2008 - 2011

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

Metropolitan Council

September 12, 2007

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Minnesota Pollution Control Agency

April 3, 2007

Mr. Kevin Roggenbuck
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2008-2011 Transportation Improvement Program (TIP)

Dear Mr. Roggenbuck:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the Draft 2008-2011 TIP. The MPCA staff has examined the Draft TIP for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the Safe, Accountable, Flexible, and Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU), when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPO base the TIP and its long-range comprehensive Transportation Plan (Plan) on the latest planning assumptions. As a result, the TIP air quality modeling is based on the most current Council socioeconomic data used in the Council's 2030 Regional Development Framework that was adopted by the Council on January 14, 2004. The planning document provides the Council with the socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public participation involvement, in addition to the public consultation procedures requirements of Conformity Rule. Based on this review, the 2008-2011 Draft TIP meets all requirements of the above laws with respect to air quality and transportation conformity from my own perspective.

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

Please contact me by any of the ways listed below if you have any questions.

Sincerely,

Innocent E. Eyoh

Innocent E. Eyoh
Principal Transportation Planner

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2008 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2007 through 2010 responds to procedures required by theSafe, Accountable, Flexible and Efficient Transportation Equity Act- a Legacy for User (SAFETEA-LU). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 2008-2011 TIP is fiscally constrained, is in conformity with the CAAA of 1990 and had adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 2008 through 2011 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered four years, 2007-2010. In 2005 the region completed solicitation for federal funds for projects to be programmed in 2009 and 2010. MnDOT also identified projects for 2009 and 2010. This year the 2007 projects that have had contracts let, or in some manner have been authorized, were deleted. Placeholders have been added for projects to be programmed in 2011.

The region developed separate processes to solicit projects for 2009 to 2010 utilizing Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement. Mn/DOT, working with the region, solicited for and prioritized projects for Hazard Elimination and Railroad Surface and Signals. A cooperative process was followed to prioritize the remaining “federal highway funds” (Title I), and to a limited degree, state highway funds. In 2007, the region will select projects to be programmed for 2011 and 2012.

The 2008-2011 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately $1,877 million for highway, transit, enhancement, bike and walk projects, of which approximately $1,130 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately $451.1 million in federal transit funds (Title III) over the 2008-2011 period. The region will receive $147.6 million in Title III, Sections 5307 and 5309 in 2008. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately $100 million.

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

The 2008-2011 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP) adopted on December 15, 2004. All projects included are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

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

1. INTRODUCTION

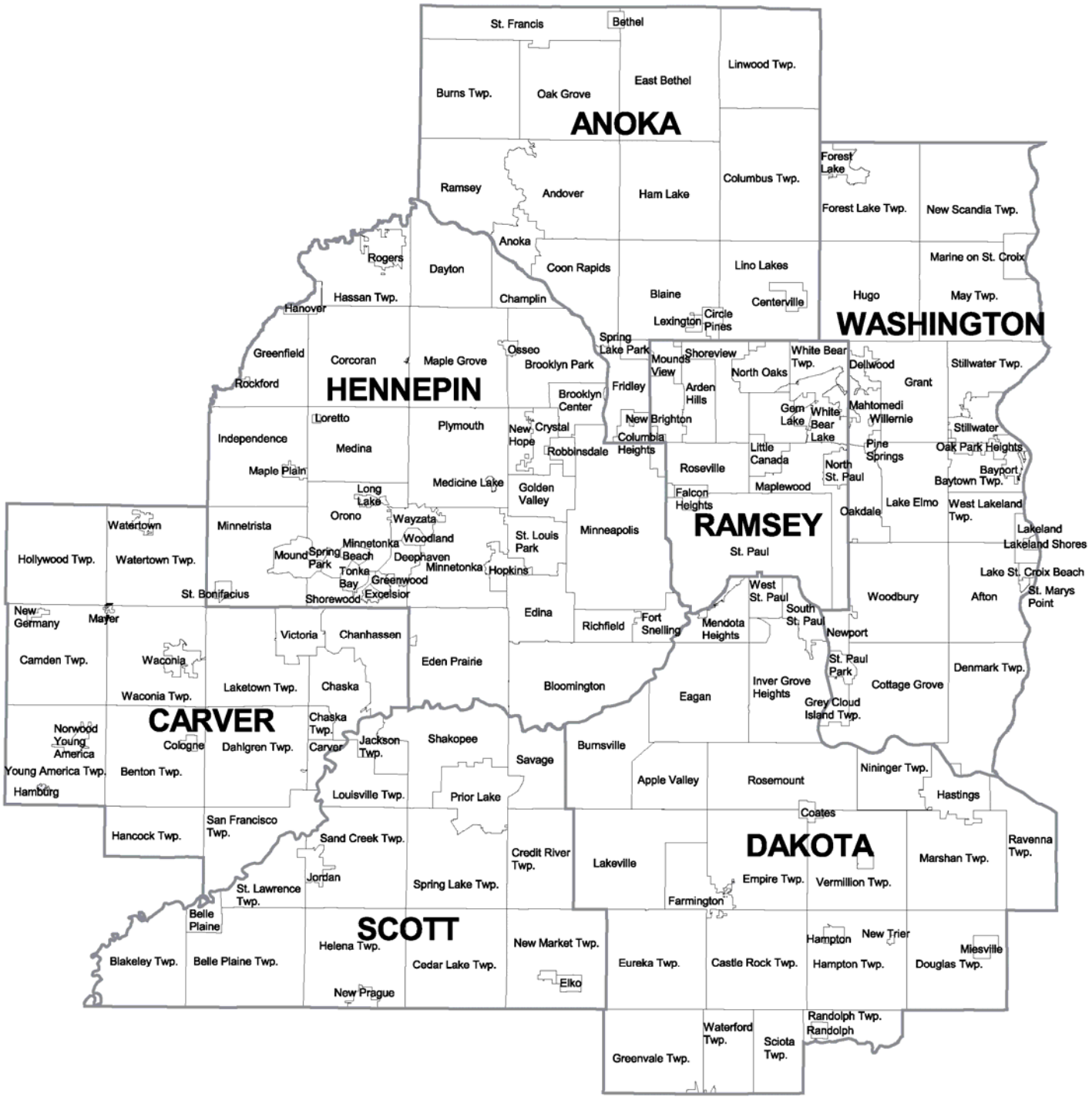
The 2008-2011 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next four years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated every two years.
- Must cover a period of at least three years.
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the Aug. 15, 1997 final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the Transportation Development Guide/Policy Plan and recommended for federal funding during the program period.
- Contain projects that are from a transportation plan approved by the Federal Highway Administration.
- Be developed from a conforming regional metropolitan transportation plan that is fiscally constrained.
- Be fiscally constrained.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation in preparation of the TIP.
- Include Metro Council's Program of Projects (POP)
- Afford an opportunity for participation of private transit providers in preparation of the TIP.
- Indicate the priorities in the seven-county metropolitan area.
- Indicate year in which initial contracts will be let.
- Indicate appropriate source of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice
- Twin Cities Metropolitan Area MPO certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities

Figure 1
Twin Cities Metropolitan Area
Political Boundaries



The 2008-2011 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

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

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

REGIONAL PLANNING PROCESS

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

The Twin Cities regional transportation planning process is defined in the Prospectus revised in 1996. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Minnesota Department of Transportation (Mn/DOT), the Minnesota Pollution Control Agency (MPCA), transit operations and FHWA and FTA. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, intermodal interests and private citizens.

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

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

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

A concerted effort has been made to insure all interested and concerned parties are offered opportunities to participate in the preparation of the TIP. Two public meetings and a public hearing were held by the Transportation Advisory Board to provide information and to get public reaction to the TIP.

- The TAB at its regular monthly meeting in April, reviewed and explained the schedule and approval process for the 2008-2011 Transportation Improvement Program.

- A public meeting was held on May 16, 2007 to adopt the draft TIP for the purpose of a public hearing and to initiate the public comment period on the draft TIP.

- A public hearing was held by TAB on June 20, 2007 to hear comments on the draft TIP.

- The public comment period ended on July 2, 2007.

- A public meeting was held by the TAB on August 15, 2007 to consider comments received, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

In preparation for these meetings, 300 mailings were sent, notification was made in the State Register, press announcements were sent to the media, and the schedule was published in the Metropolitan Digest which was mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 2008-2011 by the Metropolitan Council was made in the State Register.

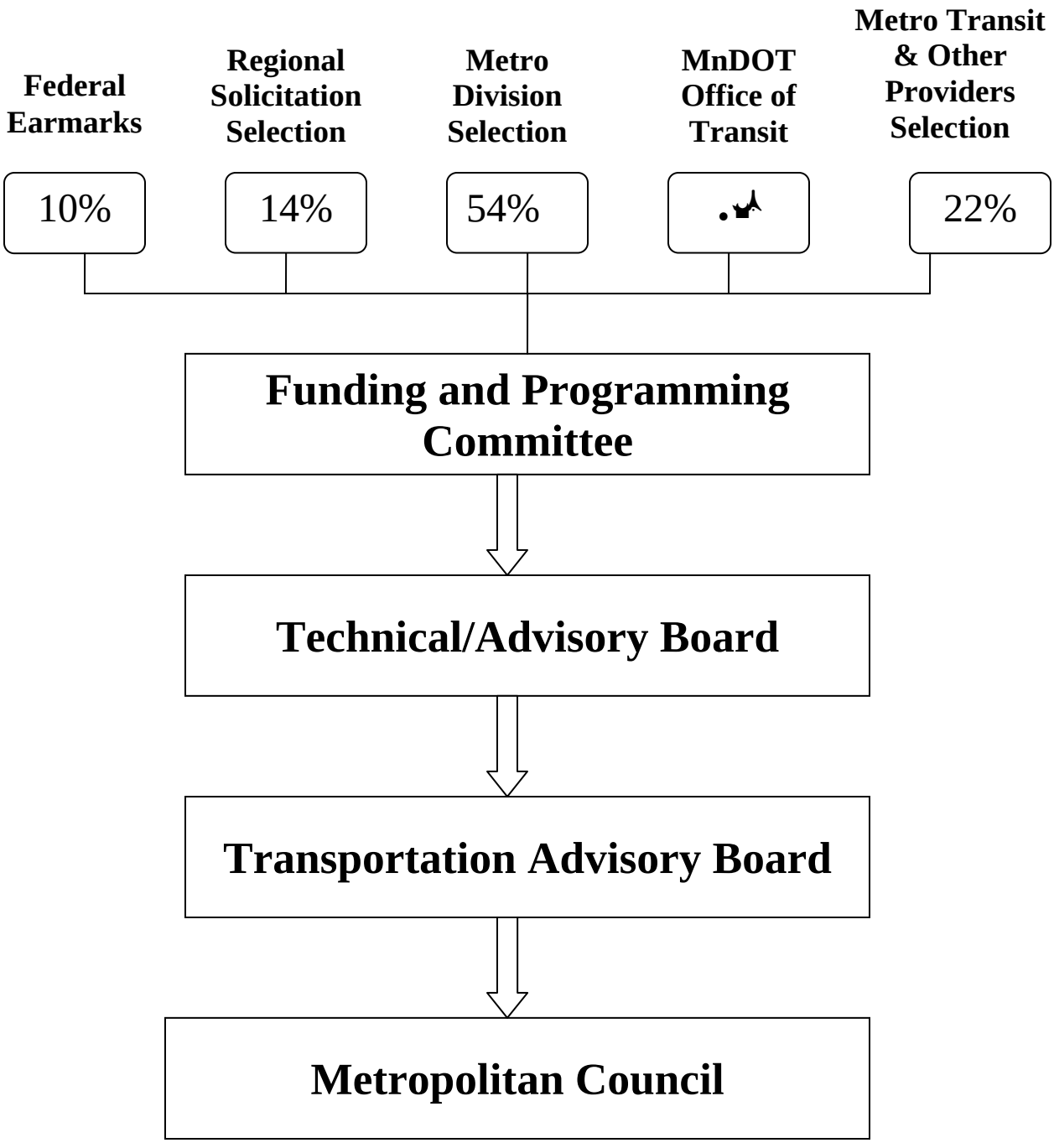
In 2005 the Transportation Advisory Board conducted a solicitation to allocated SAFETEA-LU funds. In that process 700 informational letters were sent to cities, counties, agencies and special interest groups. A forum was held to discuss the solicitation process, criteria and answer questions. The projects recommended for a total of $185,000,000 in federal funds.

In addition to the presentations identified above, the meetings of the Transportation Advisory Board's TAC, TAB, Metropolitan Council's Transportation Committee and Council are noticed and open to the public when actions are taken concerning the Solicitation and the TIP.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Capital Funding process is shown in Figure 2. The TIP is a federal requirement. The Metropolitan Council and TAB have chosen to prepare a four-year document with a major amendment in alternating years since 1998. This year the TIP will cover 2008-2011 TIP has been prepared. The TIP is an integral part of the overall regional transportation planning and implementing process. The preparation is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

FIGURE 2
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS
Percentage of Funding Source 2008-2011



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

- The Development Framework sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.

- The Metropolitan Council's 2030 Transportation Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 2004 and addresses all applicable TEA 21 requirements and considerations.

- In April 2007, the Metropolitan Council completed an assessment of the SAFETEA-LU requirements and found a majority of the requirements were met.

- The Council adopted a new Public Participation Plan in February 2007.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

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

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

Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities and respond to the region's transportation plan. The projects that lead to the completion of the metropolitan highway system, along with the projects on other major arterials, are based on the Council's TPP and on MnDOT's Transportation System Plan and programming process.

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

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

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

National Highway System (NHS). The NHS, signed into law on Nov. 28, 1995, consists of 161,000 miles of major roads in the United States. Included are all interstates and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. All NHS routes in the Region are eligible to use NHS funds.

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

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

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

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

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

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

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

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

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

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

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

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Policy Plan (TPP) and the Air Quality Control Plan. This chapter summarizes the TPP, indicates Council priorities and identifies air quality control measures undertaken in the region. The Council adopted a new TPP on December 15, 2004. The Plan is in balance with forecasted revenues over the 26-year planning period and is in conformity with the CAAA of 1990. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption. The material below describes the plan. The Regional Transportation Financial Plan is provided in Appendix D.

Transportation Policy Plan/Development Guide Chapter (Excerpts)

Preface

The Metropolitan Council is directed by Minn. Stat. sec. 473.145 to prepare a comprehensive development guide for the seven-county Twin Cities metropolitan area. The development guide, as currently implemented, consists of the *2030 Regional Development Framework* and four "chapters," dealing with transportation, aviation, water resources and regional parks. Minn. Stat. sec. 473.146, provides direction to the Council to adopt these comprehensive policy plans for transportation, airports and water resources as chapters of the metropolitan development guide.

This is the first time the system plan for surface transportation also includes a reference to the aviation system. The *Transportation Policy Plan* incorporates the transportation policies and plans that support the Metropolitan Council's *Regional Development Framework* and describes the Council's approach to investments between now and 2030. This is the tenth update of the regional transportation plan first adopted by the Council in 1971 and represents the fifth decade of coordinated efforts in planning and implementing this region's metropolitan urban transportation system. It replaces the 2001 Transportation Policy Plan.

The *Transportation Policy Plan* has been prepared pursuant to the federal Transportation Equity Act for the 21st century (TEA-21) requirements and to Minn. Stat. sec. 473.145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; TEA-21 requires an update every three years. However, the Council may amend the plan more frequently if necessary due to changing conditions. The Council is designated by state legislation as the Metropolitan Planning Organization (MPO) for the Twin Cities metropolitan area (Minn. Stat. sec. 473.146). This requires the Council to assure administration and coordination of transportation planning with appropriate state, regional and other agencies, counties and municipalities. The administration and coordination is carried out through the established transportation 3C (comprehensive, coordinated and continuing) planning process. The plan preparation process includes the involvement of local elected officials through the Council's Transportation Advisory Board (TAB) and participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process are fully described in the TAB's *Prospectus.*

The *Transportation Policy Plan* conforms to the 1990 Clean Air Act Amendments (CAAA) as required by TEA-21. The conformity of regional transportation plans and programs to CAAA requirements is determined by the air quality analysis methods as discussed in Appendix K of the plan.

Public Participation Process

The Council provided a variety of methods for interested parties and the public to participate in the formulation of the region's Transportation Policy Plan. Described below are the specific activities undertaken to encourage public participation to the development of this regional transportation plan. These activities are consistent with the council's proposed Citizen Participation Plan, found in Appendix D of the plan.

- Preliminary draft presented and discussed with the Technical Advisory Committee (TAC).
- Three public outreach meetings were held to present issues and schedule for system plan preparation: May 18, 20 and 24, 2004.

Public notice of participation process and key dates:

- August 25, 2004 – Council will adopt the draft plan for purpose of public hearing
- September 27, 2004 – Public hearing on draft plan
- October 22, 2004 – Record closed on public comments
- Six public open houses were held throughout the region to present the draft plan during September.
- Copies of the draft plan and background material were provided free upon request. The draft plan was sent to area libraries for public access and was posted on the Council's Web site.
- The draft policy plan was presented to the TAB Policy Committee and TAB, the TAC Planning and Funding and Programming Committees and TAC.
- Comments were accepted at the public hearing, open houses via comment cards, mail, facsimile, a comment telephone line and Web site postings.
- Copies of all comments received were available for review at the Council's Data Center.
- The Council's Transportation Committee considered the public hearing report and revised plan at its November and December meetings.
- The Council accepted the public hearing report at its December 15, 2004 meeting and adopted the plan with recommended changes.

Accommodating Regional Growth

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

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

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

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

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

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs: Improving the

highway system, removing bottlenecks and adding capacity. Making more efficient use of the highway system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts. Expanding the bus system and developing a network of transitways, based on a thorough cost-benefit analysis.

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

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

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

Regional Growth Forecasts

During the last three decades, the seven county Twin Cities metropolitan area grew by nearly 800,000 people. By the year 2030, we forecast that the region will add another 966,000 people and 471,000 households. (Table1)

Table 1
Metropolitan Area Growth, 1970-2030

	1970	2000	2030	1970–2000 Increase	2000–2030 Projected Increase
Households	573,634	1,021,454	1,492,000	448,000	471,000
Population	1,874,612	2,642,056	3,608,000	767,000	966,000
Jobs	779,000	1,563,245	2,126,000	784,000	563,000

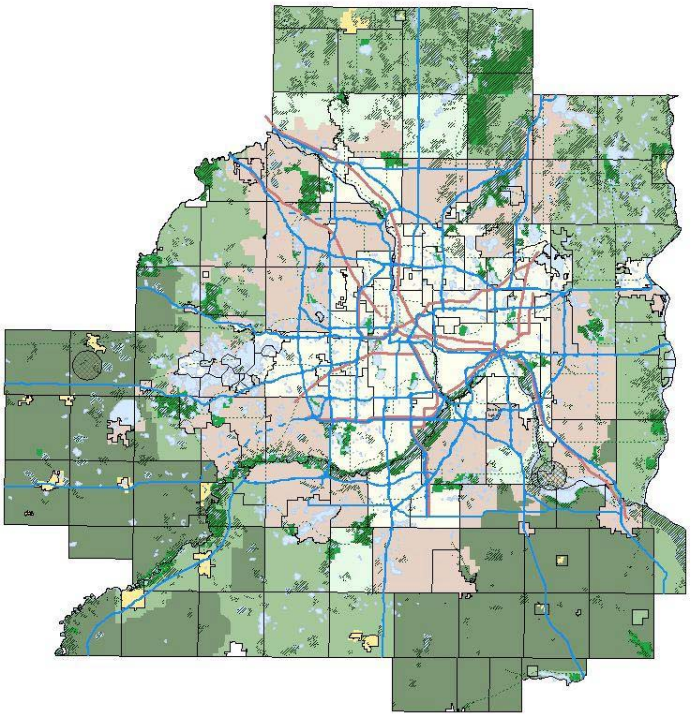
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess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

Transportation and Framework Planning Areas

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

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

Figure 3
***Development Framework* Geographic Planning Areas**



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

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

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

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

Transportation and Land Use

Transportation – the link to countless destinations within our metro area and beyond – is a vital tool for keeping our region competitive in the world economy and improving our quality of life. Decisions relating to transportation, sewers, housing, natural resources and other land uses cannot be made in isolation from one another. Regional transportation and sewer investments and services help shape growth patterns; housing location and types affect mobility options and travel patterns; unplanned growth can put a strain on natural areas, groundwater quality and other resources. In the longer term, the region also can slow the growth in congestion by encouraging development and reinvestment in centers that combine transit, housing, offices, retail, services, open space and connected streets that support walking and bicycle use. Such development enables those who wish to reduce their automobile use to meet their daily needs and makes it possible for those who are unable to drive to live more independently.

The significant costs associated with building new transportation facilities mean that the region will have to make targeted investments, recognizing that "one size does not fit all" and carefully weighing the options in every corridor. The first priority for highway improvements must be to maintain the existing metro highway and roadway system, reducing or providing congestion relief from the numerous bottlenecks that impede travel, implementing new strategies to improve the efficiency of the system and adding capacity where possible. But the region also must look for new ways to make more effective use of the existing system. Transitways in heavily traveled corridors – bus rapid transit (BRT), light rail transit (LRT) and commuter rail – will help slow the growth of highway congestion and attract livable, mixed-use developments of housing, retail, offices and open space. Other such strategies include encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts and employing a variety of pricing techniques such as FAST lanes and HOT lanes.

