and discuss based on the level of review and discussion that is actually requested, since we basically just recommend the same funding allocation strategy as the past solicitation. I know transit is a tough sell in some areas, though, so I'm probably shouting into the wind on this a bit.
- 10. -
- 11. -
- 12. Schedule the regional solicitation and the HSIP solicitation further apart and provide more time for the regional solicitation. The same staff are often completing both, and it is very challenging with other workload/commitments.
- 13. Include in the solicitation the areas within the Wright and Sherburne Counties that are a part of Met Council Planning area. As noted in the Arterial Intersection Conversion Study, there are some areas/corridors in need of project investments that are directly related to the safety and prosperity of the greater Minneapolis/St. Paul Region
- 14. –
- 15. The Maximum in the trails category is way too high at 5.5 million. The average Federal request in 2016 (did the math) was about 2Million. The category maximum should be more in line with this type of request amount. The trails have one of the highest number of applications and could have funded more projects in the region if the maximum was reduced to 2 or 2.5 million.
- 16. –
- 17. -

SUMMARY OF SCORING COMMITTEE MEMBER RESPONSES TO 2016 REGIONAL SOLICITATION SURVEY

Twenty-two scoring committee members replied to the survey. Nine of 22 respondents are not members/alternates of TAC or either of its subcommittees. At least two participants from each of the 10 application categories responded.

Themes

The following themes resonated across multiple respondents.

- Many scoring measures essentially auto-calculate. Consider not having anyone score those and use their expertise more appropriately. Allow more flexibility for scoring committees to consider an adjustment to the methodology if the result does not make sense.
- Awarding of full points to the top application and distributing points proportionately to the remaining projects creates very low (and not well-separated) scores when there is an outlier project.
- Interchanges were very successful. This could be partly a result of taking the “cost effectiveness” out of individual measures.
- Re-examine the low point value of the new Freight measure.

Scoring Committee Member Responses

Scoring Committee Member Replies (22 Respondents)

5. On a scale from 1 (strongly disagree) to 5 (strongly agree), do you agree with the following?

	1	2	3	4	5	N/A	Total
Information from the applications was easy to find and interpret	0.0% (0)	9.1% (2)	9.1% (2)	59.1% (13)	18.2% (4)	4.6% (1)	22
The scoring committee structure was effective	4.6% (1)	0.0% (0)	18.2% (4)	22.7% (5)	50.0% (11)	4.6% (1)	22
The way to distribute scores within the measure made sense	4.6% (1)	13.7% (3)	18.2% (4)	31.8% (7)	27.3% (6)	4.6% (1)	22
My scoring methodology was consistent with the scoring guidelines	0.0% (0)	4.6% (1)	9.1% (2)	18.2% (3)	63.6% (14)	4.6% (1)	22
The scoring guidelines were useful/understandable	0.0% (0)	9.1% (2)	18.2% (3)	22.7% (5)	40.9% (9)	9.1% (2)	22

6. Please provide any comments you may have for question number 5

1. -
2. None.
3. The scoring for my particular category was more straight forward than last year. Because cost did not factor in and the highest score received 100 points, the scoring methodology was relatively straight forward. I only scored one category for expansion. For consistency, it may be good to have scorers score the same criteria, based on name, in each project category (expansion, modernization, etc.)
4. The question is open ended but I think that is useful for the freight measure D. The scoring is based on the applicants written response to the question and a review of the full project by the scorer. Recommend changing the language "upgrading a non 10-ton road to a 10-ton road" to "upgrading pavement section beyond typical design requirements to accommodate specialty freight requirements." Also add "relieving congested freight pinch points" as an example for getting points.
5. -
6. Met Council was attempting a new scoring strategy for this particular measure (TDM...Innovation). It was a little challenging following the methodology. It seemed to be loosely applied by the various scoring members
7. This year in several scoring categories, there were some worrisome ways to "game" the system, in which atypical projects were put at a disadvantage, or in which routine projects were submitted in a way that seemed less than ethical.
8. -
9. The scoring methodology was clear but rating projects against each other made some pretty extreme winners and losers in a category where all the projects were almost the exact same project. As for the scoring committee, I find it a bit ridiculous that we are asked to score and have no ability to discuss the scores or the methodology as to how someone applied it. What is the point of a committee getting together? There were a few instances in the areas where scoring was subjective that committee members disagreed with how something was scored but there was no way of changing it.
10. -
11. Transit expansion was very easy, but transit modernization was challenging because it was a qualitative measure and the quality of the information provided varied widely.