The major features of this *Transportation Policy Plan* include:

- Three scenarios for maintaining, managing and expanding the metropolitan highway system, depending on the level of resources available.
- A plan for increasing transit ridership 50 percent by 2020, with the goal of doubling ridership by 2030.
- An integrated network of transitways – rail and bus – on dedicated rights of way, as well as an expanded system of express bus routes on freeways.

The TPP seeks to integrate growth, housing policies and natural resource protection efforts with transportation plans and investments to achieve regional goals contained in the *Framework* along with the

strategies for each of the planning areas. The full potential of investments in transportation, housing, natural resource preservation and other factors is best realized when they are considered together in well conceived land use patterns. Maximizing the benefits of transportation infrastructure has a key role in supporting the competitive position of the region. Transportation investments will be coordinated with land use decisions to support and encourage development concentrations along transportation corridors and at key activity centers.

In addition to supporting the largest regional activity centers – the two central city downtowns, the Twin Cities campus of the University of Minnesota, and the MSP/Airport South/Mall of America – investments will give support to community development plans for mixed use centers. By combining retail, commercial, civic and residential uses, more people have the option of working in the same community in which they live. If the land use patterns cluster housing, businesses, retail and services in walkable, transit-oriented centers along transportation corridors, the benefits increase –improved access to jobs, open space, cultural amenities and other services and opportunities.

Greater attention must be given to the challenges of moving resources and goods within and through the region to North American and world markets. The importance of a coordinated regional and state system is key for increasing the economic competitiveness of businesses, industries and their customers. Regional transportation investments – coordinated with investments by local governments and the private sector where feasible – must provide sufficient access to freight facilities, business and industrial concentrations and distribution centers.

The aviation industry is very important to keeping the region economically competitive in the global economy. Continued implementation of the MSP 2010 improvement plan is necessary to increase runway and terminal capacity at Minneapolis-St. Paul International Airport, along with the maintenance, improvement and expansion of the regional system of reliever airports. These improvements should include runway extensions at Anoka County and Flying Cloud airports to better serve corporate jets.

While airports have benefits for the whole region, there are land use and ground transportation impacts. Regional agencies must work with local communities to mitigate the adverse impacts of airports and ensure compatible land uses in adjacent areas and provide adequate highway and transit support.

Transit System Plan

The 2030 transit system must be multi-modal, geographically balanced, cost-effective and supportive of the *Regional Development Framework*. Facing rapid population growth, growing congestion and limited prospects for new major freeways, the Twin Cities area will need a strong transit system to ensure its continued economic vitality. A transit system designed and scaled to various regional needs will promote mobility and access to opportunities around the region, and support the *Framework*, with its benefits of more efficient use of land and public infrastructure.

The bus system will remain the foundation of future transit services.

- Bus service will be significantly increased with strategically focused improvements to better meet customer needs and promote more efficient use of public facilities consistent with the *Framework's* policies and strategies. The transit vehicle fleet and related public and support facilities – including transit stations, park-and-ride lots and garages – will be expanded and enhanced to deliver transit service capable of meeting the ridership goal.
- Local routes, including suburb-to-suburb services, will benefit from expanded coverage and frequency improving transit connections between workplaces, residences, retail services and entertainment activities.
- "Arterial corridors" – selected high-traffic urban and suburban streets – will receive the highest level

of local bus service – very frequent, 7-day, up-to-24-hour service, with highly visible passenger facilities at major stops and the introduction of faster limited-stop service similar to University Avenue's Route 50 limited-stop service.

- The current network of freeway express bus routes will be enhanced and expanded in congested highway corridors. These routes will be supported by extensive park-and-ride facilities and will use bus-only shoulders, HOV lanes and ramp meter bypasses to provide fast and reliable Bus Rapid Transit.
- Other bus services, including Metro Mobility and the small urban-rural systems, will also be expanded along with related support facilities.

A network of dedicated transit corridors will be developed.

- An integrated network of dedicated transitways will also be developed. These corridors will provide a travel time advantage over single-occupant autos, improve transit service reliability and boost the potential for transit-oriented development. The Hiawatha LRT line and the I-394 HOV lane have already been completed. In 2005, I-394 will be converted to a HOT lane, which will still give preference to transit and carpool vehicles, but will also allow available space to be used by single occupancy vehicles willing to pay a toll.
- The most appropriate and cost-effective technologies will be determined on a corridor-by-corridor basis. Potential technologies will include LRT, commuter rail and BRT. Many of these corridors have been studied extensively since adoption of the 2001 TPP, and in some corridors – such as Northstar, Cedar and Northwest– studies have progressed to select a locally preferred technology.
- The first tier of dedicated transitways would include Hiawatha LRT line, the Northstar commuter rail line coming from outside the metro area, three bus rapid transit corridors, Northwest, I-35W and Cedar, and the Central Corridor between Minneapolis and St. Paul.

Regional Development Framework Direction

The Regional Development Framework provides the following direction to this transit plan:

- Enhance transportation choices and improve ability to travel throughout region.
- Maximize effectiveness and value of services, infrastructure investments and incentives.
- Collaborate with partners to accommodate growth.

Regional Transit Goal

The goals for the 2030 regional transit system for the Twin Cities metropolitan area are:

- Double current transit ridership by 2030 (2020 target: 50% ridership increase).
- Develop a network of transitways.

Goal 1: Grow Transit Ridership

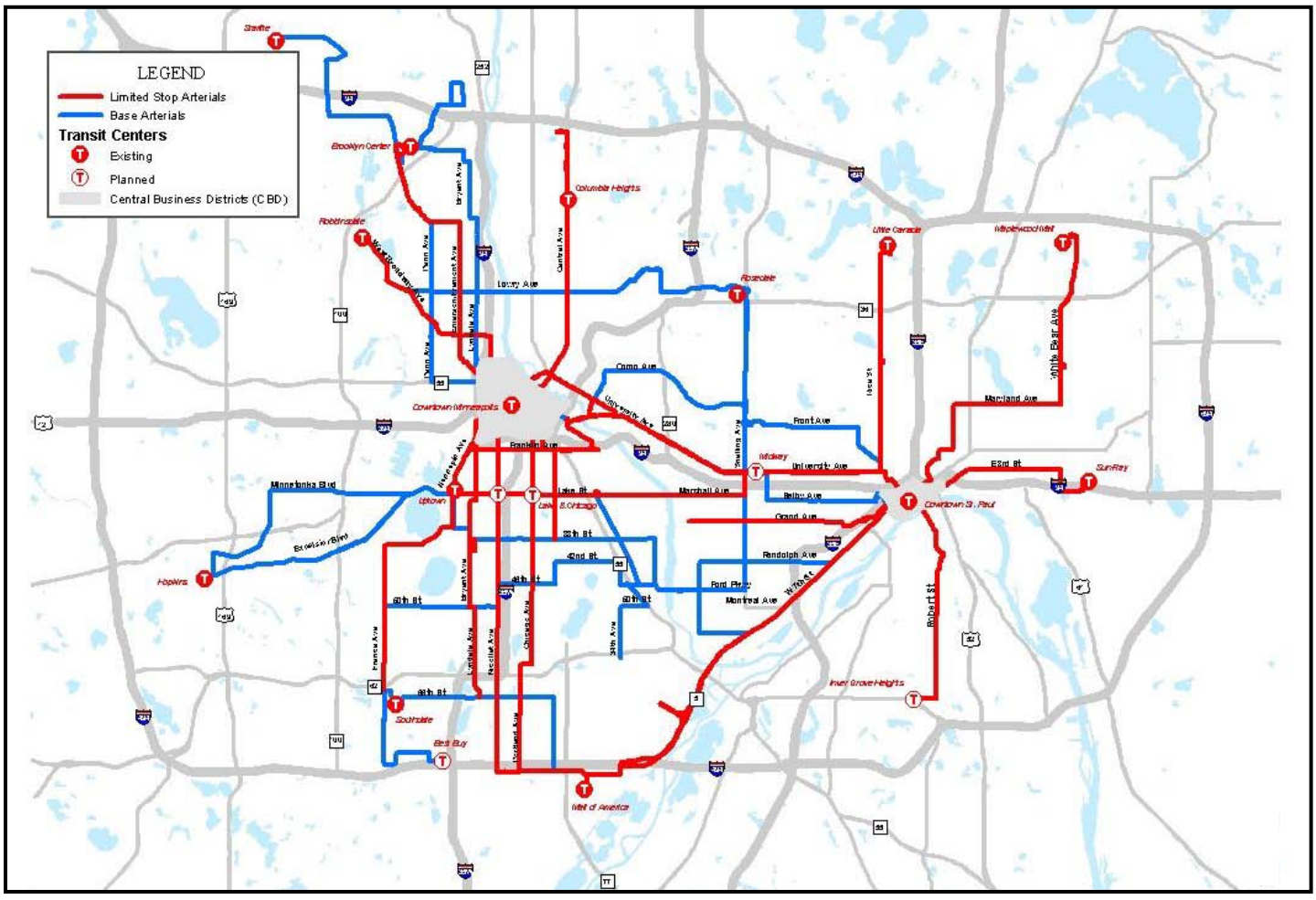
The short-range target for doubling transit ridership by 2030 is to increase ridership by 50% in the next 16 years. Several components are necessary to achieve a 50% increase in ridership or 36 million new annual riders, by 2020:

- *Baseline 2020 population-employment growth* – Ridership gains generated solely from the expected 2020 population and employment growth, assuming the percentage of trips made by transit remains constant, would account for about 15 million new annual rides, or a 21% ridership increase.
- *Fare pricing and incentives* – Cost is a major influence in determining which mode people choose for a trip. Providing fare incentives for the average transit trip, through a variety of programs such as the expanding MetroPass and U-Pass or offering frequent rider tax incentives, would result in 8 million,

or 11%, more rides above and beyond the 2020 baseline.

- *Arterial corridor enhancements* – Implementation of new limited stop routes, improved frequency and longer service hours in select arterial corridors (see Figure 4) with transit advantages to improve transit travel times would generate additional ridership of almost 2 million, or 3% above and beyond the 2020 baseline.
- *Express corridor network enhancements* – Additional ridership gains of 3.5 million, or 5%, would be generated from the implementation of additional and improved express bus service and facilities along freeway express corridors above and beyond the 2020 baseline.
- *Dedicated transitways* – Additional ridership gains of 8 million or 11% above and beyond the 2020 baseline would be generated from the completion of a comprehensive regional network of dedicated transitways.

Figure 4
2020 Local Arterial Corridors



Goal 2: Develop a Network of Transitways

A number of heavily traveled metro area corridors offer promising opportunities for focusing investments to provide improved and expanded transit service. This plan envisions two types of transit corridors, express commuter bus corridors and dedicated right-of-way corridors, which are shown on Figure 5 and described below.

Express Commuter Bus Corridors

Express commuter bus corridors primarily serve to connect commuters from suburban markets to employment in the Minneapolis and St. Paul central business districts, as well as the University of Minnesota and other major employment centers. Several highways in the region have very successful express bus service today; this plan proposes additional corridors as well as enhancement and expansion of service in existing corridors. Within each corridor, express bus routes will be supported by sufficiently sized and conveniently located park-and-ride facilities. In several corridors these routes will be further supported by community and circulator networks.

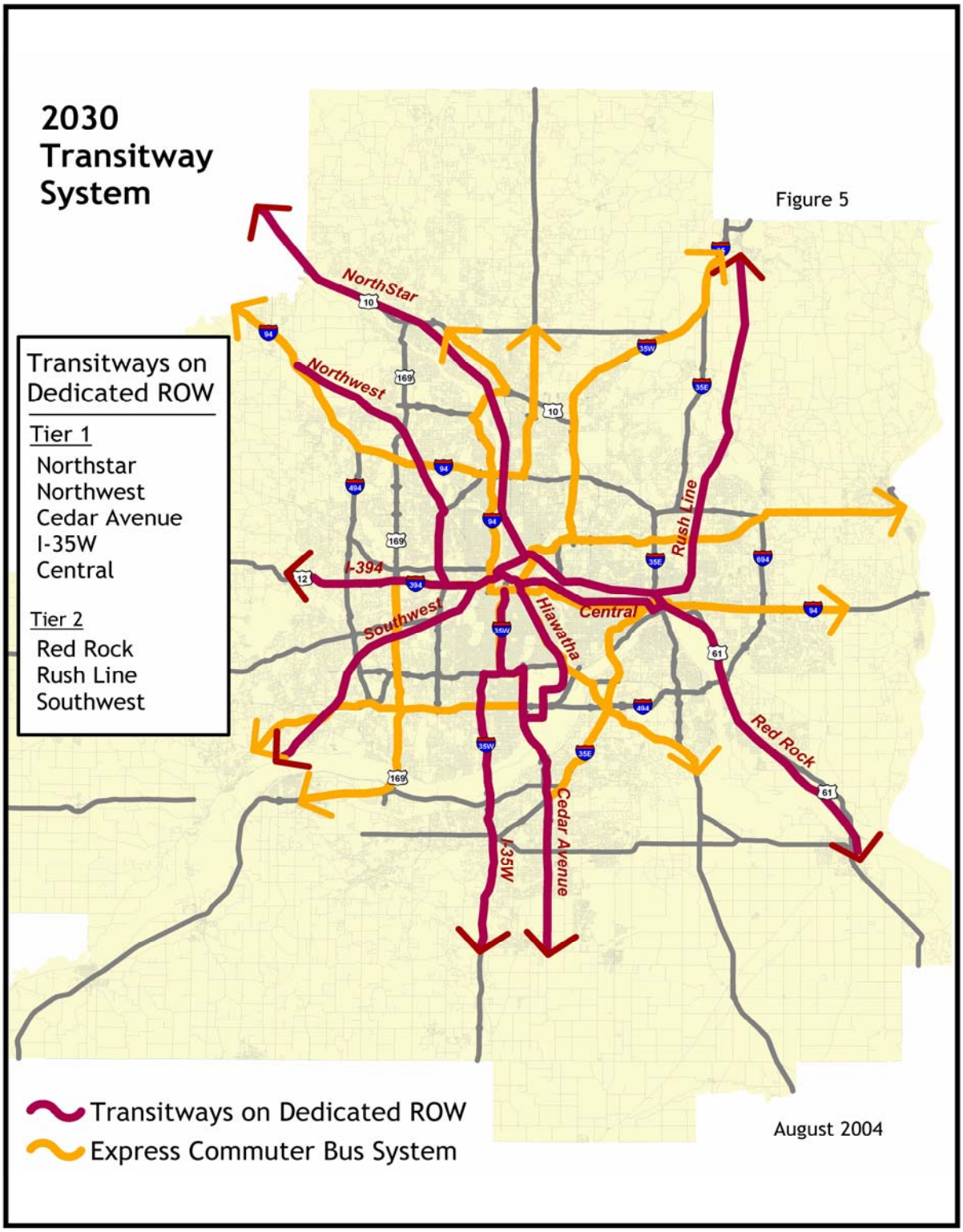
Many of these corridors have "transit advantages," which are roadway improvements such as shoulder bus lanes, ramp meter bypasses and exclusive bus lanes at the downtown end of the trip that give transit a travel time advantage over the single occupant auto. Express bus routes should have uninterrupted and continuous access to transit advantages in congested areas of the bus trip (including at the destination end). All of these corridors will be provided with "transit advantages" by 2020. (Needed transit advantages are shown in the Transit Support Facilities section)

The express commuter bus corridors are characterized by congested freeway traffic, low residential density and high population growth. They have high ridership potential if express bus service within the corridors is time-competitive with the automobile, is frequent and convenient, and if the destination is of sufficient size and employment density. A minimum level of express service (3 trips per peak hour) from any one location within a corridor should be provided.

Transitway Corridors on Dedicated Right of Way

Transitways on dedicated rights of way would provide a travel-time advantage over the single-occupant vehicle, improve transit service reliability and maximize the potential for transit-oriented development and redevelopment. These transit corridors could be developed with a variety of transit modes, including bus rapid transit, light rail transit or commuter rail facilities. The most appropriate and cost-effective mode for any given corridor is best determined after extensive study of the individual corridor; therefore modes are not specified on Figure 5. Criteria to determine the preferred alternative should include among others: mobility improvements, operating efficiency, passenger carrying capacity, environmental benefits, cost-effectiveness and land-use benefits.

However, since these corridors have been shown on the regional plan for many years and are at various stages of study, a cost-effective mode has already been determined in many corridors. Two of the dedicated right-of-way corridors shown on the 2030 plan already exist, the Hiawatha LRT and the I-394 HOV lane.


2030 Transitway System
Figure 5
Transitways on Dedicated ROW
Tier 1
Northstar
Northwest
Cedar Avenue
I-35W
Central
Tier 2
Red Rock
Rush Line
Southwest
NorthStar
Northwest
I-394
Southwest
Hiawatha
Central
Rush Line
Red Rock
I-35W
Cedar Avenue
Transitways on Dedicated ROW
Express Commuter Bus System
August 2004

Metropolitan Highway Plan

Since the 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA), the region is required to adopt a long-range transportation plan that balances planned investments with reasonable expected resources and produces cleaner air or meets the adopted emission budget. However, this plan also considers two scenarios that assume a significant increase in current resource levels.

This plan focuses on the needs of the 2030 metropolitan highway system and the “A” minor arterial system. The metropolitan highway system, a network of 657 miles of freeways and expressways (classified as principal arterials) carries the majority of vehicle travel in the region and the longest trips at the highest speeds. There are three Principal Arterials owned and maintained by cities or counties which are not included in the state road construction funding allocation discussed below.

The 1,500-mile “A” minor arterial system, defined and adopted by the region in 1993, supplements the metropolitan highway system. (A large map of the minor arterials, which is too detailed to reproduce in this plan, is available from the Metropolitan Council.) Many miles of the "A" minors are owned and operated by counties or cities. Federal funding for these "A" minor arterials, as well as the non-MnDOT principals, is available through the STP program of the Regional Solicitation. The STP program is assumed to be about 60% of the total Solicitation of $61.5 Million annually.

The remainder of streets and highways in the region are made up of "B" or other minor arterials, collectors and local streets (the function and characteristic of all streets and highways are explained in Appendix F of the plan). The predominant use of all roads and highways is either for mobility or land access. Principal Arterials serve the mobility needs of the public, while the local street emphasis is land access.

Major Highway Problems

The focus of the plan is to help implement the *Framework* and address the major problems facing the metropolitan highway system over the next 26 years, which are:

- Significant increases in travel demand due to more people, more licensed drivers and more automobiles;
- Inefficient use of the highway system by vehicles with only one person;
- Increasing maintenance needs for an aging system of highways;
- Funding levels that have not matched the increase in demand and maintenance needs;
- Funding sources that do not provide incentives to improve the efficiency of the transportation system;
- Difficulty in expanding highway capacity due to the social, environmental, physical and political impacts.

Framework Direction

Unless these problems are adequately addressed, the lane-miles of congested metropolitan highways will increase from just over 1,900 miles in 2000 to over 2,500 lane-miles miles in 2030. This, in turn, will result in an increase in the cost of doing business, making it more difficult for the region to compete with other economic centers in North America.

While the region cannot build its way out of congestion, the region must take steps to reduce its rate of growth and to meet the transportation needs of the people and businesses. One of the *Framework’s* four goals is to “enhance transportation choices and improve the ability of Minnesotans to travel safely and efficiently throughout the region.” The related policy is to “plan and invest in multi-modal

transportation choices, based on the full range of costs and benefits to slow the growth in congestion and serve the region's economic needs."

The following five strategies provided in the *Framework* are intended to help achieve this policy as it is related to highways:

Strategies

1. Focus highway investments on maintaining and managing the existing system, removing or relieving bottlenecks and adding capacity.

- Highest priority must be given to adequately maintaining the entire highway system to serve existing and planned development and relieving bottlenecks.

2. Make more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts, and by employing a variety of pricing techniques such as FAST lanes and HOT lanes.

- The region, working with its state and local partners, must make investments that help better manage traffic and increase the efficient operation of the system. These investments should produce incentives for people and business to share rides, to change the time of travel outside the peak periods and to use arterial streets for shorter trips.
- The region needs to pursue innovative pricing strategies – such as tolls, HOT lanes, FAST lanes, value pricing and variable rate pricing – that provide incentives to more efficiently use the highway system, encourage use of alternative modes and increase the resources available to help maintain regional accessibility.

3. Expand the transit system, add bus-only lanes on highway shoulders, provide more park-and-ride lots and develop a network of transitways.

- A multi-modal transportation system is required to address a variety of personal and business transportation needs.

4. Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways.

- Minor arterial roadways must be carefully designed to safely balance their dual roles of serving local and subregional trips by many different modes. These arterials serve adjacent land uses while carrying autos, trucks, local bus routes, bicycles and pedestrians.

5. Promote the development and preservation of various freight modes and modal connections to adequately serve the movement of freight within the region and provide effective linkages that serve statewide, national and international markets.