Scoring Committee Member Responses

12. I scored ADT and future ADT, and they were pretty straight forward measures.
 13. There's a lot of leeway in scoring, which is nice because you want flexibility so the good projects come through, but it can be difficult to defend how you scored things. It's nice to say because the project met A, B and C. On the other hand, overly defining the scoring can let worse projects get ahead of the better ones. It's a difficult balance.
 14. The 4b load posting measure could be improved in that if a bridge has a separate span in each direction one span may be load posted and one may not be load posted. If this is the case the measure reads that the bridge should get a score of 100. Seems it should get a 50 in this situation? One of the applications met this criteria and was scored a 100.
 15. -
 16. Would have been helpful if the completed applications on line had the same section numbering as the application.
 17. -
 18.
 - o It would be helpful to have the applicant include a map of their count location or a screen shot of the 50-series map. I looked up each 50-series map to verify the AADT.
 - o When I compared the applicant entries to the 50-series map, 4 out of 9 did not match. I brought this up as a question but was told the count doesn't have to be from the 50-series map. The application says "The applicant must identify the location along the project length and provide the current AADT volume from the MnDOT 50-series maps." This inconsistency needs to be fixed for the future.
 - o Transit ridership had a large impact on the score in this category. It limited the impact of the AADT number, which does have importance. I would separate these two scores instead of combining them into throughput.
 19. -
 20. -
 21. The format printed for each application makes it awkward to scroll to my section. Could hyperlinks from a cover page to each section be automatically inserted when the document is generated? Could maps be placed directly after their text sections?
 22. -
7. Are there specific changes you would make to the qualifying criteria/requirements established to determine whether projects are eligible?
1. -
 2. None.
 3. No.
 4. -
 5. Criteria needs to be re-evaluated to fit with project types.
 6. -
 7. No
 8. -
 9. no
 10. -
 11. I believe we should not be funding projects that disproportionately negatively impact communities of color and lower income. I think it would make sense for a project to have to show that it is not disproportionately harming these communities in order to be eligible for consideration.
 12. -
 13. No
 14. -

Scoring Committee Member Responses

15. -

16.

- "One-Way Commute Trips" needs to be better defined, that a person going to work in the morning and home in the evening produces two one-way trips. Some applicants only counted one in-bound trip.
- The AQ emissions reduction calculation is co-linear with VMT reduction and redundant. A method that takes into account some variation by road type, road speeds, and county should be looked into to improve AQ assessments.

17. My categories were daily person throughput and ADT, it was simply doing the math as described in the application with nothing that was open to interpretation. If the category can be auto-calculated why assign a scorer to it? I did find value being on the committee and involved in discussions of other criteria

18. No.

19. -

20. -

21. -

22. -

8. Were there any issues/concerns you raised during the solicitation process that were not addressed?

Please provide a brief description of the issue and how the issue was not addressed.

1. -

2. None.

3. None.

4. -

5. -

6. -

7. No

8. -

9. Someone needs to go through all the meeting summaries from all the scoring committee meetings and get a list of the issues raised. I don't trust that 1) people will remember everything that they stated 6 months ago and 2) will fill out this survey in any detail. There were multiple issues that were brought up that need to be addressed in either the application process or the scoring.

10. -

11.

- 1. For transit modernization I think we need to try to provide more specific guidance on how to conduct some of the calculations. The assumptions made for VMT reductions varied widely and it was difficult to determine what was reasonable.
- 2. I think we should try to minimize qualitative criteria or provide clearer guidance on what the qualitative response must contain and how the scorer weights the pieces of the response.
- 3. Improvements should be made to the equity score. At the very least it should separate out a response related to mitigating harms from bringing benefits. We need to figure out a way to get applicants really thinking about the potential harms rather than just ignoring them.