Many of the metropolitan highways that connect to Greater Minnesota are identified as Interregional Corridors (IRCs) by MnDOT. Investments for those highways outside the I-494/I-694 beltway are an important component of the State's Plan. These facilities should be planned, prioritized and funded by MnDOT centrally.

The Highway Plan

The Council and MnDOT work very closely to produce this plan and the Metro District Transportation Systems Plan (TSP). Both plans are consistent and supportive of each other. The forecast of highway revenues and cost for this plan have been prepared by MnDOT.

Resources and Scenarios

Highway revenue estimates for this plan include all state and federal fund categories that have historically gone to MnDOT. However, a number of activities currently underway suggest that new funding sources and higher funding levels could also materialize in the near future. Those activities include:

- The new federal Surface Transportation Act yet to be passed, which could result in significant funding increases over the previous TEA21 funding levels.
- MnDOT's review of the funding allocations among MnDOT's districts, which could affect the Metro District's construction funding levels.
- Statewide initiatives underway to increase state transportation funds, which could be successful in upcoming legislative sessions.
- Adjustment in distribution of Federal gasoline tax revenue due to ethanol credit.

Because of the funding uncertainties described above, this plan contains three scenarios. One reflects historical funding levels while the other two contemplate higher levels of resources. Should additional state or federal highway funds become available, the Constrained Plus 30% Scenario provides general direction as to how these funds might be allocated. The level of funds would determine if and when a revised Regional Transportation Plan would be required.

Natural or other disasters may cause the priorities in this plan to change. The nature of the emergency may require action that would need to be implemented immediately.

Constrained Plan Scenario: This scenario assumes highway revenue estimates based on historic levels of state and federal funds. It also includes the federal funds allocated through the TAB regional solicitation process. The revenue estimates include inflationary increases that result in a real purchasing power increase with respect to current levels of about 20 percent by 2030. The Constrained Plan Scenario is the formally adopted plan as required by federal rules. The constrained plan is shown on Figure 6.

The Constrained Plan assumes the 2030 State Road Construction Fund will grow by 20% in real purchasing power over existing levels by 2030. This may or may not be accurate, given the four activities noted above. As these activities are completed or end, a re-examination of the revenue forecast will be in order. The Council hopes there will be additional new revenue that can go toward funding the +30% Scenario. While this may happen, the Council also realizes that identified and unidentified obligations recorded in this plan will need to be paid for before allocations are made to new projects or needs. Unanticipated increases in project costs are always possible, although various procedures and policies have been put in place to attempt to account for these. Payback and cost overages for the 2001 bonding projects in the current TIP are still being resolved. Short term cash flow problems due to delay in the new Federal Act are a priority use for any new Federal Funds. Payback of advance construction funds must be accounted for fully.

Table 2
Resource Allocations Summary
Trunk Highways, 2009-2030 *
(in millions)

	Constrained	Unconstrained	Constrained +30%
Preservation	31	31	31
Pavement	55	55	55
Bridge	16	16	16
Miscellaneous	102	102	102
Management	60	60	40
Other Allocations	12	12	12
R/W	12.5	12.5	12.5
Supplemental Agreements	5.0	5.0	5.0
Cooperative Agreements	29.5	29.5	29.5
Expansion	92	973	197
Total	283.5	1,164.5	368.5
22 YEAR TOTAL	$6,237	$25,619	$8,107

*These funds are not available for city or county owned highways

Constrained Plan Investment Priorities

Since 1988, the Council and MnDOT have agreed on the following highway investment priorities:

Preservation of the Existing Highway System

The first investment priority must be to preserve the existing trunk highway system, a significant regional asset that includes the 657 miles of the metropolitan highway system and an additional 450 miles of minor arterials, most of which are "A" minors. The MnDOT pavement management and bridge management systems, which monitor roadway conditions, were used to determine preservation needs, which are assumed to be the same for all three scenarios. Primary activities include preventive maintenance, pavement repair and rehabilitation, and bridge repair and rehabilitation to achieve pavement and bridge performance measures.

The total investment required to preserve the trunk highway system is about $2.244 billion between 2009 and 2030. (These figures included trunk highways in Chisago County because it is within MnDOT's Metro District. This issue will be addressed in the financial plan section.)

If funding becomes so limited that preservation investments must be reduced, investing in the metropolitan highway system should take precedence over the other trunk highways.

Management of the Highway System for Capacity and Safety

The second investment priority is to manage the trunk highway system to improve its efficiency and safety. The investment strategies include a wide range of spot geometric design and traffic flow improvements to address localized concerns. Over the coming 22 years, $1.32 billion has been allocated to this project category. A portion of the right-of-way set aside will be used also for the management investments. Should management funds be less than projected, management of the principal arterials should have priority over the other trunk highways.

This category includes activities such as:

- Hazard elimination safety (HES) and capacity safety projects
- Access management
- Intersection improvements
- Signal timing
- Freeway management strategies such as metering ramps, ramp meter bypasses, bus-only shoulders, video surveillance and providing travel information
- Various ITS investments to add capacity or improve safety
- Construction of isolated interchanges and auxiliary lanes of less than one mile in length
- Tolling of existing lanes

The focus of system management must be to move more people in a safe and efficient manner, not more vehicles. The management of the highway system should provide incentives to those willing to share rides and reduce vehicle travel whenever possible.

The expansion investments now being made or recommended in this plan will result in fully managed facilities. The following components define a fully managed facility: ramp meters and bypasses, ITS technology to allow monitoring and active intervention by use of changeable message signs, and transit advantages such as bus-only shoulders and park and ride lots.

The Council offers the strategies listed below for MnDOT to establish management investment priorities and to review project plans and local comprehensive plans:

- The Council, working with MnDOT, the Transportation Advisory Board and its Technical Advisory Committee, has developed a congestion management system plan (CMSP) that provides the region's philosophy, policy direction and tools for managing highways. The CMSP should play a key role in prioritizing management investments.
- The Council's rural policies assume low or very low-density development. Rural highway investments should not encourage urban density development. Management investments in rural areas typically would include:
  - Access management,
  - Safety improvements, and
  - Park-and-pool lots
- Incentives to encourage users to share rides should be a common theme for management investments. HOV bypass of meters, HOV lanes, transitways, bus shoulder lanes, bus queue jumpers, park-and-ride and kiss-and-ride lots are critical strategies for the operation of the system.
- Travel demand management activities go beyond what MnDOT can do alone. The Council, counties, cities, private sector, traffic management organizations, the University system and school districts can and should play a role. The Council will continue to provide and fund activities that result in reduced vehicular travel demand. MnDOT management projects should reflect these efforts.
- Improved management of access to principal and minor arterials should be emphasized in the selection of management projects. The capacity that exists today can quickly erode if additional uncontrolled access is allowed. MnDOT has developed access management guidelines for its trunk

highway system. Most counties have either adopted MnDOT's guidelines or have developed their own. Cities and counties should note the need for, and benefits from, access management in their comprehensive plans and support the use of such guidelines. Where appropriate, cities should incorporate these features into their zoning and subdivision ordinances. Strategies such as development of frontage roads, "backage" roads, and parallel routes may be needed to limit access on local, county and state arterials.

- Safety should be a key criterion in selecting management projects. Correctable causes of vehicle, bicycle and pedestrian accidents need to be considered in allocating these resources. MnDOT TSP performance measures should be used as appropriate in this effort.
- Mobility of the highway users, no matter the mode, should be reflected in the projects selected for implementation.

MnDOT's TSP will better define the criteria and process that will be used to identify, prioritize and design management projects. At this time, MnDOT is committed to a number of short-term management projects. The funding of these projects will be the subject of MnDOT's Cost Participation Policy and, as such, a significant local share of costs is assumed. These will be the first priority for management as defined in this plan and MnDOT's TSP.

Committed Management Projects:

I-35 at CR 70
I-694 at Rice St.
TH 10 at Hanson Blvd.
TH 36 at McKnight
TH 52 at CR 46
TH 169 at CR 6/CR 64
TH 169 at CR 81/85th Ave.
TH 169 at 93rd Ave.

Expansion of the Metropolitan Highway System

Expansion is the third investment priority once preservation and management investments have been funded. These projects, which produce significant increases of principal arterial capacity, include the addition of one or more through lanes (including new tolled lanes or FAST lanes), expressways rebuilt to freeway design standards, new principal arterials on new alignments or the construction or substantial increase of transit services. These expansion projects are needed when capacity needs clearly cannot be met through corridor management strategies.

There are 15 projects that are either under contract or are programmed for contract letting in the 2005-2008 period. They are estimated to cost $1.650 billion. The TH 36 St. Croix Bridge project has only $5 million allocated. However, if an agreement can be reached on the alignment, design, and mitigation, the project will need to be fully funded at a cost estimate ranging from $248-$333 million.

A significant portion of the committed projects use "advance federal construction funding." These funds are "borrowed" from future years' resources and thus have been debited from the annual highway allocation recorded in Table 2.

Table 3 includes the expansion projects that were recommended in the previous 2001 TPP and continue to be recommended in this plan. Together with the projects in the TIP, these projects represent a major investment in the mobility needs of the region. The total cost of these projects is estimated to be about $2.035 billion, or about 30%of the total $6.237 billion in funds available to MnDOT for 2009 to 2030.

Table 3 defines the specific project scope and cost recommended for various highways or corridors

based upon the analysis conducted by MnDOT for the update of the Metro District TSP. The regionally agreed upon project description and cost provide the basis for a fiscally constrained plan that meets federal air quality conformity requirements. Any project that exceeds the cost estimate recorded in this plan by 20% or more (after adjusting these 2004 costs by the Minnesota Construction Cost Index and increased right-of-way costs) at the time of contract advertisement, or that adds more capacity than described in this plan, will be considered inconsistent with this plan and will require a plan amendment. The plan amendment process must resolve the question of funding resources, recalculate air quality conformance and provide adequate public input.

While no additional expansion projects are recommended as part of the 2030 Constrained Plan Scenario, three modifications have been made as described below.

The planned improvement project on I-35W north of 46th Street to I-94 has been modified to include an additional "transit priority/HOV lane" and Lake Street access. This is the logical extension of the Crosstown/I-35W common area expansion project. The 2001 TPP included $185 million for this project. Inclusion of this project assumes a large portion of the additional funds needed will come from federal high priority project allocation or other non-MnDOT sources. The timing of this project is uncertain, but it will not be added to MnDOT's work plan during the next five years unless new funds materialize that are not currently assumed in the Constrained Scenario.

The TH 36/St. Croix Bridge project had been fully funded at one time, but due to delays, the allocated funds were used for other projects. The funding was a partnership between the Metro Division and MnDOT Central Office, since TH 36 is of more than regional significance connecting Minnesota to Wisconsin and other parts of the U.S. and Canada. The 2004-2006 TIP included $5 million as a placeholder. This project is not programmed to move into MnDOT's 10-year plan at this time. The mediation process is not complete. The region has assumed it will be responsible for one-half of the Minnesota share of the bridge and highway project. The cost of mitigation is significant and is not assumed to come from traditional sources.

MnDOT annually prepares a 10-year Highway Work Plan. Table 4 records the projects from the 2004-2013 10-year work plan that cost $10 million or more and that are not included in the region's TIP. These are the next projects to move into the TIP as funds become available since project development activities such as environmental assessment and final design are currently being undertaken on these projects. Table 5 lists the priority expansion projects to move into the 10-year Work Plan prior to the next revision of this plan.

The 2001 TPP made recommendations on future bridge needs across the major rivers in the region. At present, there is $5 million allocated for right-of-way preservation for a crossing of the Minnesota River near Chaska. This plan also adds $5 million for a crossing of the Mississippi River north of Anoka. A specific alignment has not yet been selected, although several alternatives are being examined within the corridor shown on Figure 4. The general location of these crossings must also continue to be shown in local comprehensive plans until a specific alignment is chosen through the environmental process.

The Lafayette and Hastings bridges suffer from "critical fractures." They are inspected frequently to evaluate their condition and may need to be advanced quickly and moved into the TIP ahead of other projects. The Hastings bridge replacement is assumed to be a four-lane structure to replace the present two-lane bridge. The Lafayette bridge project will replace the four-lane bridge that exists today with adequate lane and shoulder width. The cost for these bridges are included in the preservation costs, but are mentioned in this section due to their importance and unique situation of requiring funding in short notice. The region recognizes there may be other emergencies that require moving projects into the TIP.

In many instances, corridor studies will need to be conducted prior to entering the design phase for these expansion projects. As each corridor study moves forward, a number of factors should be considered or included:

1. Reflect the regional policy direction in the *Framework* and this *Transportation Policy Plan*.
2. Reflect adopted local comprehensive plans.
3. Evaluate at least the following alternatives:

- No build
- Travel demand management
- Transportation system management
- Transit improvements identified in the Transit System Plan.
- Expansion based on the project scope recorded in this plan and the TSP.

4. Define all "build" alternatives with the objective of holding cost to the level recorded in this plan and the TSP.
5. Evaluate a range of alternative financing mechanisms, including but not limited to FAST or toll lanes, or other value pricing techniques.
6. Define and evaluate minor arterial system to provide for short to moderate-length trips if it does not exist or is not planned for within the corridor or subarea.
7. Evaluate access management and develop an access management plan as a study product.
8. Evaluate timing of the corridor improvements based on the timing of the urbanization of the travel shed.

The adopted study recommendations will be incorporated into this policy plan in future revisions. The affected local units of government will be required to modify their comprehensive plans accordingly.

Figure 6

2030 Constrained Metropolitan Highway System Plan Investment Priorities

Table 3
Metropolitan Highway System Expansion Projects
2009-2030

Highway	From	To	Length (miles)	Total (millions)	2001 TPP Comment	Recommended Facility Improvement
I-35E	TH 110	TH 5	2.3	39	Improvement to be Defined	Bridge Under Construction. Add 3rd Lane.
I-35E**	I-94	I-694	5.6	197	Subarea Study Needed	Add 3rd and 4th Lane. Connect Phalen Corridor, Reconstruct Cayuga Bridge
I-35W**	46th St.	I-94	5.3	309	Improvement Corridor	Add HOV/ transit priority lane and Lake Street interchange
I-494	TH 55	I-94	5.5	176	Description was I-394 to I-94	Add 3rd Lane
I-494	TH 77	TH 100	5.1	628	Description was from TH 77 to TH 100	Build in Accordance with EIS Completed in 1997
I-694**	I-35W	W. Jct. I-35E	5.6	180		Add 3rd Lane
I-694	E Jct.I-35E	TH 36	5.5	86	Corridor Study Needed	Add 3rd Lane
TH 36 St. Croix Bridge*			1.0	201		New four lane bridge and mitigation
TH 36**	I 35W	I-35E	5.3	118	Description was I35W to I35E	Add 3rd Lane
TH 41	TH 169	TH 212	3.0	10	Right-of-Way Preservation	Preserve Right-of-Way after alignment is defined
New Miss. River Crossing	TH 10	I-94 or TH 610	2.0	10	River crossing need recorded	Preserve R/W after alignment is defined
TH 100**	36th St.	Cedar Lake Rd.	1.0	104		Add 3rd Lane
TH 252	73rd Av.	TH 610	2.9	127	Corridor Needs Unclear	Convert to 4-Lane Freeway
TH 610	CR 130	I-94	5.0	148		Complete 4-Lane Freeway
TOTAL			46.8	$2,322		

* The region assumes it is responsible for one-half of the state's share.
**All or part of these projects are in the MnDOT 10-year (2004-2013) Work Plan

Table 4
MnDOT Highway Work Plan, 2009-2013
Major Construction, Reconstruction and Bridge Replacement Greater Than $10 Million

				Project Cost Estimates				
Highway	**Project Description**	**Program**	**Construction Fiscal Year**	**Design Estimate ($000)**	**R/W Estimate ($000)**	**Year-of-Construction Estimate ($000)**	**Construction Engineering Estimate ($000)**	**Total Project Cost ($000)**
35E	I-94 to Maryland Ave. in St. Paul, grading, surfacing, brs., etc., including Cayuga Br. and Phalen Blvd. connection	MC	2010	7,687	Limited	76,755	6,140	90,571
35W	At Lake St. in Minneapolis, reconstruct inter-change (Ph. 1)	MC	2009	1,160	Contin-uous/ Major	11,600	928	13,688
35W	At Lake St. in Minneapolis, reconstruct inter-change (Ph. 2)	MC	2010	1,785	Contin-uous/ Major	17,850	1,428	21,063
36	At Lexington Ave.. in Roseville, replace Br. 5723 and reconstruct interchange	MC	2009	1,380	Limited	13,804	1,104	16,289
100	36th St. to Cedar Lake Rd. in St. Louis Park, grading, surfacing, Brs., etc. for 6-lane freeway	MC	2011	6,150	Contin-uous/ Major	61,500	4,920	72,570
169	Near CSAH 6 in Belle Plaine, grading, surfacing, Br., etc. for new interchange	MC	2010	1,904	Limited	19,040	1,523	22.467
694	E of I35W in Arden Hills to E of Lexington Ave.. in Shoreview, grading, surfacing, Brs., etc. to add third lane and correct weave at TH 10/51	MC	2012	6,960	Minimal/ Spot	69,596	5,568	82,123
TOTALS				27,015		270,145	21,611	318,771

Table 5
Regional Priority Projects to Move into
10-Year Highway Work Plan, 2005-2009

Highway	Project Description
I-35E	TH 110 to TH 5, add one through lane
I-494	TH 55 to I-94, add one through lane
TH 610	CSAH 81 to I-94, Complete four-lane freeway
Total: $ 300 million	

Plan for Non-Motorized Modes

Walking and bicycling are important modes of transportation in the Twin Cities region that are available to people of all ages and socio-economic levels. These non-motorized modes provide key alternatives to the auto, especially for short trips in urban areas. Like driving an automobile, walking and bicycling provide people with a high degree of independence and flexibility regarding travel schedule and destination. Bicycling and walking facilities provide important access to transit for the region's residents.

Ensuring safe routes for bicyclists and pedestrians is key to creating safe, high-quality bicycle and pedestrian systems that travelers feel comfortable using. These travel modes provide many benefits to users as well as the whole region. Benefits to the environment include zero emissions of air or noise pollutants, no consumption of fuel resources, smaller pavement and parking space requirements than other travel modes, and congestion relief. Providing for the access and mobility needs of bicyclists and pedestrians expands travel choices and helps free resources for other needs. These modes also offer many health benefits for users and can be used for both transportation and recreational trips.

As the Council works with communities to promote centers of development and redevelopment along transportation corridors, walking and bicycling become increasingly important as effective means of travel within and between compact, mixed-use neighborhoods. Systems of safe, continuous, barrier-free bicycle and pedestrian facilities are integral to the success of these developments. To ensure the most efficient investment of public resources, regional bikeway and walkway facilities shall be located where potential use is highest. These locations are travel corridors that link major bicycling and walking destinations such as central business districts, transit centers, schools or college campuses, shopping centers, residential areas, office parks and regional parks.

Along with improvements to facilities, education and promotion are important fundamentals in increasing bicycling and walking while also improving safety. The Council supports building upon the existing education and promotion activities of community and county bicycle/pedestrian advisory boards and regional and local Transportation Management Organizations (TMOs). In addition, following federal direction, the Council will support local Safe Routes to Schools programs that address bicycling and walking safety issues for students.

Pedestrian and bicycle access to transit is a key component of a regional intermodal transportation system, since linking these modes provides travelers access to a larger service area. Pedestrians can best access transit service in the urban core where higher frequency service and facilities such as sidewalks are provided. Bicycle trips also provide easy access to transit and can be especially useful in the suburbs and developing parts of the region where the distribution and frequency of transit service is less dense. As light rail, commuter rail and busway corridors are developed, bicycle and pedestrian connections will be important aspects of planning for local access to regional transit systems.

Recreational bicycling and walking are very popular activities among the region's residents. The region has 170 miles of regional trails and 101 miles of state trails open to the public, which are popular for recreational walkers and bicyclists as well as commuters. The Council is currently developing or acquiring another 31 miles of regional trails and has plans or proposals for an additional 483 miles of regional trails in the future. Regional recreational trail plans are detailed in the Council's Regional Recreation Open Space Policy Plan.

Freight

The development of a high-capacity, cost-effective regional freight transportation network to ensure freight mobility is important to the region's long-term economic vitality. Freight mobility is now recognized as a major economic development issue in an era of regional, national and global competition. Changes in the demand for goods and services alter patterns of trade and places demands on the supporting transportation systems. The challenge is to effectively plan, program and coordinate regional transportation investments with a full understanding of the patterns of freight flows serving the region, their linkages by freight modes (truck, rail, water, and air), and their relationships to state, national and international flows of goods. The understanding of freight flows and the dependence of these movements on transportation infrastructure improvements are ongoing regional planning priority.

Freight planning and investments have been given a greater national importance at the federal level due to global competition and homeland security requirements. Although freight modes are privately owned, they use publicly owned facilities and waterways such as roads, navigable rivers and airports. TEA-21 broadened the planning role of the Council to incorporate freight mobility in the regional transportation planning process. The additional planning responsibilities must be done with the active participation of the business community, agencies, communities and other freight stakeholders that are part of the Council's planning and decision-making processes.

The logistics industry continues to change in response to the demands of the marketplace for service that is reliable, cost-effective and secure with reduced transit times. Coordinated logistics have merged as a management tool that promotes a seamless system of freight movement between modes. The tandem development of ITS by the public sector and E-commerce by the private sector can become integrated into an important logistic management tool. The evolution of efficient internet communications between customers and businesses promote expectations of fast and reliable delivery of goods and services, making multi-modal transportation a more important freight system planning concept. Distribution center capacity, location (with respect to present and future markets) and operations that allow integrated product movement across freight modes are critical business decisions in providing the most cost-efficient delivery of services. The addition of ITS real-time traffic and travel information can be applied to devise trip routes to expedite freight movement, estimate transit times and plan around traffic delays.

The Council will encourage communities with significantly sized clusters of freight facilities and that have suitable sites for the development, redevelopment and expansion of clusters, to support mixed industrial uses at those locations. A cluster of related mixed industrial uses located in close proximity to one another – such as production, distribution centers, logistics and other added value services – can increase employment and provide an opportunity to improve operating efficiencies to the businesses in the complex. The benefits of industrial mixed-uses are similar to the Mixed-Use Centers described in Strategy 21g. The integration of land uses and job concentrations can reduce commercial vehicle travel times, trip frequency and length. The proposed Regional Distribution Center to consolidate the movement of air cargo can present an opportunity to implement an industrial mixed-use complex.

Roadway congestion will remain a problem to the efficient movement of freight. The Council will create a regional freight database to enhance the effectiveness of its truck-travel forecasting model. The model will help evaluate roadway access to major freight clusters, and identify the congested highway

corridors and choke points that cause the greatest reduction to freight mobility. This information will be considered when determining priorities for future highway investments.

The Council supports the integration of public sector ITS and the private sector information technology used to manage the shipment of goods. Such integration provides an opportunity to share real-time travel information on road conditions, travel times route selection, and implement security procedures.

TRANSPORTATION AIR QUALITY CONTROL PLAN

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

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

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

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

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

The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the State Implementation Plan (SIP) to reduce emissions and bring (or keep) the area in compliance with air quality standards. Conformity determinations are required on Transportation Plans, TIPs and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term “maintenance area” means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. The Conformity Rules of 1993, and as amended in 1995, 1997, 1999 and 2000, lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their State Implementation Plan (SIP).

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2007-2010 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis approved models and other supporting documentation, shows that the TIP continues to remain below the motor vehicle emissions budget established for the region. The 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. The new federal transportation legislation SAFETEA-LU revises some requirements for long-range plans and TIPs, including air quality conformity and public participation requirements. The Metropolitan Council is revisiting its policies and processes in light of this new direction and will have a revised policy in place prior to the development of the 2008-2010 TIP. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

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

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

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

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

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

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

This allocation process has four basic steps:

1. MnDOT's Office of Investment Management (OIM) determines the target level of funds available for the TIP period 2008 to 2011. These funding targets are sent to the ATPS for comment. Also included is guidance for TIP preparation.

2. The regions develop their draft TIPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.

3. OIM assembles the draft regional TIPs and the requests for additional funds. OIM informs the regions if their request for a higher level of funds will be honored.

4. The regions modify their list of projects based on OIM response, adopt their final TIPs and submit them to MnDOT for inclusion in the STIP.

RESOURCES AVAILABLE 2008-2011

The Region receives federal Title I and III funds, state trunk highway funds and regional transit capital bond funds. In addition, all federally funded projects require a local match provided by the sponsoring agency. These can come from state trunk highway funds, regional bond funds, city or county funds or from other groups such as the DNR. These add to the resource available to pay for the projects in the TIP.

Transportation resources available to the region for highway, transit, and alternative mode projects are approximately $2,484 million over the 2008 to 2011 period (See Tables 6, 7 and 8). These funds include capital investments for highway, transit and alternative modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 65% of the funds available, while Federal Title III and other state and local taxes represent the remaining 35%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems.

Recorded in Table 7 are the traditional highway funding sources available to the region. The total for four years is $1877 million. The region's "target" for Federal Title I and state trunk highway funds is $1044 million. These targets set out the parameters that are used in the regional and MN/DOT process for project selection. These funds come to the Area Transportation Partnership regions based on a

formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The four-year total includes $650 million of Federal Formula funds and $465 million of State Trunk Highway funds. (This has to be reduced by $76 Million for BAP reduction/redistribution and other adjustments made to arrive at the final figure.)

In 2003, the Minnesota Legislature adopted the Pawlenty/Molnau Transportation Financing Package. This added approximately $550 million for the Metro area and the portion to be spent in the 2008 to 2011 period is included in Additional MnDOT Allocation in Table 7. This category also includes additional allocations to help the Metro Division balance the TIP. High priority projects have received federal earmarked funds by Congress. At present, $192 million is available over the four-year period for specific projects.

MN/DOT will again use the Advanced Construction (AC) process to extend available resources. MN/DOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MN/DOT has to meet a number of conditions to use the AC process. MN/DOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10% or 20% of the project costs. The AC amounts must be shown in the TIP. (The detailed tables in Appendix A identify AC by project.) The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or that the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. MN/DOT estimates, given the level of federal funds allocated to the state, an annual AC level of $1 billion is feasible. A level of $400 million is more appropriate. This will ensure there will be flexibility to advance projects should they be ready for contract letting prior to the existing program year.

Within the TIP timeframe, $208 million of funds will be used to advance construct projects in the region (Table 7). The AC funds that have been or will be used by the region by year are shown below.

	Advance Construction	AC Pay Back
2000	$ 31 M	-
2001	44 M	16 M
2002	33 M	48 M
2003	150 M	32 M
2004	150 M	65 M
2005	115 M	97 M
2006	100 M	122 M
2007	202 M	115 M
2008	56 M	162 M
2009	0	126 M
2010	48 M	81 M
2011	104 M	41 M
2012	8 M	89 M
2013	0	41 M
Totals	**$ 1041 M**	**$ 1041 M**

The last category of funds included in Table 7 is Local Funds necessary to match the federal funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost although this can be significantly higher. This represents $282 million over four years.

Table 6
Twin Cities Transportation Program
Source of Funds
4 Year Summary

Federal Title I		$ 1,130 Million
• *Target*	*$ 650*	
• *High Priority Funds*	*192*	
• *Misc. Federal Funds*	*21*	
• *Additional SAFETEA-LU*	*5*	
• *Additional MnDOT Allocation*	*338*	
• *Adjustments (Payback, BAP Reductions)*	*-76*	
Federal Title III		451.1Million
• *Formula/Discretionary*	*451.1*	
Property Tax and Other State Taxes		438.3 Million
• *Local and TRLF*	*282*	
• *Regional Transit Bonds/Bond Transit Adv.*	*156.3*	
Trunk Highway		465 Million
• *Target*	*465*	
TOTAL:		$ 2,484.4 Million
Advance Construction-additional authorization available against future funds		208 Million

Transit funds available to the region in 2008-2011 are recorded in Table 8. Included are Federal Title III funds and regional capital bonds used to match federal funds. This table does not show the Title I funds allocated to transit. These are shown as expenditures in Tables 10 and 11. The establishment of the level of Title III funds available for use by the region is done in a completely different manner than the Title I Funds. There are four different Title III section funds that come to the region. The region estimates a total of $451.1 million in Title III funds will be received by the region in the next four years.

Section 5307 is capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. These funds have continued to increase year to year under TEA-21. The total 5307 formula funds are approximately $232.1 million.

Section 5309 is discretionary funds that are allocated to Metro Transit or other operators on request by Congress. The level of funds received varies from year to year. The level of funding in 2008 is the regions best estimate of what might be available and reflective of the Regional Capital Improvement Program. The level of funds shown in Table 8 reflects the detailed tables in Appendix A. Historically, the level of funds that are made available in the latter years of the TIP are closer to the level received in the first year.

Sections 5310 and 5311 funds are provided to MN/DOT as the state's agent. The Section 5310 provides capital funds for lift-equipped vehicles to non-profit agencies providing transit services for elderly and handicapped (the list of projects to utilize these funds is not available at this time). The Section 5311 funds provide operating assistance for small city operators.

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of $156.3 million will be used to match federal Title III funds as well as fund 100% of various capital transit investments.

Table 7

Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2008-2011
(Millions)

	2008	2009	2010	2011	Total
Federal Title I Funds	143	169	169	169	650
BAP Reduction/Redistribution	-28	-21	-18	-9	-76
Additional SAFETEA-LU	2	3	0	0	5
State Funds	106	115	122	122	465
Target for Region	**223**	**266**	**273**	**282**	**1044**
Additional MnDOT Allocations	188	80	23	47	338
Legislative Allocation(Bonds) & anticipated lapsed projects	0	0	0	0	0
High Priority Projects	98	84	10	0	192
Misc Federal Funds	16	5	0	0	21
Local Funds	143	48	54	37	282
Total Funds Available	**668**	**483**	**360**	**366**	**1877**
Advance Construction (Additional authorization available against future funds)	56	0	48	104	208

Includes $5M of STP, $14M-HPP, $2M of State, and $15M of local funds for Chisago Co. projects

Table 8
FEDERAL TITLE III AND MATCHING FUNDS AVAILABLE
AND REQUESTED BY REGION 2008-2011
(Millions)

	2008	2009	2010	2011	Total
Section 5307	54.2	53.0	52.6	72.3	232.1
Section 5309	93.4	74.2	24.6	12.7	204.9
Section 5311	0.2	0.2	0.2	0.2	0.8
Section 5316	3.0	1.0	0.9	1.0	5.9
Section 5317	1.6	0.6	0.6	0.6	3.4
Section 5339	4.0	---	---		4.0
Total Federal Funds	**156.4**	**129.0**	**78.9**	**86.8**	**451.1**
Local/Regional Capital Bonds	73.6	35.1	22.7	24.9	156.3
Total	**230.0**	**164.1**	**101.6**	**111.7**	**607.4**

PROJECT SELECTION PROCESS AND CRITERIA

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

Funding Category	**Project Selection Process Followed**
Title I Federal Funds (Traditional Highways Fund)	
• STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge Improvement/Replacement	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
• Railroad Safety and Hazard Elimination/Safety funds	Competitive regional solicitation process conducted by MN/DOT and TAB
• National Highway System Interstate Maintenance, STP Non-Urban Guarantee, Intelligent Transportation System	MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)
Federal Title III Funds	
• Sections 5307 and 5309	Metropolitan Transit Selected
• Section 5310	MN/DOT Office of Transit/Statewide Competitive Process
• Section 5311	MN/DOT Office of Transit/Categorical Allocation
• Section 5316, 5317: JARC, New Freedoms	Metropolitan Transit Services, Regionwide Competitive Process
State Trunk Highway Funds	MN/DOT Metro Division Process with CIC assistance
Regional Capital Transit Bond Funds	Competitive Regional Solicitation Process conducted by the Metropolitan Council
State Transportation Revolving Loan Fund (TRLF)	Statewide competitive solicitation process conducted by MN/DOT

COMPETITIVE REGIONAL PROJECT SELECTION PROCESS

A substantially new competitive process was developed by the region to select projects for use of Title I federal funds after passage of ISTEA in 1991. Projects to utilize the following funding programs are selected through this process: STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Railroad Safety. This process prioritizes approximately 55 percent of the Federal Title I target funds that are available to the region. (See Table 6.) The regional partners designed the process to insure federal Title I funds would help the region implement its plans and high priority projects and programs. The priorities are based on the goals and policies in the Regional Development Framework and Transportation Plan. Specifics of the process are described below.

Projects have been solicited in the following categories:

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

Subcommittees of the TAC's Funding and Programming Committee (F&PC) ranked all categories of projects except the last two categories that were ranked by MN/DOT staff. In turn, the recommended projects were reviewed and approved by the F&PC. Using these rankings, the F&PC recommended two allocation options to be considered by TAC and recommended to TAB. Subsequently, the TAB Programming Committee approved one option to be included in the 2008-2011 TIP. There was no predetermined distribution of funds by category or geographic subarea other than the level of funding identified for enhancements and CMAQ.

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

Examples of Qualifying Criteria

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

Categories of Prioritizing Criteria

- Consistency with the Region's Development Framework.
- Integration Land Use and Transportation.
- Demonstrated Need for Facility - Present and Future.
- Service Provided.
- Characteristics of Area or Population Served.
- Integration of Modes.
- Reduction of congestion on principal or minor arterials.
- Increase in hourly person through-put.
- Accident Prevention and Control.
- Cost Effectiveness.
- Air Quality.

Regionally Selected Projects

Recorded in Table 9 is a summary of the projects selected by category through the regional competitive process in 2003/2004 and 2005/2006. This table only records the federal funds allocated to the projects. The 2005/2006 solicitation process identified projects to be programmed in 2009 and 2010. The 2003/2004 process selected projects to be programmed in 2007 and 2008. MN/DOT solicited projects for Hazard Elimination/Safety and the Railroad Safety. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once MN/DOT staff evaluated the projects, the Funding and Programming Committee selected the projects to be funded. The Enhancement (EN), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Program (STP) and Bridge Improvement and Replacement (BIR) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process.

These totals do not equal the amounts shown in Table 10 and 11 for a number of reasons. Only federal amounts are shown in Table 9 and projects selected in the solicitations could have already been authorized, dropped or moved to another program year.

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

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

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

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

The Title III federal funds come to Metro Transit as the principal transit provider in the region. The agency uses the federal funds for bus purchase, bus rebuilding, shelters, garages, guideway improvements such as, shoulder bus lanes and maintenance and operations. These projects are identified in Metro Transit's 5-year Capital Improvement Program. This is developed as a tool to implement the regional transportation plan. Metro Transit also submits projects for funding with Title I and Regional Capital Bonds.

MN/DOT OFFICE OF TRANSIT

The Title III Section 5310 and 5311 are allocated by MN/DOT's Office of Transit. The Section 5310 funds are competitively allocated to non-profit agencies for vehicles. This is a statewide process. The projects selected in the region are recorded in the TIP. Projects are selected annually so each year the TIP is revised or amended and a new table of projects is included for the next fiscal year.

Section 5311 allocates operating funds for small city transit service. The amount is determined based on formula. There are three transit services in the region that receives funds.

Table 9
SUMMARY OF PROJECTS SELECTED COMPETITIVELY IN 2003/04 and 2005/06
(Federal Funds/in millions)

	2007	2008	2009	2010	Total
	Selected 2003/2004	Selected 2003/2004	Selected 2005/2006	Selected 2005/2006	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HES)	1.206	3.242	4.338	5.701	14.487
Railroad Surface & Signals (RRSS)	1.530	1.440	2.489	2.287	7.746
Bridge Improvement/Replacement (BIR)	0.716	8.048	0.630	5.727	15.121
Enhancements (EN)	3.937	5.176	8.396	8.365	25.874
Congestion Mitigation Air Quality (CMAQ)	11.450	18.455	27.780	26.087	83.772
Surface Transportation Program (STP)	19.320	32.061	46.296	45.285	142.962
TOTALS	**38.159**	**68.422**	**89.928**	**93.452**	**289.962**

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

TEA 21 requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2008 to 2011 closely match the funds available. The MN/DOT process of fund allocation to the Area Transportation Partnership (ATP) regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Title I and State Trunk Highways. MN/DOT sets funding targets for each of the regions to use as they developed their draft regional TIP. The draft TIPs submitted to MN/DOT can be over programmed by the regions as a means of requesting additional federal and state funds. MN/DOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels

The allocation of Federal Title I and state Trunk Highway funds to various expenditure categories are recorded in Table 10 for the four-year TIP period. This Table uses the major funding programs to illustrate how the funds are allocated. These reflect the programs followed in the selection processes. Comparing Table 10 with the resource recorded in Table 7 illustrates the use of Title I and State Trunk Highway funds. The differences with some of the funding categories is Chisago County funds which has a separate line on Table 10 and Table 11, but are combined in the total in Table 7.

The total Title I, Trunk Highway and Local funds allocated over four years is $1,877 million. Also included in this figure are the high priority project funds allocated by Congress which represent $236 million in resources which includes the state and other funds to deliver the projects.

In Table 11 the 2008 funds are allocated to various expenditures categories. By comparing this total to the 2008 figure from Table 7 it can be seen revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The 2008 projects funded with Title III have a total value of approximately $156.4 million (Table 8). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables attached).

2008-2011

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	131	100	0	31	9
Enhancements	62	38	0	24	1
STP Urban Guarantee	317	196	4	117	23
STP Non-Urban	7	3	1	3	0
MnDOT & State Aid Bridge	132	82	42	8	104
HPP	236	178	10	48	15
MN Interstate Maintenance	358	321	33	4	19
ITS	1	0	1	0	0
NHS	183	150	16	17	36
100% State Funded	355	0	346	9	0
HSIP	38	27	5	6	0
Transit Advantage	0	0	0	0	0
Misc Fed	21	21	0	0	0
Chisago County	36	19	2	15	1
TOTAL	1877	1135	460	282	208

Table 11
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY AND MATCHING FUNDS(millions)
2008 Annual Element

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	41	27	0	14	9
Enhancements	17	12	0	5	1
STP Urban Guarantee	95	38	0	57	11
STP Non-Urban	7	3	1	3	0
MnDOT & State Aid Bridge	12	8	2	2	0
HPP	140	92	2	46	15
MN Interstate Maintenance	150	121	29	0	19
ITS	0	0	0	0	0
NHS	82	80	1	1	0
100% State Funded	78	0	77	1	0
HSIP	8	6	1	1	0
Transit Advantage	0	0	0	0	0
Misc Fed	15	15	0	0	0
Chisago County	23	10	0	13	1
TOTAL	668	412	113	143	56

**Advance Construction(AC) allows additional authorization against future funds. AC will be paid back with other federal funds within the timeframe of this TIP.

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP) AND PRIORITIES

All projects in the TIP must be consistent with the TPP. The priorities of the TPP are recorded in Chapter 2, Summary of the Regional Plans and Priorities. The region's priorities for the trunk highways are to maintain and preserve all 1200 miles of the system in the region. The region has stated the order of priority, which is: to preserve, to manage, and to expand the principal arterial system as funds are available. Significant investments to be made in the later three categories are recorded in the TPP. The region also identifies transit priorities as recorded in the plan summary in Chapter 2. The priorities for transit are to serve four primary markets: alleviate congestion, provide better accessibility to jobs, promote higher density development and revitalize the core area of the region.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 12.) Funds assigned to preservation projects are $521 million. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 32.7 percent of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by Mn/DOT and other agencies. Approximately $119 million or 7.5% will be spent on traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure these highway segments are used effectively. These projects include ramp meters and HOV bypasses of meters. Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, these categories were developed to promote traffic management activities.

The third priority for funding is the expansion category. All of the major projects identified in Table 13 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 34.1% or $544 million. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another. The new HOV lanes on I-35W are also included in the expansion project category.

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

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects, which varies significantly by locale or based on court decisions. Also included in the $171 million are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns.

The "other" category in Table 12 includes agreements with local governments, enhancements and transit projects. These projects represent 15% or $240 million. Local agreements cover work in Mn/DOT right-of-way and Mn/DOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for funding can be found in the TPP or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

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

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

Table 12
2008-2011 ALLOCATION OF FEDERAL TITLE I AND STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2008	2009	2010	2011	Total	
					$$	%
Preservation	108	120	93	200	521	32.7%
Manage	14	29	30	46	119	7.5%
Expansion	224	179	103	38	544	34.1%
Setasides for R/W, Cost Overruns, Supplemental Agreements	54	42	50	25	171	10.7%
Other(agreements, enhancements, transit)	125	65	30	20	240	15.0%
TOTAL FED/STATE FUNDS	**525**	**435**	**306**	**329**	**1595**	**100.0%**
Local Funds	143	48	54	37	282	
TOTAL FUNDS AVAILABLE	668	483	360	366	1877	
Advance Construction	56	0	48	104	208	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and project's authorized in the last fiscal year, 2007(Table A-11). Over the past twelve years, the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 13. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. During the past year one major project was opened to traffic and one project was partially completed:

- I-494 from I-394 to TH 212 added the third lane in each direction. The I-494 project was let as a "design build" project funded with BAPTA bonds. The lane add completes at least six through lanes on I-494 from TH 55 in Plymouth to north of I-94 in Woodbury.
- I-494/TH 61 Replaced and widened one of two parallel bridges and reconstruction of TH 61 interchanges. The westbound I-494 Mississippi River Bridge in Newport was opened to traffic in the fall of 2006. The bridge carries 3 lanes of traffic in each direction. The eastbound bridge was eliminated from the contract in December 2006. The goal is to advertise for new bids in late fall 2007. The St. Paul Park, Glen Rd./Hwy 61 and Maxwell/Bailey/Hwy.61 interchanges (new) are open to traffic.

The status of major transit capital projects appears in Table 14. This table records Federal Title I and Title III funded projects, which exceed $4,000,000. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 14. Northstar Corridor commuter rail line, Cedar Avenue BRT, Central Corridor Transitway and the Union Depot planning and design work are major transitway projects in various stages of implementation. This table also identified major CMAQ funded projects to be programmed between 2007 and 2010.

All of the major projects are either specifically included in the TPP and recorded Chapter 2 or are consistent with TPP policies. The tables and maps in Chapter 2 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 2007.