12. -

13. No

14. -

15. I did freight. Worth very few points. Since freight is playing a big role in FAST act the points given didn't seem to make it relevant

Scoring Committee Member Responses

16. No.
17. -
18. Yes, staff responded to my questions.
19. -
20. We need to come up with a better methodology or emissions model that we can use to show better emissions reductions on some of the roadway categories. The emissions model we use now do not provide more credit to some of the roadway categories like reconstruction/modernization, roadway expansion and system management.
21. -
22. -

9. What one thing would you change about solicitation scoring above all else?

1. -
2. Prorating some of the scores (safety, delay, infrastructure age, etc.) resulted in a top heavy allocation of points since some of the projects included high crash occurrences, really old roadways, or eliminated intersections which provided a ridiculous amount of benefit, leaving few points on the table for other projects to be eligible for.
3. The types of projects that were funded during this solicitation were heavily weighted towards interchanges, which are typically high-dollar projects. I think the previous solicitation, because cost did play a role in many categories, resulted in more project types being awarded funding which, to me, should be the goal. I do like that, although they are good at improving safety, reducing delay, etc., high-dollar projects such as interchanges were equalized due to cost and other projects were able to compete. It would be good to find a way to have cost be more of a detriment than it was in this solicitation.
4. -
5. -
6. -
7. I would make it a requirement that the applicant choose the *best* Crash Modification Factor (CMF) for their safety portion and provide a brief justification why they chose that particular CMF. This should help to reduce gamesmanship, and will allow the scorer to dock points if a questionable CMF is used. For the delay reduction, may need to specify that the model needs to reflect a typical daily peak hour, rather than a peak event such as day-after-thanksgiving shopping or some other atypical event.
8. -
9. Committees need to be provided with flexibility when the methodology doesn't make any sense. We are professionals and were asked to be on these committees because we are experts in our fields. We should be able to have some flexibility when a methodology doesn't add up when done in practice.
10. Either take the Connectors out into its own category or let the chips fall where they may in the present category they are in. Don't artificially fund 1 in its present category.
11. The way we are handling equity.
12. -
13. Nothing major stands out.
14. -
15. Seems like a huge effort between applications, scoring and time spend deliberating on scores and scenarios
16. Having to award full points to top scoring application.
17. Assign people with specific expertise to relevant measures.
18. Remedy inconsistency in AADT instructions vs. score. Look at how throughput is scored and consider separating transit and AADT into two scores within Usage score.
19. -

Scoring Committee Member Responses

20. –

21. I would like to develop better examples/materials for people to look at when filling out the equity criteria parts.

22. I would not use any proportionate scoring of one project to the top project. In both transit project categories, this resulted in certain measures having less weight (and others having more weight) than intended because the top project resulted in other projects having virtually no points. It could raise issues when for future scope changes for the top scoring project that may have resulted in a different score or even scoring order had the scope change been part of the original application. This is a new problem with the 2016 solicitation. For transit usage, scoring levels - high, medium, low, etc - might be a better approach.

10. Please provide any comments you have on your application scoring experience. Please highlight specific issues that can be addressed in the Regional Solicitation update. Examples could include imbalances in score distribution, criteria that are too rigid or lacking in specificity, lack of clarity in the scoring guidelines, and methodology.

1. -

2. Since I am responsible for filling out applications for both the Regional Solicitation and the Highway Safety Improvement Program (HSIP), it is taxing on me to go through that 3 month period.

3. None, other than what was provided.

4. Perhaps looking how other states may score or weigh specific freight elements. Maybe this is a question for the freight industry on what infrastructure is lacking in the transportation system currently that needs attention as we move forward.

5. -

6. Scoring was adjusted to help new projects. I generally tend to favor established, successful programs. hard to rectify the differing philosophies

7. -

8. Overall I feel that the scoring and the scoring structure was very fair and thorough, and seemed to be an improvement over the previous round.

9. -

10. If you want freight to matter, it needs more points allocated to it.

11.

- 1. I think emissions reductions for transit expansion was very clear and straightforward as long as the VMT calculation is reasonable, so we should make sure we're providing clear and specific guidance on how VMT should be calculated.
- 2. For transit system modernization I would us to develop better guidelines on how to calculate an emissions reduction for these types of projects. The quality of responses was much to variable.
- 3. Again, we need to reconsider how the equity question is handled. First, I don't think we should be funding projects that have disproportionate negative impacts on communities of color or lower income and that should be a qualifying measure. However, if we don't go that far, we should at least work on ways to get applicants to call out potential harms and tell us how they plan to mitigate those harms. Then talk about benefits specifically targeted at these communities. Just saying that a project is good and benefits everyone, including disadvantaged communities shouldn't be enough (I'm not necessarily saying anyone responded like that this time, but just putting a point on it.
- 4. I would like us to think too about other ways we might consider emissions. Perhaps considering technologies (preferring electric to diesel, for instance) or efforts to include environmentally friendly/energy efficiency measures into infrastructure (EV charging at

Scoring Committee Member Responses

parking ramps, for instance), or exposures are some ideas I have, if there were a desire to explore this further.

- 5. Thanks for all the work staff puts into constantly improving and thinking critically about this process!
12. -
 13. :)
 14. -
 15. -
 16. See answers to questions 7 and 9.
 17. I was assigned to the roadway management committee, my specialization is in transit planning and skills would of been better utilized on one of the other committees
 18. See above about throughput score. Transit score is important, but it limited the value in the AADT number in the scoring.
 19. -
 20. Some of the measures are well represented by using qualitative approach rather than quantitative
 21. I think the logic behind the scoring process, the various steps and the participation could be explored with and more clearly explained to outsiders and new members. I suspect that some trust might be lost because of lack of understanding (an all sides). Thank you for all your work on this!
 22. The scoring criteria for usage in both modernization and expansion needs to be revised. On modernization, using existing route-level ridership for all bus routes using the project overinflates ridership. On expansion, the scorer had the discretion to deduct 50% if no methodology or a faulty methodology was provided, but still had to use the ridership provided by the applicant as the base - even with 50% deduction, some projects scored high on this measure because the ridership provided was so high.

SUMMARY OF APPLICANT RESPONSES TO 2016 REGIONAL SOLICITATION SURVEY

Twenty-three applicants replied to the survey; four from state agencies, nine from cities, six from counties, three transit representatives, and one nonprofit representative. At least one respondent completed an application in each of the ten categories.

Themes

The following themes resonated across multiple respondents.

- Attachments were difficult for some.
- Reconsider proportionate scoring
- Applicant selection of transit routes was time-consuming and inconsistent...automate, if possible.
- Mapping function was difficult for some
- Interchange projects dominated the Roadway Expansion scoring.

Applicant Responses

Applicant Responses (23 Respondents)

1. Agency type (check one)

	Responses
State	4
City	9
County	6
Other	4
-Metro Transit	
-Transit	
-Nonprofit	
-Metro Transit	
Total Respondents	23

2. Category you submitted in (Check all that apply)

	Responses
Roadway Expansion	21.7% (5)
Roadway Reconstruction & Modernization	13.0% (3)
Roadway System Management	17.4% (4)
Bridges	8.7% (2)
Transit Expansion	13.0% (3)
Transit System Modernization	13.0% (3)
Travel Demand Management	17.4% (4)
Multi-use Trails & Bikeways	21.7% (5)
Pedestrian Facilities	13.0% (3)
Safe Routes to Schools	4.4% (1)
Total Respondents:	23

3. Are there specific features of the online application that should be changed?

1. The mapping tool was very frustrating and difficult to use. The application kept crashing and I had to start over many times. I wasn't able to include the full project and had to include many footnotes about the incomplete maps.
2. Some of the text boxes do not have adequate room to describe the project
3. I found the mapping function difficult.
4. –
5. No
6. No, the process seemed streamlined.
7. The online application worked well, but was not a good fit for system-wide projects. There was no clear guidance on how to submit a system-wide project with respect to location-specific criteria like Measure A (Average Distance to Parallel Roadways)
8. Worked great for me.
9. The application process, while an improvement over the long paper process used in solicitations in the past, is quite clunky. The online mapping tool is difficult to use. If you make a mistake, there is no option to erase or undo only a portion of what you've done, you have to undo all the work you've done so far. Even though the mapping component is online, the applications still require applicants to manually enter the results of the mapping, introducing the possibility of user error - this was particularly tedious for the connecting transit routes portion as the projects I submitted connected to a lot of routes. Additionally, there are discrepancies between the values the mapping tool provides and the values that are requested in the application. For example, the post-secondary enrollment values are for one-mile on the map but 1/2 mile is asked for on the application. In general, information about the application requirements is difficult to find on the

Applicant Responses

website and often incomplete, contradictory, or wrong. For example, the sample application forms (in MS word format) available on the website, do not correspond directly with the electronic applications.