Another measure of plan implementation are the projects and project value authorized in the previous fiscal year. These projects were in the 2007-2010 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 13 and 14), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2007 are recorded in Table A-21. The total value of these project authorizations is approximately $749 million, with $238 million of federal funds, $6.5 million federal demonstration funds, $155 million state funds, $214 million advance construction, and $123 million other sources. For the most part, these are bond funds associated with BAP projects.

The legislative authorized additional funds used in 2007 are included in the project totals in Table A-21 but do not have a separate column due to limitation of the electronic spread sheet use. These funds are approximately $12 million.

Table 13
STATUS OF MAJOR HIGHWAY PROJECTS

Project Highway and Bridge	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
1. TH 12	$ 62,000 $ 55,000 R/W	2003, 2006	2006	2008	Construct new limited access 2-lane highway between Wayzata Blvd. to CR 6 in Orono. Parallel to existing TH 12. Under construction.
2. I-35W, HOV lane, 66th St. to 42nd St.	Revised Cost $285,000	2007	2006	2011	Reconstruct TH 62 and I-35W and add the HOV lane. Contract letting 6/07.
3.. TH 36, St. Croix Bridge	$150,000 to $227,000				New 4-lane bridge and approaches. Cost share with Wisc. Request for HPP funding has been made. Funds for cut and cover study and Lift Bridge Management Plan received..
4. I-494/TH 61 interchange, TH 61/ local access	$250,000	2002	No change	2009	Replace and widen I-494 bridge, reconstruct interchanges, reconstruct TH 61. One bridge completed, contract for second bridge to be rebid in 2007, 3 interchanges open.
5. TH 610 between TH 169 to I-94.	$ 33,000 $ 8,500 R/W	2005	No change	2006	Continue to acquire R/W, move utilities, do preliminary engineering and some construction.
6. TH 169 N between CSAH 81 and CSAH 109	$ 31,500 $ 3,000 R/W	2010	2006	2012	Convert expressway to freeway.
7. TH 169 from Minnesota River to south of Highwood Drive	$104,000	2005	No change	2008	Reconstruction two intersections as interchanges. Under construction.
8. TH 212 from CSAH 4 to ¾ mile west of CSAH 147	$238,000	2005	No change	2008	Construct new four lane freeway on new alignment. Under construction.
9 I-694 from west to east Junction I-35E (unweave the weave)	$145,280	2004	2007	2007	Reconstruct and add lanes to eliminate bottleneck. Under construction.
10. TH 65 and TH 242/CSAH 14 Interchange	Revised cost $50,000 (was $ 30,000) + $ 10,000 R/W	2007	No change	2008	BAP Safety Project MnDOT has $12 M available
11. TH 36 from White Bear Ave. to TH 120	$30,000	2007		2007	Convert four lane expressway to a four lane freeway, construct auxiliary lanes and frontage roads and pedestrian bridge. Under construction.

***Table 14**
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
New Bus Purchases	25,000,000	20,000,000	*To be applied*	5307/5309	Annual Expense
Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	*To be applied*	5307/5309	Annual Expense
New Bus Garage/"Mpls" FTH-2	45,000,000	36,000,000	*To be applied*	5307/5309	Program Year 2009
I-94 East Park and Ride Lot - 500 Cars, CSAH 13, Inwood Dr (rescoped and relocated).	4,000,000	3,200,000	*To be applied*	CMAQ	Program Year 2008
6 Ultra low sulfur, bio-diesel, articulated buses for I-94 East Park and Ride Service Expansion Plan (rescoped)	5,362,000	4,290,000	*To be applied*	CMAQ	Program Year 2008
CR 81/Northwest Corridor Park and Ride Lot - 800 Cars, Brooklyn Park	6,875,000	5,500,000	*To be applied*	CMAQ	Program Year 2009
10 Hybrid Electric Buses for Northwest Corridor/Sector 8 Service Expansion Plan	5,362,000	4,290,000	*To be applied*	CMAQ	Program Year 2009
New LRT Station at 34th Ave., Expand 28th Ave. Park & Ride	12,600,000	5,775 ,000	*To be applied*	CMAQ	2008 (AC)
12 buses dedicated to Cedar Ave. Busway for station to station service	6,142,500	4,914,000	*To be applied*	CMAQ	2009
Commuter coach service from Ramsey to Minneapolis, 200 Park and Ride stalls	5,929,898	4,743,918	*To be applied*	CMAQ	2009
Construct 400 car parking garage adjacent to Anoka Northstar Station	8,881,000	5,885,000	*To be applied*	CMAQ	2010
Complete SMTC Market St. Station and Park & Ride Expansion	7,218,750	5,775,000	*To be applied*	CMAQ	2009

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration
*Major: In excess of $ 4,000,000 committed to the project

Table 14
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Northstar Corridor, Commuter Rail Line, Big Lake to Mpls., extension of LRT to Commuter Rail Station	188,650,000	126,920,000	*To be applied*	State Bonding, Local Match	Program Year 2007
Phase I Bottineau Blvd. Busway Design and Construction	4,302,000	3,442,000	*To be applied*	Local Match	Program Year 2007
Cedar Ave Bus Rapid Transit (BRT)	16,995,000	9,755,000		State Bond Funds	Program Year 2007
Central Corridor Transitway	15,925,000	6,500,000	*To be applied*	State Bond Funds Local Match	Program Year 2007
Union Depot	54,528,000	43,622,,000	*To be applied*	Local Match	Program Year 2007

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration
*Major: In excess of $ 4,000,000 committed to the project

Appendix A.

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

Title I Funded Projects — Page

Title III Funded Projects

Other Funded Projects

Appendix A

KEY TO TABLES

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

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

PRG — Mn/DOT Program categories

AM Agreements	SR Safety Rail
BI Bridge Improvement	BT Bike Trails, Trails
BR Bridge Replacement	MC Major Construction
RC Reconstruction	RD Reconditioning
RS Resurfacing	RX Road Repair
SC Safety-Capacity	SH Safety Hazard Elimination
TM Traffic Management	TR Transit

AQ	TIP air quality category. See Appendix B for description of codes.
Total $	Total estimated cost of project.
Fed $	Federal funding for the project. In some instances the federal funding is greater than the funding allocated by the STP selection process. This was necessary to completely fund the larger projects.
DEMO $	Total federal demonstration funding for the project.
State $	Mn/DOT state funding for the project.
Local $	Total contribution from the local agency involved in the project.

MN/DOT Metro Division Construction Projects
2008-2011 PARENT Projects *

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	TH 12	Wayzata to Long Lake	Construct Freeway	Yes	2	2
2	I-35E/I-694	Common Section in Vadnais Hts/Little Canada	Reconstruct & Weave Areas	Yes	6	8
3	I-35W/62	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
4	TH 52	Lafayette Bridge	Replace Bridge	Yes	4	4
5	TH 169	At I-494	Replace interchange	Yes	4	4
6	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
7	I-494	Wakota Bridge/Newport	New River Crossing, Freeway	Yes	4	6
8	I-494	TH 100 to TH 5	Reconstruct – Add lane	Yes	4	6
9	TH 610	I-94 to TH 10	Construct Freeway	Yes	NA	4

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

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CMAQ	141-030-09	AT	NEAR THE UNIVERSITY OF MINNESOTA EAST CAMPUS AREA IN MPLS-ADAPTIVE CONTROL EXPANSION BY PROVIDING SOPHISTICATED SIGNAL OPERATION DURING CONGESTED PERIODS	2,825,686	2,260,549	0	0	565,137	MINNEAPOLIS	E2
2008		CMAQ	199-080-02	TR	CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS IN RAMSEY(AC PROJECT-AC PAYBACK IN FY 2009)	4,378,500	0	3,502,800	0	875,700	CITY OF RAMSEY	E6
2008		CMAQ	91-596-02	TR	CONSTRUCT A NEW LRT STATION AT 34TH AVE.AND AMERICAN BLVD., AND EXPAND PARK-N-RIDE LOT FACILITY AT 28TH AVE.BY ADDING 500 NEW PARKING SPACES(AC PROJECT-	12,600,000	0	5,775,000	0	6,825,000	MET COUNCIL-MT	E6
2008		CMAQ	CM-1-03	TR	2008 TWIN CITIES REGIONAL FLEET EXPANSION: PURCHASE 21 TRANSIT BUSES TO EXPAND THE REGIONAL FLEET AND INCREASE TRANSIT SERVICE FOR OPT-OUT TRANSIT PROVIDERS.	7,617,500	6,094,000	0	0	1,523,500	MET COUNCIL - MTS	A10
2008		CMAQ	CM-12-03	TR	NEW EXPRESS COMMUTER SERVICE FROM LK ELMO/WOODBURY TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR I-94 E PARK/RIDE SERVICE EXPANSION	3,630,750	2,904,600	0	0	726,150	MET COUNCIL - MT	A10
2008		CMAQ	CM-14-03	TR	NEW EXPRESS COMMUTER SERVICE FROM BROOKLYN PK TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR NW CORRIDOR/SECTOR 8 SERVICE EXPANSION	5,941,761	4,753,409	0	0	1,188,352	MET COUNCIL - MT	A10
2008		CMAQ	CM-2-03A	TM	RTDM & COMMUTER ALTERNATIVES PROGRAMS INCLUDING FUNDS FOR METRO COMMUTER SERVICES, THE DOWNTOWN MPLS TMO, THE ST PAUL TMO, THE ST PAUL MIDWAY TMO, AND THE I-494 CORRIDOR COALITION	3,808,750	3,047,000	0	0	761,750	MET COUNCIL	AQ1
2008		CSAH 19	90-595-10	TR	CSAH 19 AND I-94 IN LAKE ELMO-CONSTRUCT NEW 500, CAR PARK/RIDE LOT	780,000	624,000	0	0	156,000	MET COUNCIL - MT	E6
2008		CSAH 81	90-595-08	TR	CSAH 81 AND BROOKLYN BLVD IN BROOKLYN PARK, CONSTRUCT NEW 800-CAR PARK/RIDE LOT	8,938,188	7,150,550	0	0	1,787,638	MET COUNCIL - MT	E6
2009		CMAQ	199-080-02AC	TR	CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS IN RAMSEY(AC PAYBACK)	3,502,800	3,502,800	0	0	0	CITY OF RAMSEY	E6

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		CMAQ	70-596-01AC	TR	SITE PREPARATION TO CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE(AC PAYBACK)	140,000	140,000	0	0	0	SCOTT COUNTY	E6
2009		CMAQ	70-596-02AC	TR	CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE(AC PAYBACK)	1,125,040	1,125,040	0	0	0	SCOTT COUNTY	E6
2009		CMAQ	91-080-06	TR	COMPLETION OF SMTC MARKET STREET STATION IN CHANHASSEN PARK-N-RIDE EXPANSION FACILITY	7,218,750	5,775,000	0	0	1,443,750	SMTC	E6
2009		CMAQ	91-596-02AC	TR	CONSTRUCT A NEW LRT STATION AT 34TH AVE.AND AMERICAN BLVD., AND EXPAND PARK-N-RIDE LOT FACILITY AT 28TH AVE.BY ADDING 500 NEW PARKING SPACES(AC PAYBACK)	5,775,000	5,775,000	0	0	0	MET COUNCIL-MT	E6
2009		CMAQ	CM-05-03	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81-FY 2009	418,003	334,402	0	0	83,601	MET COUNCIL-MT	T1
2009		CMAQ	CM-05-04	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2009	316,136	252,909	0	0	63,227	MET COUNCIL-MT	T1
2009		CMAQ	CM-05-09	TM	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.	3,609,375	2,887,500	0	0	721,875	MET COUNCIL	AQ1
2009		CMAQ	CM-05-10AC1	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	408,518	408,518	0	0	0	CITY OF RAMSEY	E6
2009		CMAQ	CM-05-17	TR	PURCHASE 12 BUSES FOR DEDICATED OPERATION AND DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE. BUSWAY(OTHER $$ ARE FROM 2005/2006 STATE BONDS)	6,142,500	4,914,000	0	0	1,228,500	MVTA	T10
2009		CMAQ	CM-05-19	TM	UPGRADES AND ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	2,625,000	2,100,000	0	0	525,000	MINNEAPOLIS	S7

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		CMAQ	CM-05-20	TR	TRAFFIC SIGNAL IMPROVEMENTS TO DOWNTOWN STREET SYSTEM TO PROVIDE DAILY ENHANCED PREFERRED TREATMENT FOR BUS AND LRT TRANSIT PATRONS	525,000	420,000	0	0	105,000	MINNEAPOLIS	E2
2010		CMAQ	91-596-01	TR	300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE N EDGE OF AN EXISTING LOT AT I-35W/95TH AVE	802,500	642,000	0	0	160,500	MET COUNCIL-MT	E6
2010		CMAQ	CM-05-03A	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81-FY 2010	425,964	340,771	0	0	85,193	MET COUNCIL-MT	T1
2010		CMAQ	CM-05-04A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2010	322,156	257,725	0	0	64,431	MET COUNCIL-MT	T1
2010		CMAQ	CM-05-06	TR	PURCHASE 6 ARTIC BUSES AND RELATED SPARE PARTS AND EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673 BETWEEN MINNETONKA AND MPLS	3,402,600	2,722,080	0	0	680,520	MET COUNCIL-MT	T10
2010		CMAQ	CM-05-09A	TM	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.	3,678,125	2,942,500	0	0	735,625	MET COUNCIL	AQ1
2010		CMAQ	CM-05-10AC2	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	416,300	416,300	0	0	0	CITY OF RAMSEY	E6
2010		CMAQ	CM-05-11	TR	PURCHASE OF 15 BUSES TO SUPPORT EXPRESS SERVICE ROUTES	7,356,250	5,885,000	0	0	1,471,250	MET COUNCIL-MT	T10
2010		CMAQ	CM-05-13	TR	PURCHASE OF 10 BUSES FOR SERVICE EXPANSION	5,457,000	4,365,600	0	0	1,091,400	SMTC	T10
2010		CMAQ	CM-05-19A	TM	UPGRADES AND ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	2,835,500	2,268,400	0	0	567,100	MINNEAPOLIS	S7
2010		CMAQ	CM-05-21	TM	OPTIMZE SIGNAL TIMING AT 106 SIGNALIZED INTERSECTIONS ON HIAWATHA AVE,OLSON HWY, LYNDALE AVE S, E/W LAKE ST AND HENNEPIN AVE S	267,500	214,000	0	0	53,500	MINNEAPOLIS	E2

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2011		CMAQ	103-080-02	TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	8,881,000	5,885,000	0	0	2,996,000	CITY OF ANOKA	E6
2011		CMAQ	CM-05-03B	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81-FY 2011	425,964	340,771	0	0	85,193	MET COUNCIL-MT	T1
2011		CMAQ	CM-05-04B	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2011	322,156	257,725	0	0	64,431	MET COUNCIL-MT	T1
2011		CMAQ	CM-05-10AC3	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	416,300	416,300	0	0	0	CITY OF RAMSEY	E6
2011		CMAQ	CM-07-2011	TM	METRO SETASIDE FOR CMAQ PROJECTS YET TO BE SELECTED FOR FY 2011	22,500,000	18,000,000	0	0	4,500,000	MET COUNCIL	NC
				Totals		139,836,572		9,277,800		31,135,323		
							99,423,449		0			

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 19	27-090-13	EN	BAKER PARK RESERVE TO MAPLE PARK IN MEDINA, CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE I)	1,700,000	468,868	0	0	1,231,132	HENNEPIN COUNTY	AQ2
2008		CSAH 19	27-090-14	EN	FROM MAPLE PARK IN MEDINA TO CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 2)	630,310	504,248	0	0	126,062	HENNEPIN COUNTY	O9
2008		CSAH 19	27-090-15	EN	FROM CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 3)	566,320	453,056	0	0	113,264	HENNEPIN COUNTY	O9
2008		EN	164-595-01	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,821,160	1,186,100	0	0	635,060	ST PAUL	O6
2008		EN	164-595-02	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,821,100	1,186,100	0	0	635,000	ST PAUL	O6
2008		EN	164-595-03	EN	HARVEST STATES HEAD HOUSE & SACK HOUSE, ADAPTIVE REUSE OF GTA	1,798,680	1,186,100	0	0	612,580	ST PAUL	O9
2008 O9		EN	164-595-04	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	655,256	426,996	0	0	228,260	ST PAUL PARK/REC	
2008		PED/BIKE	120-090-01	EN	ALONG INTERLACHEN BLVD/BLAKE RD FROM VERNON AVE IN EDINA TO SW LRT TRAIL IN HOPKINS-CONSTRUCT OFF-RD PED/BIKE TRAIL	1,738,884	1,391,107	0	0	347,777	EDINA	O9
2008		PED/BIKE	146-090-01	EN	FROM CO RD H TO SILVER LAKE RD IN MOUNDS VIEW-CONSTRUCT CSAH 10 CORRIDOR TRAIL(AC PROJECT-PAYBACK IN FY 2009)	656,250	0	525,000	0	131,250	MOUNDS VIEW	O9
2008		PED/BIKE	19-090-07	EN	COMPLETE EXISTING SOUTH ST. PAUL RIVERFRONT TRAIL AND CONNECT TO BKWY AT 70TH ST IN INVER GROVE HTS, CONSTRUCT MISS RIVER REGIONAL TRAIL - NORTHERN	1,046,580	837,264	0	0	209,316	DAKOTA COUNTY	O9
2008		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE IN NININGER TO EXISTING TRAILS IN HASTINGS-CONSTRUCT EASTERN SEGMENT OFMISS RIVER REGIONAL TRAIL	1,043,330	834,664	0	0	208,666	DAKOTA COUNTY	O9
2008		PED/BIKE	91-090-35	EN	36TH AVE N IN NEW HOPE & PLYMOUTH, CONSTRUCT PEDESTRIAN/BICYCLE BRIDGE 27R33	1,222,094	977,675	0	0	244,419	THREE RIVERS PARK DISTRICT	AQ2
2008		PED/BIKE	91-090-40	EN	FRANKLIN AVE TO FULTON ST/E RIVER PKWY IN MPLS, RECONSTRUCT E RIVER PKWY PED & BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,625,125	1,300,100	0	0	325,025	MPLS PARK/REC BOARD	O9

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		PED/BIKE	92-090-28	EN	LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	445,155	356,124	0	0	89,031	DNR	O9
2008		PED/BIKE	92-090-29	EN	OVER CSAH 15(MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE 82524 & APPROACHES	1,251,996	1,001,597	0	0	250,399	DNR	O9
2008		TH 61	1913-61	EN	TH 61(VERMILLION ST) HISTORIC RETAINING WALL REHAB IN HASTINGS-REPAIR & REBUILD 0.27 MI OF WALL ALONG TH 61	319,954	255,963	0	63,991	0	MN/DOT	O9
2009		PED/BIKE	107-090-06	EN	FROM 20TH AVE TO 22ND AVE IN BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF THE MALL OF AMERICA	1,260,000	1,008,000	0	0	252,000	BLOOMINGTON	O9
2009		PED/BIKE	141-020-107	EN	ALONG CEDAR AND FRANKLIN AVES IN MPLS-IMPROVE PED ACCESS AND SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,412,250	840,000	0	0	572,250	MINNEAPOLIS	O9
2009		PED/BIKE	146-090-01AC	EN	FROM CO RD H TO SILVER LAKE RD IN MOUNDS VIEW-CONSTRUCT CSAH 10 CORRIDOR TRAIL(AC PAYBACK)	525,000	525,000	0	0	0	MOUNDS VIEW	O9
2009		PED/BIKE	27-753-14	EN	FROM THEO WIRTH PKWY TO GIRARD AVE IN MPLS-LOWRY AVE CORR PHASE 2: SIDEWALKS, LANDSCAPED BLVDS, ON-STREET BIKE LANES, LIGHTING, ETC	8,925,000	1,050,000	0	0	7,875,000	HENNEPIN COUNTY	O9
2009		PED/BIKE	91-090-39	EN	W SIDE OF MISS RIVER FROM FRANKLIN AVE TO 42ND ST/W RIVER PKWY IN MPLS-RECONSTRUCT WEST RIVER PKWY PED/BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,738,884	1,391,107	0	0	347,777	MPLS PARK/REC BOARD	O9
2009		PED/BIKE	91-090-42	EN	FROM E 42ND ST TO 46TH AVE S@W RIVER PKWY IN MPLS-RECONSTRUCT LOWER W RIVER PKWY PED/BIKE TRAIL TO IMPROVE SAFETY, SIGNAGE, LIGHTING, LANDSCAPING, ETC	1,365,000	1,050,000	0	0	315,000	MPLS PARK/REC BOARD	O9
2009		PED/BIKE	91-090-43	EN	S OF GOLDEN LAKE ELEM SCHOOL IN CIRCLE PINES TO LINO LAKES TOWN CENTER DEVELOPMENT-CONSTRUCT RICE CREEK NORTH REGIONAL TRAIL EXPANSION	3,348,450	1,050,000	0	0	2,298,450	ANOKA CO PARK & REC DEPT	AQ2
2009 O9		PED/BIKE	91-090-45	EN	FROM PAYNE AVE TO ARCADE ST IN ST. PAUL-CONSTRUCT TRAILHEAD FOR BRUCE VENTRO REG TRAIL INCLUDING PARKING, LIGHTING, RESTROOMS, ETC	1,312,500	1,050,000	0	0	262,500	ST PAUL PARK/REC	

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009	O9	PED/BIKE	91-090-46	EN	BRUCE VENTO NATURE SANCTUARY/INDIAN MOUNDS REG PARK TR /STAIR CONN IN ST PAUL-CONSTRUCT NEW STAIRWAY AND BIKEWALK THAT WILL TRAVERSE 110 FEET OF VERTICAL BLUFF	1,312,500	1,050,000	0	0	262,500	ST PAUL PARK/REC	
2009		PED/BIKE	91-090-48	EN	FROM CAHILL AVE TO THE PINE BEND BLUFFS TRAILHEAD IN INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	966,000	772,800	0	0	193,200	DAKOTA COUNTY	O9
2010		PED/BIKE	10-090-01	EN	FROM MAYER TO THE HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,305,400	1,044,320	0	0	261,080	CARVER COUNTY	O9
2010		PED/BIKE	107-090-05	EN	AT LONG MEADOW LAKE IN BLOOMINGTON-REPLACE BR 3145 ON OLD CEDAR AVE WITH A PED/BIKE BOARDWALK	3,210,000	1,070,000	0	0	2,140,000	BLOOMINGTON	O9
2010		PED/BIKE	141-090-26	EN	FROM MARSHALL ST NE TO MONROE ST NE IN MPLS-CONSTRUCT 18TH AVENUE NE TRAIL PHASE 2-LIGHTING, RETAINING WALLS, FENCING, SIGNAGE, ETC	1,337,500	1,070,000	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27	EN	FROM I-35W TO W RIVER PKWY IN MPLS-CONSTRUCT RIVERLAKE GREENWAY ALONG E 40TH AND 42ND ST INCLUDING TRAFFIC CALMING, LANDSCAPING AND STREETSCAPE	1,337,500	1,070,000	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	164-090-10	EN	WEST SIDE OF LEXINGTON PKWY FROM MINNEHAHA AVE TO ENERGY PARK DR IN ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	642,000	SAINT PAUL	O9
2010		PED/BIKE	82-090-01	EN	ON HARDWOOD CREEK REGIONAL TRAIL IN FOREST LAKE-CONSTRUCT PED/BIKE BRIDGE 82523 OVER CSAH 2 (BROADWAY AVE)	952,909	762,327	0	0	190,582	WASHINGTON COUNTY	O9
2010	O9	PED/BIKE	91-090-44	EN	ALONG HARRIET ISLAND IN ST. PAUL-CONSTRUCT 1,100 FEET OF HARRIET ISLAND REGIONAL PARK TRAIL CONN & DEVELOP CONNECTION TO LILYDALE REG TRAIL	1,337,500	1,070,000	0	0	267,500	ST PAUL PARK/REC	
2010		PED/BIKE	91-090-47	EN	FROM THE PINE BEND BLUFFS TRAILHEAD TO 117TH ST IN INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,179,140	943,312	0	0	235,828	DAKOTA COUNTY	O9

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		PED/BIKE	91-090-49	EN	AT BELTLINE BLVD IN ST LOUIS PARK-CONSTRUCT A BRIDGE ON THE HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL	1,284,000	1,027,200	0	0	256,800	THREE RIVERS PARK DISTRICT	O9
2011		EN	EN-07-2011	EN	METRO SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2011	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL	NC
				Totals		62,913,727		525,000		24,044,708		
							38,280,028		63,991			

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 61	27-661-34	RC	NORTH OF BREN RD TO SOUTH OF CSAH 3 IN MINNETONKA-RECONSTRUCT TO A 4-LANE HWY, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, SIGNALS, ETC(AC PROJECT-PAYBACK IN FY 2009)	19,600,000	0	5,544,000	0	14,056,000	HENNEPIN COUNTY	A10
2008		TH 65	0208-123UG	MC	AT 121ST AVE/PAUL PKWY & AT 129TH AVE NE IN BLAINE-CONSTRUCT OVERPASSES, FRONTAGE RDS, ETC(AC PROJECT-PAYBACK IN FY 2009)	3,780,000	0	3,024,000	0	756,000	MNDOT	E2
2008		PED/BIKE	27-090-12	BT	OVER THE MISSISSIPPI RIVER AT 29TH ST IN MPLS-CONSTRUCT PED/BIKE BRIDGE ON INPLACE CP RR BRIDGE & APPROACHES	2,434,437	1,947,550	0	0	486,887	HENNEPIN COUNTY	AQ2
2008		CITY	157-090-01	BT	ON 76TH ST FROM EMERSON AVE TO HUMBOLDT AVE OVER I-35W IN RICHFIELD-ADD PEDESTRIAN/BICYCLE BRIDGE TO NEW RDWY BRIDGE	462,000	369,600	0	0	92,400	RICHFIELD	AQ2
2008		CSAH 70	19-670-08	RC	CSAH 70 FROM 0.6 MI W OF I-35 TO 0.4 MI E OF I-35 IN LAKEVILLE, RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FR RDS, ETC	15,600,000	7,150,550	0	0	8,449,450	DAKOTA COUNTY	A10
2008		CSAH 51	02-651-06	RC	CSAH 51 (UNIV AVE) FROM 92ND AVE TO CSAH 10 IN COON RAPIDS & BLAINE, RECONSTRUCT, MEDIAN, TURN LANES, ETC	2,795,215	2,236,172	0	0	559,043	ANOKA COUNTY	S10
2008		CSAH 35	157-020-19	RC	PORTLAND AVE FROM 64TH TO 68TH ST & 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD, RECONSTRUCT & CHANNELIZE, ETC (LIVABLE COMMUNITIES PROJECT)	3,000,000	2,226,336	0	0	773,664	RICHFIELD	E1
2008		CSAH 25	82-625-02	RC	ON CENTURY AVE(CSAH 25) FROM WOODBINE AVE TO VALLEY CREEK RD(CSAH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH, SIGNALS, ETC	4,915,825	3,932,660	0	0	983,165	WASHINGTON COUNTY	A10
2008		CSAH 18	82-618-14	RC	FROM UPPER 5TH ST N TO 7TH ST S IN THE CITIES OF LAKELAND AND LAKELAND SHORES-RECONSTRUCT TO A DIVIDED 2-LANE RDWY, TURN LANES, FRONTAGE RD, ETC(AC PROJECT-PAYBACK IN FY 2009)	3,000,000	0	2,042,040	0	957,960	WASHINGTON COUNTY	A15
2008		CSAH 18	82-618-11	RC	ON 40TH ST N(CSAH 18) FROM TH 95 TO CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,884,176	3,907,341	0	0	976,835	WASHINGTON COUNTY	S10

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 15	82-615-20	RC	TH 36 TO 0.3 MI N OF CSAH 12 IN WASHINGTON CO, RECONSTRUCT, SIGNALS, ETC	6,309,000	4,839,288	0	0	1,469,712	WASHINGTON COUNTY	E2
2008		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	18,000,000	5,408,616	0	0	12,591,384	HENNEPIN COUNTY	S2
2008		CSAH 10	182-020-22	RC	ON BASS LAKE RD(CSAH 10) FROM ZEALAND AVE TO 1700 FT E IN NEW HOPE-RECONSTRUCT, TURN LANES, MEDIAN, PED/BIKE, ETC	2,150,651	1,720,521	0	0	430,130	NEW HOPE	E1
2008		CSAH 1	27-601-35	RC	W OF SHETLAND RD TO E OF TH 212 IN EDEN PRAIRIE-RECONSTRUCT, SIGNALS, ETC	17,000,000	3,036,416	0	0	13,963,584	HENNEPIN COUNTY	E2
2008		PED/BIKE	164-090-09	BT	MARSHALL AVE AT PASCAL ST TO VICTORIA ST AT PALACE AVE IN ST PAUL, AYD MILL RD BIKE/PED TRAIL ALONG E SIDE OF THE CP RR	1,787,638	1,430,110	0	0	357,528	SAINT PAUL	AQ2
2009		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY IN MPLS, CEDAR LAKE TRAIL(PHASE 3)	5,650,000	2,561,976	0	0	3,088,024	MINNEAPOLIS	AQ2
2009		CSAH 116	02-652-05	RC	ON BUNKER LK BLVD(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD(CSAH 52) FROM BUNKER LK BLVD TO CSAH 14 IN HAM LAKE AND BLAINE-RECONSTRUCT SEGMENTS FROM 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	14,000,000	7,651,089	0	0	6,348,911	ANOKA COUNTY	A10
2009		CSAH 14	02-614-28	RC	FROM 21ST AVE TO OTTER LAKE RD INCLUDING THE INTERCHANGE RECONSTRUCTION AT I-35E IN LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC	10,395,000	5,775,000	0	0	4,620,000	ANOKA COUNTY	E3
2009		CSAH 18	82-618-14AC	RC	FROM UPPER 5TH ST N TO 7TH ST S IN THE CITIES OF LAKELAND AND LAKELAND SHORES-RECONSTRUCT TO A DIVIDED 2-LANE RDWY, TURN LANES, FRONTAGE RD, ETC(AC PAYBACK)	2,042,040	2,042,040	0	0	0	WASHINGTON COUNTY	A15
2009		CSAH 30	189-020-18	MC	FROM CSAH 101 TO DUNKIRK LANE IN MAPLE GROVE-RECONSTRUCT TO A 4-LANE DIVIDED RDWY, PED/BIKE TRAILS, TRAFFIC SIGNALS, ETC	9,712,500	5,775,000	0	0	3,937,500	MAPLE GROVE	A15
2009		CSAH 61	27-661-34AC	RC	NORTH OF BREN RD TO SOUTH OF CSAH 3 IN MINNETONKA-RECONSTRUCT TO A 4-LANE HWY, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, SIGNALS, ETC(AC	5,544,000	5,544,000	0	0	0	HENNEPIN COUNTY	E1

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		CSAH 65	62-665-44	RC	WHITE BEAR AVE FROM N OF RADATZ AVE TO N OF CO RD D IN MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	8,868,307	7,094,646	0	0	1,773,661	RAMSEY COUNTY	E1
2009		PED/BIKE	164-090-11	BT	FROM W CITY LIMITS TO PRIOR AVENUE IN ST PAUL-CONSTRUCT PED/BIKE PATH-ST. PAUL EXTENSION(PHASE I) OF THE MIDTOWN	4,042,500	3,234,000	0	0	808,500	SAINT PAUL	AQ2
2009		TH 13	211-010-07	RC	FROM VERNON AVE TO LYNN AVE IN SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	4,921,875	3,937,500	0	0	984,375	SAVAGE	E1
2009		TH 65	0208-123UGAC	MC	AT 121ST AVE/PAUL PKWY & AT 129TH AVE NE IN BLAINE-CONSTRUCT OVERPASSES, FRONTAGE RDS, ETC(AC PAYBACK)	3,024,000	3,024,000	0	0	0	MNDOT	NC
2009		CSAH 81	238-020-02	RC	SOUTH OF THE INTERSECTION WITH THE I-94 EB RAMPS IN ROGERS-REALIGN TO ADD LANES, TURN LANES, & PED/BIKE PATH	2,205,000	1,764,000	0	0	441,000	ROGERS	E1
2009		CSAH 86	70-686-01	RC	280TH ST E FROM TH 19 TO TEXAS AVE(CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	6,300,000	2,782,214	0	0	3,517,786	SCOTT COUNTY	E1
2010		CSAH 2	82-602-15	RC	ON W BDWY(CSAH 2) FROM 19TH ST SW TO 12TH ST SW INCLUDING THE I-35 INTERCHANGE IN FOREST LAKE-RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	4,935,000	WASHINGTON COUNTY	A15
2010		TH 7	163-280-20	MC	AT WOODDALE AVE IN ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC INCLUDING A PED/BIKE X-ING ON THE BRIDGE	10,700,000	5,885,000	0	0	4,815,000	SAINT LOUIS PARK	NC
2010		TH 36	82-596-03	MC	AT LAKE ELMO AVENUE (CSAH 17) IN LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS, ETC	4,239,340	3,391,472	0	0	847,868	WASHINGTON COUNTY	NC
2010		TH 242	02-596-08	RC	THRUSH STREET TO CRANE STREET IN COON RAPIDS-WIDEN TO A 4-LANE DIVIDED HWY-INTERSECTION IMPROVEMENTS, PED WKWY, ETC	8,110,600	5,885,000	0	0	2,225,600	ANOKA COUNTY	A15
2010		TH 169	2750-57UG	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(URBAN GUARANTEE PORTION-AC PROJECT-PAYBACK IN 2009)	8,154,439	0	6,523,550	1,630,889	0	MN/DOT	A10

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		CSAH 81	27-681-27	RC	FROM N OF TH 100 TO N OF CSAH 10 IN CRYSTAL-RECONSTRUCT TO A 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC	8,560,000	5,885,000	0	0	2,675,000	HENNEPIN COUNTY	A15
2010		CSAH 21	70-621-25	RC	FROM CSAH 16 TO CSAH 18 IN SHAKOPEE-CONSTRUCT INCLUDING TRAILS AND A TRANSIT PARK-AND-RIDE LOT IN THE SW QUAD OF CSAH 16 AND CSAH 18	6,231,145	4,984,916	0	0	1,246,229	SCOTT COUNTY	E1
2010		CSAH 116	02-716-11	RC	CO RD 57(SUNFISH LAKE BLVD) IN RAMSEY TO GERMANIUM ST IN RAMSEY & ANOKA-RECONSTRUCT TO A 4-LANE DIVIDED RDWY INCLUDING A PED/BIKE TRAIL	4,601,000	3,680,800	0	0	920,200	ANOKA COUNTY	A15
2010		CSAH 11	10-611-06	RC	FROM CSAH 10 TO TH 212 IN CHASKA-RECONSTRUCT WITH A PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL, ETC	3,507,460	2,805,968	0	0	701,492	CARVER COUNTY	E4
2010		CSAH 109	27-709-21	MC	ON WEAVER LAKE RD/85TH AVE IN MAPLE GROVE & BROOKLYN PARK FROM E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF A 4-LANE DIVIDED RDWY INCLUDING A PED/BIKE PATH(AC PROJECT-PAYBACK IN 2011)	8,132,000	0	5,885,000	0	2,247,000	HENNEPIN COUNTY	A15
2010		CR B2	62-678-12	RC	FROM FAIRVIEW AVE TO TH 51(SNELLING AVE) IN ROSEVILLE-RECONSTRUCT TO A 6-LANE RDWY, INCLUDING SIGNAL AND TURN LANE IMPROVEMENTS	2,992,500	2,394,000	0	0	598,500	RAMSEY COUNTY	E1
2010		CITY	141-020-108	RC	ON CEDAR AVE BETWEEN I-94 AND TH 55 IN MPLS-INTERSECTION SAFETY AND CAPACITY IMPROVEMENTS INCLUDING AT FRANKLIN, MINNEHAHA, AND 20TH AVES(INCLUDES $1.0M OF TIPEDD FUNDING)	2,358,800	1,887,040	0	0	471,760	MINNEAPOLIS	E1
2010		CSAH 23	19-623-23	RC	FROM 147TH ST IN APPLE VALLEY TO 1/4 MILE S OF 160TH ST(CSAH 46) IN LAKEVILLE-RECONSTRUCT TO A 6-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	8,400,000	5,775,000	0	0	2,625,000	DAKOTA COUNTY	A15
2011		TH 169	2750-57UGAC	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(URBAN GUARANTEE PORTION-AC PAYBACK)	6,523,550	6,523,550	0	0	0	MN/DOT	A10
2011		CSAH	STPUG-07-2011	RC	METRO SETASIDE FOR STP URBAN GUARANTEE PROJECTS YET TO BE SELECTED FOR FY 2011(ADDITION $8M FOR TAB PAYBACK)	48,750,000	39,000,000	0	0	9,750,000	MET COUNCIL	NC

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2011		CSAH 109	27-709-21AC	MC	ON WEAVER LAKE RD/85TH AVE IN MAPLE GROVE & BROOKLYN PARK FROM E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF A 4-LANE DIVIDED RDWY INCLUDING A PED/BIKE PATH(AC PAYBACK)	5,885,000	5,885,000	0	0	0	HENNEPIN COUNTY	A15
2011		CSAH 17	02-617-18	RC	FROM CSAH 14 (MAIN ST) IN BLAINE TO 1,000 FT N OF CSAH 116(BUNKER LAKE BLVD) IN HAM LAKE-RECONSTRUCT TO A 6-LANE DIVIDED RDWY IN BLAINE AND A 4-LANE DIVIDED RDWY IN HAM LAKE INCLUDING PED/BIKE FACILITIES	7,297,400	5,837,920	0	0	1,459,480	ANOKA COUNTY	A15
2011		TH 120	6227-57	SC	I-94 TO CONWAY AVE IN MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC(INCLUDES $1.53M ACCESS MANAGEMENT FUNDS)	2,835,400	1,044,320	0	1,791,080	0	MN/DOT	E1
				Totals		340,412,798		23,018,590		117,941,628		
							196,030,611		3,421,969			

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-4
STP Non Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 7	1003-28M	RS	MACLEOD/CARVER CO LINE TO TH 25-RESURFACING(METRO PORTION OF SP 1003-28)	1,350,000	1,080,000	0	270,000	0	MN/DOT	S10
2008		TH 7	1003-30	RS	FROM MACLEOD/CARVER CO LINE TO ST BONIFACIUS-BITUMINOUS MILL & OVERLAY, ROUNDABOUTS AT TH 25 & AT CSAH 10, ETC(OTHER IS $0.35M LOCAL FUNDS & $2.23M FROM ATP 8-OVERLAPS WITH ATP 8 SP 1003-28)	5,230,000	2,120,000	0	530,000	2,580,000	MN/DOT	S10
				Totals		6,580,000		0		2,580,000		
							3,200,000		800,000			

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 31	164-020-95	BI	EB MARYLAND AVE(CSAH 31) OVER SOO LINE & OVER BN RR IN ST PAUL, REDECK BRS 6599 & 6600	1,700,000	572,044	0	0	1,127,956	SAINT PAUL	S19
2008		CSAH 61	27-661-37	BR	SHADY OAK RD OVER HCRRA CORRIDOR, REPLACE BR 90596	1,200,000	759,104	0	0	440,896	HENNEPIN COUNTY	S19
2008		I 35W	2782-288	BR	W 76TH ST OVER I-35W IN RICHFIELD-REPLACE BRIDGE 9796($1.0M FROM 2008 BI)	7,750,000	6,200,000	0	1,550,000	0	MN/DOT	S19
2008		TH 36	8214-148	BR	EB TH 36 OVER TH 95, REPAIR BR 9115	733,829	587,063	0	146,766	0	MN/DOT	
2009		CITY	164-020-100	BR	EDGECUMBE ROAD OVER RAVINE IN HIGHLAND PARK IN ST PAUL-REPLACE BRIDGE L8804 & APPROACHES	1,050,000	630,000	0	0	420,000	SAINT PAUL	S19
2009		CSAH 152	27-752-18	BR	CEDAR AVE(CSAH 152) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90437	1,697,151	1,357,721	0	0	339,430	HENNEPIN COUNTY	S19
2009		CSAH 22	27-622-03	BR	LYNDALE AVE(CSAH 22) OVER MINNEHAHA CREEK IN MPLS-REPLACE BR 90444	1,794,528	1,435,622	0	0	358,906	HENNEPIN COUNTY	S19
2009		CSAH 3	27-603-43	BR	EXCELSIOR BLVD(CSAH 3) OVER MINNEHAHA CREEK IN ST. LOUIS PARK-REPLACE BR 90455	890,309	712,247	0	0	178,062	HENNEPIN COUNTY	S19
2009		CSAH 35	27-635-26	BR	PORTLAND AVE(CSAH 35) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR	1,864,083	1,491,266	0	0	372,817	HENNEPIN COUNTY	S19
2009		TH 12	2713-85	BR	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	6,580,000	5,264,000	0	1,316,000	0	MN/DOT	S19
2009		TH 280	6241-51	BR	LARPENTEUR AVE OVER TH 280 & OVER MC RY IN LAUDERDALE-REPLACE BR 6738 & 6630 & APPROACHES($4.1M FROM 2008 BI)	11,260,000	9,008,000	0	2,252,000	0	MN/DOT	S19
2010		CITY	164-020-101	BR	WARNER ROAD OVER BNSF & UP RR AND CHILDS RD IN ST PAUL-REMOVE AND REPLACE EXISTING BRIDGE #5950	8,774,000	5,350,000	0	0	3,424,000	SAINT PAUL	S19
2011		CSAH	BIR-07-2011	BR	METRO SETASIDE FOR BRIDGE IMPROVEMENT/REPLACEMENT PROJECTS YET TO BE SELECTED FOR FY 2011	5,000,000	4,000,000	0	0	1,000,000	MET COUNCIL	NC
2011		CSAH 19	27-619-19	BR	CSAH 19/NORTH SHORE DR OVER WEST ARM CHANNEL IN ORONO-REPLACE EXISTING BRIDGE #90480	470,800	376,640	0	0	94,160	HENNEPIN COUNTY	S19
2011	4	TH 52	6244-30	BR	FROM PLATO BLVD TO I-94-REPLACE BRIDGE 9800(LAFAYETTE) & APPROACHES(AC PROJECT-PAYBACKS IN 2012 & 2013)	185,000,000	44,000,000	104,000,000	37,000,000	0	MN/DOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
				Totals		235,764,700		104,000,000		7,756,227		
							81,743,707		42,264,766			