10. If committing to relying on information produced within the autogenerated maps for inclusion within the application itself, ensure that information is consistently identified throughout the application process. In particular, I recall that the transit connection maps didn't consistently identify which transit routes and/or transitways were relevant to the proposed project. I don't believe this was fixed until the final day of the application process, which likely affected the scoring of applications submitted prior to the final day of the application period. Applicants who decided not to ask questions about these inconsistencies to the Regional Solicitation team likely put themselves at a disadvantage. I'm not 100% convinced the scores included within all applications are accurate considering the substantial inconsistencies produced within the autogenerated maps. Attempted standardization of information produced is good, but I think the systems in place (in particular the map generation interface) could perform better and with more reliability.
11. Whatever maps are required should be attached to application online, rather than requiring download and upload. Cost estimates should be configurable. Emissions fields asked for kg of emissions per vehicle, but would not let data be entered beyond the thousandths' place (one vehicle does not emit that much).
12. Some of the mapping tools didn't work very well.
13. There were some glitches we encountered where we lost a day's worth of data we had typed in. It was probably related to not saving the progress correctly, but the fact that there is a chance we can lose data at all is unsettling. Perhaps some warning statements within the file could help avoid these unfortunate situations or an "autosave" functionality would lessen the chance of losing data.
14. No changes recommended
15.
 - 1. The tools to define project geography are limiting and clunky to use in the mapping interface.
 - 2. Automate the process of selecting routes for transit connections. Applicants currently have to individually select each route, which is very time-consuming for projects that have multiple connecting routes and is more prone to error in selecting the wrong route.
16. -
17. No
18. No. It was pretty straightforward.
19. Adding the upload of the MOE pdf became problematic when it was scored. Also, the B/C spreadsheet (which was also embedded within the application). My suggestion would be to have these included in the "Other Attachment" section so they can be scored.
20. It would be helpful to add the numbers of the questions to the online and final versions of the application. Eliminate need to upload Synchro report twice under 5A and 5B.
21. -
22. -
23. -

4. Are there changes you would make in the application training (overall regional solicitation information, online application, mapping, MnDOT State Aid information)?

1. No. Special appreciation to Elaine for being so helpful.
2. -
3. No.
4. -
5. No.

Applicant Responses

6. No.
7. Needs to better accommodate system-wide projects or provide clearer guidance on how to submit them.
8. None. Ample information for those who look for it.
9. See above. Overall, information seems to be scattered throughout the website rather than in one central location. A thorough QA/QC review seems like it could be helpful as well.
10. Ensure that the sample applications you provide in Microsoft Word/.DOC format are completely identical to the online interface where the information is actually inputted by the applicant.
11. -
12. No, it was fine.
13. We would like the opportunity to have more control over how our maps and graphics are presented. Attachments are not guaranteed to be reviewed so we cannot be assured that we can convey the key information via an attachment. We would suggest that each project is allowed a "one pager" summary of project information that reviewers will commit to reviewing. This limits the burden on reviewers and allows the applicants to present the key points in more ways than just text. This could actually help the reviewers better understand the project.
14. No changes recommended
15. N/A
16. -
17. -
18. -
19. -
20. Training was good and helpful.
21. -
22. Did not attend training this year, but found the application process fairly easy.
23. -

5. Are there specific changes you would make to the qualifying criteria/requirements established to determine whether projects are eligible?

1. No.
2. More points for proactive projects
3. No
4. -
5. No
6. No
7. No
8. -
9. Qualifying criteria make sense.
10. N/A
11. -
12. No, seemed reasonable.
13. We were able to meet eligibility requirements for our project and do not propose any changes. Some of the agency letter/agreement requirements were a bit cumbersome, but we managed to obtain everything we needed.
14. Consideration to include B minor arterials.
15.
 - o 1. Buffers for connections to employment, etc. Measure A: project location relative to jobs, manufacturing, and education makes applicant choose between 1/4 and 1/2 mile buffers for various responses. It would be easier to require one or the other in the future. It was unclear how choosing one buffer or the other would affect scoring in this section.