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008	O4	BB	19-596-05	RW	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-RIGHT OF WAY ACQUISITION(OTHER $$ ARE FROM 2005/2006 STATE BONDS)	2,250,000	0	1,800,000	0	0	450,000	DAKOTA COUNTY	
2008	A10	BB	19-596-06	TR	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PROJECT-PAYBACK IN 2009-OTHER $$ ARE FROM 2005/2006 STATE BONDS)	2,245,699	0	1,048,934	747,625	0	449,140	DAKOTA COUNTY	
2008	A10	BB	19-596-06S	TR	**MN218**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PROJECT-PAYBACK IN 2009-OTHER $$ ARE FROM 2005/2006 STATE BONDS)	5,423,090	0	3,488,472	850,000	0	1,084,618	DAKOTA COUNTY	
2008	A10	BB	19-596-07	PL	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-PRELIMINARY DESIGN(OTHER $$ ARE FROM 2005/2006 STATE BONDS)	625,000	0	500,000	0	0	125,000	DAKOTA COUNTY	
2008	T8	BB	62-595-01	TR	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL-RIGHT OF WAY ACQUISITION(AC PROJECT-PAYBACK IN 2009)	54,528,125	0	35,122,500	8,500,000	0	10,905,625	RAMSEY COUNTY	
2008		CITY	164-070-07	PL	**MN219**PLANNING AND PREDESIGN FOR TWIN CITIES BIOSCIENCE CORRIDOR IN ST PAUL	641,604	0	513,283	0	0	128,321	SAINT PAUL	O2
2008		CITY	164-070-08	RC	**MN219**RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR IN ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2008		CITY	192-131-01AC1	PL	**MN194**CORRIDOR DESIGN WORK, I-94 AND RADIO DRIVE IN WOODBURY(AC PAYBACK)	68,000	0	68,000	0	0	0	WOODBURY	O2
2008		CITY	195-126-04	MC	**MN088**RING ROAD SYSTEM FOR I-35E , PILOT KNOB RD, & YANKEE DOODLE RD IN EAGAN-CONSTRUCTION INCLUDING REMAINING $$	4,000,000	0	661,000	0	0	3,339,000	EAGAN	E3

FROM 2005 APPROPRIATIONS

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CR	02-596-09	RW	**MN130**RIGHT OF WAY ACQUISITION FOR MISS RIVER BR CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101(AC PROJECT-AC PAYBACK	1,100,000	0	546,760	136,000	0	417,240	ANOKA COUNTY	O4
2008		CR 5	179-020-28	RW	**MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTI0N OF INTERSECTION(AC PROJECT-PAYBACK IN 2009)	2,089,800	0	1,263,840	408,000	0	417,960	BURNSVILLE	O4
2008		CR 5	179-020-29	PL	**MN190**AT TH 13 IN BURNSVILLE-PRELIMINARY ENGINEERING FOR RECONSTRUCTI0N OF INTERSECTION	513,284	0	410,627	0	0	102,657	BURNSVILLE	O4
2008		CSAH 14	02-614-29AC1	PL	**MN159**AT I-35E/MAIN ST INTERCHANGE IN LINO LAKES-PRELIMINARY DESIGN FOR RECONSTRUCTIN OF INTERCHANGE(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	E3
2008 E3		CSAH 16	62-616-02	RW	**MN149**VADNAIS BLVD AT RICE ST/I-694 INTERCHANGE IN VADNAIS HTS-CONSTRUCTION OF REALINEMENT (AC PROJECT-PAYBACK IN 2009)	2,700,000	0	558,156	136,000	0	2,005,844	RAMSEY COUNTY	
2008		CSAH 2	82-602-13AC1	PL	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-CORRIDOR DESIGN(AC PAYBACK)	232,000	0	232,000	0	0	0	WASHINGTON COUNTY	O4
2008		CSAH 2	82-602-16	RW	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-RIGHT OF WAY ACQUISITION	1,803,084	0	1,442,467	0	0	360,617	WASHINGTON COUNTY	O4
2008		CSAH 21	70-621-23AC1	RC	**MN161**RECONSTRUCTION OF CSAH 21 IN SCOTT COUNTY(AC PAYBACK)	435,200	0	435,200	0	0	0	SCOTT COUNTY	E6
2008		CSAH 3	27-603-30	RW	**MN237**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING, RW, & CONSTRUCTION (AC PROJECT-PAYBACK IN 2009)	6,395,700	0	4,096,560	1,020,000	0	1,279,140	HENNEPIN COUNTY	O1
2008		CSAH 3	27-603-30H	RW	**MN151**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING & PURCHASE RW(AC PROJECT-PAYBACK IN 2009)	1,735,389	0	1,116,311	272,000	0	347,078	HENNEPIN COUNTY	O4

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008 E3		CSAH 42	19-642-44	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE(AC PROJECT-PAYBACK IN 2009)	2,700,000	0	1,133,754	276,250	0	1,289,996	DAKOTA COUNTY	
2008 E3		CSAH 42	19-642-45	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE(AC PROJECT-PAYBACK IN 2009)	2,028,754	0	1,133,754	276,250	0	618,750	DAKOTA COUNTY	
2008 E3		CSAH 65	62-665-45AC1	PL	**MN135**AT I-694/WHITE BEAR AVE INTERCHANGE IN WHITE BEAR LAKE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION(AC PAYBACK)	68,000	0	68,000	0	0	0	RAMSEY COUNTY	
2008	7	I 494	1985-132HPP	MC	**MN34**FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(HPP PORTION)	2,500,000	0	2,000,000	0	500,000	0	MN/DOT	A15
2008		I 494	2785-330	PL	**MN199**I-494 LANE ADDITION IN HENNEPIN COUNTY	856,899	0	685,519	0	171,380	0	MNDOT	A20
2008		MSAS 363	157-363-26	BR	**MN010**MN078**MN090**LYND ALE AVE OVER I-494 (REPLACE BRIDGE 9076)-RIGHT OF WAY USING 2003 OMNIBUS APPROPRIATION, 2004 & 2005 APPROPRIATION ACT $$	5,980,500	0	5,980,500	0	0	0	RICHFIELD	O4
2008		PED/BIKE	141-090-33	BT	**MN 198**CEDAR LAKE REGIONAL TRAIL IN MINNEAPOLIS-RW ACQUISITION(AC PROJECT-PAYBACK IN 2009)	3,253,855	0	2,093,084	510,000	0	650,771	MINNEAPOLIS	O4
2008		PED/BIKE	27-090-20	BT	**MN242**FROM FRANCE AVE TO THE MISSISSIPPI RIVER-BRIDGE AND INFRASTRUCTURE REHAB/ENHANCEMENT ALONG THE MIDTOWN GREENWAY CORRIDOR(2006	1,500,000	0	1,500,000	0	0	0	HENNEPIN COUNTY	AQ2

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		PED/BIKE	91-090-50	BT	**MN181**BIKE TR/BRIDGE OVER RR AND WARNER RD FROM BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL IN ST PAUL-CONSTRUCTION(AC PROJECT-	901,541	0	517,233	204,000	0	180,308	SAINT PAUL	AQ2
2008		TH 10	103-010-16	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF ANOKA-DESIGN & RW ACQUISITION(AC PROJECT-PAYBACK IN 2009)	1,280,174	0	820,139	204,000	0	256,035	CITY OF ANOKA	O4
2008		TH 10	103-010-16A	PL	**MN092**TH 10 IN ANOKA-DESIGN(2005 APPROPRIATIONS ACT)	25,000	0	25,000	0	0	0	CITY OF ANOKA	O2
2008 O4		TH 10	199-010-09AC1	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	136,000	0	136,000	0	0	0	CITY OF RAMSEY	
2008	5	TH 169	2776-03RW4	RW	**MN192**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	3,488,474	0	2,790,779	0	697,695	0	MNDOT	E3
2008	5	TH 169	2776-03RW5	RW	**MN221**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	1,744,236	0	1,395,389	0	348,847	0	MNDOT	E3
2008 E3		TH 36	6211-81AC1	MC	**MN138**FROM TH 120 TO MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGES, BRS 62094 & 62095, ETC-TIED TO 151-090-01, 151-101-02, 151-248-13(AC PAYBACK)	816,000	0	816,000	0	0		RAMSEY COUNTY	
2008		TH 36	8214-114A	RW	**MN191**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION	168,624	0	134,899	0	33,725	0	MNDOT	A30
2008		TH 36	8214-114BB	PL	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, AND ACQUIRE	4,033,265	0	3,226,612	0	806,653	0	MNDOT	A30

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		TH 55	27-030-14	PL	**MN120**ENVIRONMENTAL STUDIES AND RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	1,029,749	0	823,799	0	0	205,950	HENNEPIN COUNTY	O4
2008	7	TH 61	8205-101	RB	**MN34**AT GLEN RD INTERCHANGE & POCKET PARKS AT N PED BR IN NEWPORT-LANDSCAPING	300,000	0	240,000	0	60,000	0	MN/DOT	O6
2008	9	TH 610	2771-33	MC	**MN082**MN095**HEMLOCK LN TO JEFFERSON HWY IN MAPLE GROVE, RELOCATE GREAT RIVER ENERGY TOWERS & R/W ACQUISITION FOR UTILITY RELOCATION(2004 APPROPRIATIONS ACT-$3.75M & 2005 APPROPRIATIOS ACT-$850K))	4,600,000	0	4,600,000	0	0	0	MN/DOT	NC
2008	9	TH 610	2771-37A	MC	**MN096**I-94 IN MAPLE GROVE TO CSAH 81 IN BROOKLYN PARK-PRELIMINARY ENGR, RW, & CONSTRUCTION(2005 APPROPRIATIONS ACT)	1,270,000	0	1,270,000	0	0	0	MNDOT	NC
2008	9	TH 610	2771-37B	MC	**MN245**TH 169 TO I-94 IN MAPLE GROVE & BROOKLYN PARK-PE, RW, OR CONSTRUCTION OF NEW RDWY(2006 APPROPRIATIONS ACT)	800,000	0	800,000	0	0	0	MNDOT	NC
2008		TH 65	0208-123	MC	**MN101**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PROJECT-PAYBACK IN 2008, 2009)SAPP $'S	22,817,937	0	2,232,623	544,000	0	20,041,314	MN/DOT	NC
2008		TH 65	0208-123S1	MC	**MN215**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PROJECT-PAYBACK IN 2009)	2,169,236	0	1,395,389	340,000	0	433,847	MN/DOT	NC
2008		TH 65	0208-123S2	MC	**MN229**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PROJECT-PAYBACK IN 2009)	2,169,236	0	1,395,389	340,000	0	433,847	MN/DOT	NC
2009 A10		BB	19-596-06AC	TR	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PAYBACK)	816,000	0	816,000	0	0	0	DAKOTA COUNTY	

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009 A10		BB	19-596-06SAC	TR	**MN218**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PAYBACK)	850,000	0	850,000	0	0	0	DAKOTA COUNTY	
2009 T8		BB	62-595-01AC	TR	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL-RIGHT OF WAY ACQUISITION(AC PAYBACK)	8,500,000	0	8,500,000	0	0	0	RAMSEY COUNTY	
2009		CITY	164-070-09	PL	**MN219**CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR IN ST PAUL	1,275,000	0	1,020,000	0	0	255,000	SAINT PAUL	O1
2009		CITY	192-131-01AC2	PL	**MN194**CORRIDOR DESIGN WORK, I-94 AND RADIO DRIVE IN WOODBURY(AC PAYBACK)	68,000	0	68,000	0	0	0	WOODBURY	O2
2009		CR	02-596-09AC	RW	**MN130**RIGHT OF WAY ACQUISITION FOR MISS RIVER BR CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	O4
2009		CR 5	179-020-28AC	RW	**MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTI0N OF INTERSECTION(AC PAYBACK)	408,000	0	408,000	0	0	0	BURNSVILLE	O4
2009		CSAH 14	02-614-29AC2	PL	**MN159**AT I-35E/MAIN ST INTERCHANGE IN LINO LAKES-PRELIMINARY DESIGN FOR RECONSTRUCTIN OF INTERCHANGE(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	E3
2009 E3		CSAH 16	62-616-02AC	RW	**MN 149**VADNAIS BLVD AT RICE ST/I-694 INTERCHANGE IN VADNAIS HTS-CONSTRUCTION OF REALINEMENT (AC	136,000	0	136,000	0	0	0	RAMSEY COUNTY	
2009		CSAH 2	82-602-13AC2	PL	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-CORRIDOR DESIGN(AC PAYBACK)	408,000	0	408,000	0	0	0	WASHINGTON COUNTY	O4
2009		CSAH 21	70-621-23AC2	RC	**MN161**RECONSTRUCTION OF CSAH 21 IN SCOTT COUNTY(AC PAYBACK)	435,200	0	435,200	0	0	0	SCOTT COUNTY	E6
2009		CSAH 3	27-603-30A	RW	**MN061**LAKE ST ACCESS TO I-35W IN MPLS-RW & CONSTRUCTION(FY 2001 APPROPRIATIONS ACT)	3,154,245	0	2,523,396	0	0	630,849	HENNEPIN COUNTY	O1
2009		CSAH 3	27-603-30AC	RW	**MN237**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING, RW, &	1,020,000	0	1,020,000	0	0	0	HENNEPIN COUNTY	O2

CONSTRUCTION (AC PAYBACK)

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009		CSAH 3	27-603-30HAC	RW	**MN151**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING & PURCHASE RW(AC PAYBACK)	272,000	0	272,000	0	0	0	HENNEPIN COUNTY	O4
2009	O4	CSAH 42	19-642-44AC	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE(AC PAYBACK)	276,250	0	276,250	0	0	0	DAKOTA COUNTY	
2009	E3	CSAH 42	19-642-45AC	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE(AC PAYBACK)	276,250	0	276,250	0	0	0	DAKOTA COUNTY	
2009	E3	CSAH 65	62-665-45AC2	PL	**MN135**AT I-694/WHITE BEAR AVE INTERCHANGE IN WHITE BEAR LAKE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION(AC PAYBACK)	68,000	0	68,000	0	0	0	RAMSEY COUNTY	
2009		I 494	2785-330A	PL	**MN199**I-494 LANE ADDITION IN HENNEPIN COUNTY	850,000	0	680,000	0	170,000	0	MNDOT	A20
2009		MSAS 363	157-363-19A	MC	**MN090**MN078**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(2004 & 2005 APPROPRIATIONS ACTS)	2,500,000	0	2,500,000	0	0	0	RICHFIELD	S19
2009		MSAS 363	157-363-19B	MC	**MN104**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(SAFETEA-LU HPP$)	11,280,029	0	11,280,029	0	0	0	RICHFIELD	S19
2009		MSAS 363	157-363-19L	MC	LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(TEA-21 HPP$)	7,400,000	0	7,400,000	0	0	0	RICHFIELD	S19
2009		PED/BIKE	141-090-33AC	BT	**MN 198**CEDAR LAKE REGIONAL TRAIL IN MINNEAPOLIS-RW ACQUISITION(AC PAYBACK)	510,000	0	510,000	0	0	0	MINNEAPOLIS	O4

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009		PED/BIKE	91-090-50AC	BT	**MN181**BIKE TR/BRIDGE OVER RR AND WARNER RD FROM BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL IN ST PAUL-CONSTRUCTION(AC PAYBACK)	204,000	0	204,000	0	0	0	SAINT PAUL	AQ2
2009		TH 10	103-010-16AC	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF ANOKA-DESIGN & RW ACQUISITION(AC PAYBACK)	204,000	0	204,000	0	0	0	CITY OF ANOKA	O4
2009 O4		TH 10	199-010-09AC2	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	136,000	0	136,000	0	0	0	CITY OF RAMSEY	
2009	5	TH 169	2776-03RW6	RW	**MN192**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	850,000	0	680,000	0	170,000	0	MNDOT	02
2009	5	TH 169	2776-03RW7	RW	**MN221**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	425,000	0	340,000	0	85,000	0	MNDOT	O2
2009		TH 212	1013-79	PL	**MN163**FROM NORWOOD YOUNG AMERICA TO CR 147 IN CARVER-PRELIMINARY ENGINEERING	853,450	0	682,760	0	170,690	0	MNDOT	E1
2009 E3		TH 36	6211-81AC2	MC	**MN138**FROM TH 120 TO MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGES, BRS 62094 & 62095, ETC-TIED TO 151-090-01, 151-101-02, 151-248-13(AC PAYBACK)	816,000	0	816,000	0	0		RAMSEY COUNTY	
2009		TH 36	8214-114B	RW	**MN191**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION	168,625	0	134,900	0	33,725	0	MNDOT	O4
2009		TH 36	8214-114CC	BR	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, AND ACQUIRE	4,033,265	0	3,226,612	0	806,653	0	MNDOT	A30

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009		TH 36	8214-114L	RW	**MN191**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION	4,001,225	0	3,200,980	0	0	800,245	STILLWATER	O4
2009		TH 36	8214-144	PL	**MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN(ORIGINALLY CUT/COVER	426,725	0	341,380	0	20,000	65,345	MNDOT	O1
2009		TH 55	27-030-14A	PL	**MN120**ENVIRONMENTAL STUDIES AND RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	537,500	0	430,000	0	0	107,500	HENNEPIN COUNTY	O2
2009	7	TH 61	8205-114	RB	**MN34**AT ST PAUL PARK INTERCHANGE(CSAH 22) IN ST PAUL PARK-LANDSCAPING	200,000	0	160,000	0	40,000	0	MN/DOT	O6
2009	9	TH 610	2771-38	MC	**MN119**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	4,338,474	0	3,470,779	0	867,695	0	MNDOT	NC
2009	9	TH 610	2771-38S1	MC	**MN211**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	9,761,563	0	7,809,250	0	1,952,313	0	MNDOT	NC
2009	9	TH 610	2771-38S2	MC	**MN226**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	8,676,945	0	6,941,556	0	1,735,389	0	MNDOT	NC
2009	9	TH 610	2771-38T	MC	**MN235**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	8,527,600	0	6,822,080	0	1,705,520	0	MNDOT	NC
2009		TH 65	0208-123AC	MC	**MN101**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	544,000	0	544,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123S1AC	MC	**MN215**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	340,000	0	340,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123S2AC	MC	**MN229**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	340,000	0	340,000	0	0	0	MN/DOT	NC

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2010		CSAH 3	27-603-30B	RW	**MN061**LAKE ST ACCESS TO I-35W IN MPLS-RW & CONSTRUCTION(FY 2003 APPROPRIATIONS ACT)	8,941,500	0	8,941,500	0	0	0	HENNEPIN COUNTY	O1
2010		TH 100	163-090-02	BT	**MN241**TRAIL BRIDGE & PEDESTRIAN BRIDGE OVER TH 100 IN ST LOUIS PARK(2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	SAINT LOUIS PARK	AQ2
				Totals		250,789,551		178,000,694		10,375,285			
							0		14,764,125		47,649,447		

Twin Cities Metropolitan Area

2008- 2011 Transportation Improvement Program

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MN/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008	2	I 35E	6280-304AC2	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK, 2 OF	18,470,000	18,470,000	0	0	0	MN/DOT	A10
2008		I 35E	6280-320	RS	TH 5 TO KELLOGG BLVD, MILL & BIT OVERLAY	4,500,000	4,050,000	0	450,000	0	MN/DOT	S10
2008		I 35E	8825-207	SC	ON I-35E FROM I-694 TO N JCT I-35/I-35W-REPLACE SIGNS	265,000	238,500	0	26,500	0	MN/DOT	O8
2008	3	I 35W	2782-281AC1	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	63,000,000	63,000,000	0	0	0	MN/DOT	A10
2008		I 35W	6284-136	SC	INDUSTRIAL BLVD IN MPLS TO I-694 IN NEW BRIGHTON & ARDEN HILLS-REPLACE SIGNS	575,000	517,500	0	57,500	0	MN/DOT	O8
2008	7	I 494	1985-132	MC	FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(AC PROJECT, PAYBACKS IN 2009 & 2010)	47,500,000	2,000,000	19,000,000	26,500,000	0	MN/DOT	A15
2008	7	I 494	8285-80AC5	MC	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC - WAKOTA BRIDGE PROJECT(AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2008		I 94	2781-27715	BI	UNDER LYNDALE AVE NB, 4TH ST RAMP, 7TH ST N, & PLYMOUTH AVE IN MPLS-PAINT BRS 27715, 27781, 27782, &	2,550,000	2,295,000	0	255,000		MNDOT	S19
2008		I 94	2781-408	RS	CEDAR AVE IN MPLS TO KELLOGG BLVD EXIT IN ST PAUL(IM$$) & ON TH 280 FROM I-94 TO UNIV AVE IN ST PAUL(SF$600K)-BITUMINOUS MILL & OVERLAY, ETC	10,925,000	9,292,500	0	1,632,500		MNDOT	S10
2008		I 94	2781-9420A	BI	UNDER 25TH AVE, RIVERSIDE, PED BR @ 22ND AVE & OVER CEDAR AVE-PAINT BRS 9420, 9421, 9892, 27863	1,350,000	1,215,000	0	135,000	0	MN/DOT	S19
2009		I 35	1980-77	SC	SCOTT-DAKOTA CO LINE IN LAKEVILLE TO S JCT I-35E/35W IN BURNSVILLE-REPLACE SIGNING	525,000	472,500	0	52,500	0	MN/DOT	O8
2009	2	I 35E	6280-304AC3	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-GRADING, SURFACING, BRS (BAP PAYBACK), 3 OF	21,125,000	21,125,000	0	0	0	MN/DOT	A10