Applicant Responses

- 2. Percent reduction in travel time. It's practically impossible for bus stop improvements to actually reduce passenger travel time. Many of the improvements such as better lighting, adding heat to shelters, or improving transit information does not definitively lead to a faster travel time for passengers. This measure seems more appropriate for transit expansion than modernization.
16. -
 17. Continue to grade projects based on population density, poverty and economic equity rather than balancing geographic considerations alone.
 18. -
 19. -
 20. Not at this time.
 21. -
 22. The scoring as it is now greatly favors intersection to interchange conversions over linear projects, as the awarded projects show. There should be discussion as to whether this is the desired bias of the scoring. The crash and congestion benefits of these conversions are clear, but they amount to spot improvements, rather than corridor improvements. I think this is an area for discussion.
 23. Yes, scoring projects that have specific service elements are afforded better defined scoring opportunities than those that support infrastructure.
6. There are a number of submittals/attachments required with applications. Were any of these difficult to produce or obtain?
1. Only as they related to mapping.
 2. -
 3. Maps
 4. The maps were difficult to produce. For two straight years it was difficult to render a simple PDF from the online program.
 5. No
 6. No
 7. Generally no, except that they did not mesh well with system-wide projects which occur at multiple locations.
 8. -
 9. No.
 10. See comment regarding #3 above. Autogenerated maps produced different results depending on what day an applicant created them.
 11. The mapping process makes little sense for non-linear projects.
 12. Yes, some of the maps created by tools within the application weren't very easy to read.
 13. The attachments were not difficult to produce but they were very limiting. We could not accurately convey the benefits of our project via the mapping within the system. Our project, for example, shows as a point on the map connecting to an existing Northstar transit station and park and ride. The mapping within the system simply pulled in a small radius around that location. We didn't feel this methodology accurately conveyed the benefits of our project as the transit stop and park and ride itself and the wider draw of those facilities were not given greater weight and a broader reach in the mapping system.
 14. No
 15. Maps. There was little guidance on defining project geography. For instance, the Heywood Garage project got to use the entirety of the routes that would run out of the garage, whereas certain bus stop improvement projects along corridors only used the geography of the specific corridor, even though customers theoretically could board on at the improved stop and travel well outside of the corridor being improved.
 16. -

Applicant Responses

17. -
18. -
19. They weren't difficult to produce or obtain - however see my suggestion in #3 above.
20. There was a lot of confusion about what was required to submit for the safety/crash information related to the B/C. Clarify if CMF's need to be attached versus listed in response. Also, area to enter CMF used in online application would be nice if could enter multiple factors in this box or other text.
21. -
22. No
23. -

7. Was there any confusion or difficulty with any prioritizing criteria (i.e., scoring measures)? Please highlight specific issues that can be addressed.

1. (TSM) Some of the questions were an awkward fit for the project.
2. -
3. No
4. -
5. No
6. No
7. -
8. -
9. Using only "new" rides for transit expansion projects discounts the benefit an expansion of an existing route will have on current rides.
10. Proportional scoring should be reconsidered.
11. (See Letter on final page)
12. No
13. Measure 5 and the "Includes facilities/improvements for other modes" section was quite confusing as we received zero points out of 25 when we are connecting directly to a transit station and park and ride. The fact that we received no points was quite confusing. Based on the comments, it seems as though the reviewer did not believe peds would be benefitted as greatly as bicyclists would, but that does not seem like a good enough reason to provide zero points. This category could use some more definition for applicants and reviewers around scoring criteria.
14. For the roadway modernization, it would be good to specify that applicants need to use average weekday peak hour when calculating the delay and congestion.
15. 1. Percent reduction in operating and maintenance costs: Modernization projects may not always lead to lower operating and maintenance costs. Modernization projects are meant to improve existing infrastructure, which often leads to changes that will increase operating and maintenance costs. This is due to changing expectations of what improvements need to be included at bus stops (e.g., heat, light) and increased expectations regarding daily maintenance to keep busy bus stops clean. As such, it seems odd that the current scoring for this measure penalizes projects that "modernize" bus stops that need an upgrade to meet current customer demands.
16. -
17. -
18. -
19. -
20. Multimodal Elements criterion needs to be clear about how it will be scored. Since scorers develop a methodology for assigning points to the narrative, this needs to be decided on ahead of time and made available to applicants.
21. -
22. -
23. -

Applicant Responses

8. Was the scoring guidance clear and helpful to your understanding the criteria?
1. Yes.
 2. -
 3. Yes
 4. -
 5. Yes-
 6. Yes
 7. -
 8. -
 9. -
 10. (TE/TM) Yes, but it also allowed the applicant to potentially write a response taking advantage of score methodology weakness. For example, the "Usage" question in Transit Expansion allows for 50% point deduction if no methodology is provided. Raw "Usage" numbers provided then have no accountability, and the penalty for having no documented methodology is arguably not large enough if applicants provide unchecked new annual ridership increases.
 11. -
 12. Yes
 13. (Trails) The guidance was helpful to have but does not always directly correlate to the way the reviewers scored, especially for Measure 5.
 14. Yes
 15. For the most part, the scoring guidance was clear except as noted in previous responses.
 16. -
 17. Yes
 18. -
 19. -
 20. Yes
 21. -
 22. -
 23. Not particularly.
9. What one thing would you change about the solicitation process, criteria, or scoring above all else?
1. The mapping process.
 2. Let interchange projects have their own category, they have a great regional value but other projects seem to fall short when competing with them.
 3. (TDM) I think there should be emphasis on reducing cars in areas in addition to mode shift.
 4. (Travel Demand Management)
 - o 1) The focus on vehicle miles traveled reduction only is extraordinarily silly. Like - from the scoring methodology for question #2, usage: "The applicant with the most users will receive the full points. Remaining projects will receive a proportional share of the full points. For example, if the top project had 90 users and the application being scored had 50, this applicant would receive $(50/90)*100$ points or 56 points. Fifty percent of points can be deducted if the applicant provides no methodology. If a methodology is provided, then points should only be deducted if the estimation methodology is not sound." Following that to the letter - I could just write "one million" for VMT reduction and I would only lose half the points for not providing sound justification. That is profoundly silly. A bike advocate friend who'd also seen the scores released said something like "hey, with all the VMT reductions claimed, this \$1.2 million will pretty much end congestion in the twin cities."
 - o 2) There needs to be a stronger focus on equity. I know there are 150 points allocated to the equity question. But look at the scores - pretty much every applicant got at least 100 on that question. Whereas every other question you had people get less than 20% of the

Applicant Responses

points. Is that because all the applicants are doing so, so well in the equity category? In MN - one of the most inequitable states in the nation - that seems like a pretty difficult position/implication to defend. I think the scorers need to have clearer understandings of equity to incorporate into their scoring. Among those needs to be - how does the racial/demographic makeup of the staff contribute to the equity in the project? It doesn't seem logical that a pretty much all-white organization should get 140 or 150 out of 150 on a question about equity.

5. (TE) Some ridership projection numbers seemed unrealistic. Perhaps a more rigorous validation of this is prudent since ridership drives much of the scoring criteria.
6. I would like to see how the rankings of projects were determined, so I can understand how/why the city project rank occurred.
7. (Roadway System Management) seems to be an easy category to game, especially in the "Safety" category. Better signal timing and incident management can indeed improve safety, but there are no good CMF's to point to. But by adding things like pedestrian countdown timers (a field construction item, rather than a system management item), it becomes possible to claim a higher safety score even though such improvements are not really what this category is supposed to be about.
8. -
9. -
10. (TE/TM) In general, establish better standardization/objective scoring. I appreciate good attempts at doing this within the last two Regional Solicitation cycles, but there are areas of potential improvement. Inconsistent autogenerated maps and wide flexibility in documenting various methodologies (like the "Usage" parameter) are a few examples. In addition, information provided via informal questions and answers with Regional Solicitation staff about how to answer specific questions for a specific application under a specific set of circumstances is hugely beneficial. Applicants who do not call with questions (for whatever reason) could be at a significant disadvantage.
11. Scoring criteria should reward all elements of projects that are eligible for funding.
12. Online application was down close to due date, which was stressful. Consider having different due dates for different categories to reduce computer traffic.
13. We would recommend that each applicant is allowed to create a one-page "Project Information Sheet" or "Project Overview" (perhaps an 11 x 17 or both sides of a 8 ½ x 11) to convey whatever information the applicant deems to be most important and descriptive about that project with the commitment that the reviewers will look at this one pager for each project as they work through the scoring. We understand that we can attach whatever supplemental information we want, but there is not a guarantee that it is reviewed. With a one-page info sheet, we'd have the opportunity to present our project as more than just a written description and the reviewers will not have a significant additional burden of review material. We think this could assist the reviewers in getting a quick visual snapshot of the project.
14. Longer period of time to complete applications, they are very time intensive. Also, more time between this solicitation and HSIP would be better.
15. Project scoring should not be dependent on other projects. In the transit modernization category, the top scoring project drastically changed the scoring for all other subsequent projects. Consider a tiered approach with high, medium, and low ratings for each measure. Points could be assigned based on rating for each measure in lieu of changing all scores based on the top performing applicant.
16. -
17. -
18. -
19. -
20. Clear outline of how Multimodal Elements category will be scored.

Applicant Responses

21. Max project size/funding should be reduced to \$2 million (NOTE: applicant completed Multiuse Trails/Bikeways application), concerned that the scoring methodology strongly favors inner beltway projects. Reduces geographical distribution of projects.
22. –
23. Economic analysis included with some submissions was significantly flawed.

Applicant Responses

May 2, 2016

Elaine Koutsoukos
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101
elaine.koutsoukos@metc.state.mn.us

Dear Ms. Koutsoukos,

The City of Saint Paul Department of Public Works (SPPW) requests that the TAC Funding & Programming Committee re-evaluate criterion scores 5A and 5B for the Arterial Corridor Management (Snelling and Lexington) application submitted for funding in the recent Metropolitan Council Regional Solicitation for Federal Funding. City of Saint Paul Department of Public Works also requests a summary of the methodology used to score the criterion in question.

Twenty percent of the available points in the Roadway System Management category are awarded for congestion mitigation and air quality improvement, and the projects are scored based on simple Synchro modeling. In the "Introduction to the Regional Solicitation for Transportation Projects" dated 5/18/2016, there are nine examples of projects that would qualify for funding in the Roadway System Management category:

- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New or replacement traffic management centers
- New or replacement fiber optic cables used for traffic control, etc.
- New or replacement closed-circuit television (CCTV) cameras
- New or replacement variable message signs and other traveler information improvements
- New or replacement detectors
- Incident management coordination

Of these nine examples, only three (signal retiming, signal coordination, new detectors) could impact the results of Synchro modeling. Additionally, in order to demonstrate the improvements to be gained from a signal retiming project, applicants must perform much of the work intended to be included in the project, including data collection, data analysis, and traffic modeling.

The project submitted by SPPW includes several of the examples above that cannot be captured in a Synchro model:

- Control upgrades
- Fiber optic cables
- CCTV cameras
- Variable message signs

Additionally, the majority of the anticipated improvements to traffic flow provided by the project are centered on the proposed adaptive traffic signal timing. Adaptive traffic signal timing will significantly mitigate congestion, and improve air quality along these corridors by constantly monitoring traffic demand and adjusting signal operations in real time. Synchro does not have the ability to model adaptive traffic signal timing. SPPW included a detailed traffic analysis for nine intersections along two major arterials within the City of St. Paul in an attempt to approximate the impact of adaptive traffic signal timing in Synchro for its application. This was a conservative analysis using fifteen minute intervals, as adaptive signal control can adjust more frequently. This analysis showed a significant reduction in delay that can be expected with the project that we believe merits more favorable scoring.

In addition to requesting this re-evaluation, SPPW also requests that future applications not rely solely on Synchro modeling for determining the anticipated benefits to congestion for Roadway System Management projects, as the constraints of the program do not capture benefits for many projects that the Metropolitan Council would otherwise deem appropriate for the category, and require a significant portion of the proposed work to be completed during the application process.

The City of Saint Paul Department of Public Works thanks you for your effort in evaluating the many applications submitted, and looks forward to your response. Please contact me if you have any questions about this request, or the analysis provided in the application.

Sincerely,

Michael Seth Klobucar, P.E.
Traffic Signal Operations Engineer
City of Saint Paul Department of Public Works
800 City Hall Annex 25 4th Street West
Saint Paul, Minnesota 55102 651.266.6208