TABLE A-7
MN/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009	3	I 35W	2782-281AC2	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	63,000,000	63,000,000	0	0	0	MN/DOT	A10
2009		I 35W	2782-291	RS	28TH ST TO WASHINGTON AVE IN MPLS-BITUMINOUS MILL & OVERLAY	4,270,000	3,843,000	0	427,000	0	MNDOT	S10
2009		I 35W	2783-113	SC	FROM PORTLAND AVE TO WASHINGTON AVE IN MPLS-LIGHTING REPLACEMENT	1,250,000	1,125,000	0	125,000	0	MN/DOT	S18
2009		I 35W	6284-138	RS	TH 36 TO N OF CO RD B2 IN ROSEVILLE-BITUMINOUS MILL & OVERLAY	1,815,000	1,633,500	0	181,500	0	MNDOT	S10
2009		I 35W	6284-9351	BI	SB RAMP OVER NB, OVER BNSF RR & W FR RD, AND OVER CO RD C IN ROSEVILLE-REPAIR DECKS ON BRS 9351, 9352, 9353, 9354, & 9588	1,670,000	1,503,000	0	167,000	0	MNDOT	S19
2009	7	I 494	1985-132AC1	MC	FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(AC PAYBACK)	9,500,000	9,500,000	0	0	0	MN/DOT	A15
2009		I 94	2781-27549A	BI	UNDER 26TH AVE, BROADWAY, I-94 OFF RAMPS, 41ST AVE, 42ND AVE(CAMDEN), & CP RAIL IN MPLS-PAINT BRS 27814, 27815, 27817, 27818,	1,320,000	1,188,000	0	132,000	0	MNDOT	S19
2009		I 94	2781-414	BI	UNDER LASALLE AVE IN MINNEAPOLIS-REDECK BR 27836	1,200,000	1,080,000	0	120,000	0	MNDOT	S19
2009		I 94	2781-415	RS	NICOLLET AVE TO CEDAR AVE IN MPLS-BITUMINOUS MILL & OVERLAY	2,900,000	2,610,000	0	290,000	0	MNDOT	S10
2010	3	I 35W	2782-281AC3	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	63,000,000	63,000,000	0	0	0	MN/DOT	A10
2010	7	I 494	1985-132AC2	MC	FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(AC PAYBACK)	9,500,000	9,500,000	0	0	0	MN/DOT	A15
2010		I 94	8281-02A	BI	WB OVER ST CROIX RIVER AT HUDSON-PAINT BR 9400	7,800,000	3,510,000	0	390,000	3,900,000	MN/DOT	S19
2011		I 35	0283-26	RS	FROM N JCT I-35E/I-35W IN COLUMBUS TWP TO 0.8 MI N OF TH 8 IN WYOMING TWP-PAVEMENT REHAB, MILL & OVERLAY, ETC	7,650,000	6,885,000	0	765,000	0	MN/DOT	S10
2011		I 694	8286-64	BR	OVER UP RR & OVER TH 5 IN OAKDALE-REPLACE BRS 82805, 82806, 82807, 82808 & APPROACHES ($3.5M FROM 2009 BI & $5.1M FROM 2010)	8,600,000	7,740,000	0	860,000	0	MNDOT	S19

TABLE A-7
MN/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2011		I 94	2781-27734	BI	UNDER PED BR, SHINGLE CRK PKWY, 694 ON-RAMP,HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH & OVER TH 252 IN BROOKLYN CENTER & MPLS-PARTIAL PAINT BRS 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807, & 27808(USING 2010 BI $$)	2,290,000	2,061,000	0	229,000	0	MN/DOT	S19
				Totals		376,550,000		19,000,000		3,900,000		
							320,854,500		32,795,500			

Twin Cities Metropolitan Area
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TABLE A-8
Intelligent Transportation Systems Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	Other Fed $	State $	Other $	Agency:	AQ:
2011		TH 999	880M-ITS-11	TM	METRO SETASIDE FOR ITS PROJECT FOR FY 2011	500,000	0	0	500,000	0	MN/DOT	NC
				Totals		500,000		0		0		
							0		500,000			

TABLE A-9
National Highway System Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 12	2713-83AC	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC(AC PAYBACK)	19,000,000	19,000,000	0	0	0	MN/DOT	A10
2008	6	TH 212	1017-12AC2	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK, 2 OF 3)	58,145,000	58,145,000	0	0	0	MN/DOT	A10
2008		TH 52	1905-9425A	BI	OVER CANNON RIVER, UNDER CSAH 88, AND OVER VERMILLION RIVER IN DAKOTA CO-REDECK BRS 9425, 9426; REPAIR BR 19033; REPAIR & PAINT BR 9488	3,260,000	2,608,000	0	652,000		MNDOT	S19
2008		TH 61	1913-5895B	BI	OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS-REPAIR DECK, SIDEWALK, CURB, ETC ON BR 5895(OTHER $$ ARE HSOP)	2,000,000	800,000	0	200,000	1,000,000	MN/DOT	S19
2009	6	TH 212	1017-12AC3	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK), 3 0F 3	3,000,000	3,000,000	0	0	0	MN/DOT	A10
2009		TH 36	6212-155	RS	I-35W IN ROSEVILLE TO EDGERTON ST IN LITTLE CANADA-BITUMINOUS MILL & OVERLAY	4,855,000	3,884,000	0	971,000	0	MNDOT	S10
2009		TH 36	6212-5427	BI	UNDER RICE ST, WB OVER I-35W, OVER CLEVELAND AND OVER FAIRVIEW IN ROSEVILLE-REPAIR DECKS ON BRS 9276, 9277, 9569, 62029, & 62030; SUBSTRUCTURE REPAIR ON BR 5427	1,270,000	1,016,000	0	254,000	0	MNDOT	S19
2009		TH 65	2710-37	RS	I-35W TO 10TH ST IN MPLS-BITUMINOUS MILL & OVERLAY	1,830,000	1,464,000	0	366,000	0	MNDOT	S10
2010	8	I 494	2785-337	RB	TH 5 TO 0.2 MI W OF GOLDEN TRIANGLE DR IN EDEN PRAIRIE-LANDSCAPING	300,000	240,000	0	60,000	0	MN/DOT	O6
2010	8	I 494	2785-338	MC	TH 169 INTERCHANGE FROM GOLDEN TRIANGLE DR TO W OF W BUSH LAKE RD IN BLOOMINGTON-LANDSCAPING	170,000	136,000	0	34,000	0	MN/DOT	O6
2010		TH 10	0215-59AC1	RC	AT HANSON BLVD IN COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007)	3,300,000	3,300,000	0	0	0	MN/DOT	E3
2010		TH 169	2750-57	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(AC PROJECT-PAYBACK IN 2009 & 2010)	52,400,000	0	35,920,000	8,980,000	7,500,000	MN/DOT	A10

TABLE A-9
National Highway System Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		TH 169	7008-45AC1	MC	AT CR 64/TH 25 IN BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK)	10,000,000	10,000,000	0	0	0	MN/DOT	O4
2011		TH 10	0215-59AC2	RC	AT HANSON BLVD IN COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007)	3,200,000	3,200,000	0	0	0	MN/DOT	E3
2011		TH 169	2750-57AC1	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(AC PAYBACK)	23,500,000	23,500,000	0	0	0	MN/DOT	A10
2011		TH 169	7008-45AC2	MC	AT CR 64/TH 25 IN BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK & OTHER-DEBT MGMT)	10,000,000	1,750,000	0	0	8,250,000	MN/DOT	O4
2011		TH 52	1907-70	RS	0.5 MI S OF S JCT TH 55 TO N JCT TH 55 IN ROSEMOUNT & INVER GROVE HTS-BITUMINOUS OVERLAY, CONCRETE REHAB, ETC	4,575,000	3,660,000	0	915,000	0	MN/DOT	S10
2011	4	TH 52	1928-19015	BI	AT LOCATIONS FROM I-494 IN INVER GROVE HTS TO BELVEDERE ST IN ST PAUL-DECK REPAIR ON BRS 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856, & 62044	1,250,000	1,000,000	0	250,000	0	MN/DOT	S10
2011	4	TH 52	1928-19025	BI	PED BR@LEWIS ST, OVER CONCORD, PED BR@WINIFRED, & OVER EATON ST-PAINT BRS 19025, 62045, 62023, & 62026	1,610,000	1,288,000	0	322,000	0	MN/DOT	S10
2011	4	TH 52	6244-62026	BI	OVER EATON & UP RR, & OVER CONCORD ST IN ST PAUL-REDECK BRS 62026 & 62045	6,290,000	5,032,000	0	1,258,000	0	MN/DOT	S10
2011	4	TH 52	6244-62027	BI	OVER PLATO BLVD IN ST PAUL-REDECK BR 62027	1,000,000	800,000	0	200,000	0	MN/DOT	S10
2011		TH 61	6222-161	RS	FROM 0.2 MI S OF ROSELAWN AVE IN MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE IN WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY, BUS SHOULDERS, GUARDRAIL, ETC	7,625,000	6,100,000	0	1,525,000	0	MN/DOT	S10
				Totals		218,580,000		35,920,000		16,750,000		
							149,923,000		15,987,000			

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		I 35	1980-68	BI	UNDER CSAH 70 IN LAKEVILLE-REPLACE BR 19842(COST SHARING WITH DAKOTA COUNTY INTERCHANGE PROJECT 19-670-08)	1,000,000	0	0	1,000,000		MNDOT	NC
2008		I 35	1980-76	TM	FROM CSAH 70 TO CSAH 60 IN LAKEVILLE-INSTALL TRAFFIC MANAGEMENT SYSTEM	250,000	0	0	250,000	0	MN/DOT	S7
2008		I 35E	1982-136	SC	FROM NB I35E TO I-494 CD RD IN MENDOTA HEIGHTS & EAGAN-WIDEN & ADD LANE ON EXIT RAMP(INCLUDES $50K OF WRE FUNDS)	350,000	0	0	350,000	0	MN/DOT	E3
2008		I 35E	8825-209	SC	AT CSAH 96 IN WHITE BEAR LAKE, AT CR J IN LINO LAKES, & AT N JCT 35W IN COLUMBUS TWP-REPLACE INTERCHANGE LIGHTING	140,000	0	0	140,000	0	MN/DOT	S18
2008		I 35W	1981-102	SC	FROM BURNSVILLE PKWY TO CSAH 42 IN BURNSVILLE-ELIMINATE SB LANE DROP & EXTEND SB LANE	737,126	0	0	737,126	0	MN/DOT	E1
2008		I 35W	1981-107	SC	FROM S JCT I-35/I-35E TO BURNSVILLE PKWY IN BURNSVILLE-REPLACE SIGNING	36,879	0	0	36,879	0	MN/DOT	O8
2008		I 35W	2782-290	SC	AT W 94TH ST RAMPS IN BLOOMINGTON-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2008		I 35W	2782-292	MC	ON LYNDALE AVE FROM TH 62 TO RICHFIELD LK IN RICHFIELD-AGREEMENT ON MNDOT'S BEHALF FOR CONSTRUCTION OF PART OF THE CROSSTOWN PROJECT(PHASE 1)	1,000,000	0	0	1,000,000	0	MN/DOT	A10
2008		I 35W	2782-302	MC	ON LYNDALE AVE FROM TH 62 TO RICHFIELD LK IN RICHFIELD-AGREEMENT ON MNDOT'S BEHALF FOR CONSTRUCTION OF PART OF THE CROSSTOWN PROJECT(PHASE 2)	1,000,000	0	0	1,000,000	0	MN/DOT	A10
2008		I 494	8285-90	RD	AT SANDY DRAW ON I-494 IN NEWPORT-EROSION AND OUTLET	160,000	0	0	160,000	0	MN/DOT	S9
2008		I 694	6285-130	RC	RELOCATE VADNAIS BLVD AT RICE ST IN VADNAIS HTS-GRADING, SURFACING, ETC($1.31M OF FY 2007 ACCESS MANAGEMENT FUNDS)	2,500,000	0	0	2,500,000	0	MN/DOT	S19
2008		I 694	6285-136	SC	AT LONG LAKE RD IN NEW BRIGHTON-ISLAND INSTALLATION AND STRIPING	50,000	0	0	50,000	0	MN/DOT	E1
2008		I 694	8286-60	NO	ON THE E SIDE FROM 44TH ST N TO 46TH ST N IN OAKDALE-CONSTRUCT NOISE WALL	725,000	0	0	725,000	0	MN/DOT	O3

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		I 694	8286-68	NO	ON THE WEST SIDE OF 694 FROM 0.5 MI NORTH OF 15TH ST TO 0.1 M NORTH OF 15TH ST IN OAKDALE - NOISE WALL CONSTRUCTION	750,000	0	0	750,000	0	MN/DOT	O3
2008		I 94	2780-74	TM	NEAR DUNKIRK LANE IN MAPLE GROVE-REPLACE CHANGEABLE MESSAGE SIGN	85,000	0	0	85,000	0	MN/DOT	S7
2008		I 94	8282-105	AM	AT RADIO DRIVE INTERCHANGE IN WOODBURY-CONSTRUCT SOUTH FRONTAGE RD & RAMP CONNECTION	550,000	0	0	550,000	0	MN/DOT	NC
2008		MSAS 363	157-363-19R	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076)-RR AGREEMENT	500,000	0	0	500,000	0	RICHFIELD	S19
2008		TH 10	0202-85	SC	SUNFISH LAKE BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	220,000	0	0	200,000	20,000	MN/DOT	E2
2008		TH 10	0202-88	AM	AT ARMSTRONG BLVD IN RAMSEY-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL, ETC	300,000	0	0	300,000	0	RAMSEY	E2
2008		TH 10	0214-35	NO	FROM CO RD J TO I-35W IN MOUNDS VIEW-EXTENSION OF NOISE WALLS	300,000	0	0	300,000	0	MNDOT	O3
2008		TH 13	1901-150	TR	FROM CSAH 11 TO CSAH 30 IN BURNSVILLE-CONSTRUCT BUS ONLY SHOULDERS	815,000	0	0	815,000	0	MNDOT	S4
2008		TH 169	2772-82	AM	0.25 MI SOUTH OF 42ND AVE(ROCKFORD RD) IN NEW HOPE-REPLACE STORM SEWER PIPE	30,000	0	0	30,000	0	MN/DOT	NC
2008		TH 20	2504-13	AM	FROM MILL ST TO 7TH ST(RIVER RD) IN CANNON FALLS-CONSTRUCT SIDEWALK ON WEST SIDE	112,900	0	0	112,900	0	MN/DOT	AQ2
2008		TH 212	2744-59	AM	AT SINGLE TREE LANE IN EDEN PRAIRIE-REBUILD TRAFFIC SIGNAL	120,000	0	0	120,000		MN/DOT	E2
2008		TH 282	7011-21	AM	AT TH 21(BROADWAY ST)-REBUILD TRAFFIC SIGNAL & FROM RICE ST TO MILL ST IN JORDAN-RECONSTRUCT & CHANNELIZATION ($200K-SC PRES; $308K-AM)	508,590	0	0	508,590	0	MN/DOT	E1
2008		TH 284	1014-11	RS	FROM TH 212 IN COLOGNE TO TH 5 IN WACONIA-BITUMINOUS MILL &	1,616,570	0	0	1,616,570	0	MN/DOT	S10
2008		TH 3	1921-79	AM	AT 195TH ST IN FARMINGTON-CONSTRUCT ROUNDABOUT	450,000	0	0	450,000		FARMINGTON	E1
2008		TH 47	0205-94	AM	FROM 40TH AVE NE TO 45TH AVE NE IN COLUMBIA HEIGHTS-EAST FRONTAGE RD PAVEMENT REHAB, STORM SEWER, ETC	594,000	0	0	594,000	0	MN/DOT	S10
2008		TH 52	1907-72	AM	CLARK RD TO BRIGGS DRIVE IN INVER GROVE HTS-ACCESS CLOSURES & CONSTRUCT W FR RD	594,000	0	0	594,000	0	MN/DOT	NC
2008		TH 52	1908-73	SC	LOTHENBACH AVE IN W ST PAUL, REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 55	2723-116	AM	FROM W MEDICINE LAKE DR TO SOUTH SHORE DR IN PLYMOUTH-REPLACE CENTERLINE CULVERT, ETC	307,000	0	0	307,000	0	MN/DOT	NC
2008		TH 61	6222-154	SC	AT FROST AVE/PARKWAY DRIVE IN MAPLEWOOD-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2008		TH 61	8205-119	RD	AT BIG RAVINE ON TH 61 IN NEWPORT-EROSION AND OUTLET REPAIR	280,000	0	0	280,000	0	MN/DOT	NC
2008		TH 61	8207-57	RS	0.5 MI S OF N JCT TH 97 TO TH 8 IN FOREST LAKE-BITUMINOUS MILL & OVERLAY, ETC	2,175,657	0	0	2,175,657		MNDOT	S10
2008		TH 62	2773-05	BT	FROM I-494 TO BEACH RD IN EDEN PRAIRIE-CONSTRUCT TRAIL	110,000	0	0	110,000	0	MN/DOT	AQ2
2008		TH 65	0207-80	SC	OSBORNE RD IN SPRING LAKE PARK, REBUILD TRAFFIC SIGNAL	260,000	0	0	130,000	130,000	MN/DOT	E2
2008		TH 65	0208-115	AM	AT CROSSTOWN BLVD(CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD($125K-SC PRES)	125,000	0	0	125,000	0	MN/DOT	E2
2008		TH 65	0208-130	AM	CSAH 18 TO 176TH ST IN HAM LAKE-CENTRAL AVE CLOSURE AND WEST FRONTAGE RD	307,871	0	0	307,871	0	MN/DOT	NC
2008		TH 65	0208-131	AM	FROM 207TH AVE NE TO 209TH AVE NE IN EAST BETHEL-ACCESS CLOSURE AND CONSTRUCT EAST FRONTAGE RD	288,970	0	0	288,970	0	MN/DOT	NC
2008		TH 95	8208-34	AM	AT LEHIGH AVE IN COTTAGE GROVE-SB RIGHT TURN LANE & NB BYPASS LANE, ETC	210,000	0	0	210,000	0	MN/DOT	E1
2008		TH 97	8201-15	RS	I-35 IN COLUMBUS TWP TO TH 95 IN NEW SCANDIA TWP-BITUMINOUS MILL & OVERLAY	3,987,425	0	0	3,987,425		MNDOT	S10
2008		TH 999	880M-AM-08	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2008	247,000	0	0	247,000	0	MN/DOT	NC
2008		TH 999	880M-BI-08	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2008	740,000	0	0	740,000	0	MN/DOT	S19
2008		TH 999	880M-CA-08	CA	METRO SETASIDE -CONSULTANT DESIGN -2008	7,500,000	0	0	7,500,000	0	MN/DOT	NC
2008		TH 999	880M-PF-08	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2008	40,000	0	0	40,000	0	MN/DOT	O6
2008		TH 999	880M-PM-08	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2008	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2008		TH 999	880M-RB-08	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2008	100,000	0	0	100,000	0	MN/DOT	O6
2008		TH 999	880M-RS-08	RS	METRO SETASIDE FOR RESURFACING FOR FY 2008	190,000	0	0	190,000	0	MN/DOT	S10
2008		TH 999	880M-RW-08	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2008	9,000,000	0	0	9,000,000	0	MN/DOT	NC
2008		TH 999	880M-RX-08	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2008	4,600,000	0	0	4,600,000	0	MN/DOT	S10

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 999	880M-SA-08	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2008	20,000,000	0	0	20,000,000	0	MN/DOT	NC
2008		TH 999	880M-SC-08	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2008	104,000	0	0	104,000	0	MN/DOT	NC
2008		TH 999	880M-TM-08	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2008	300,000	0	0	300,000	0	MN/DOT	NC
2008		TH 999	8825-208	SC	VARIOUS LOCATIONS METROWIDE-UPDATE SIGNAL STANDARDS	75,000	0	0	75,000	0	MNDOT	S18
2008		TH 999	8825-211	SC	METROWIDE-RELAMP IN ONE QUADRANT	470,000	0	0	470,000	0	MN/DOT	S18
2008		TH 999	8825-243	TM	METROWIDE-INSTALL CCTV SYSTEMS	150,000	0	0	150,000	0	MN/DOT	NC
2008		TH 999	8825-244	TM	METROWIDE-REFURBISH/UPGRADE CCTV SYSTEMS	90,000	0	0	90,000	0	MN/DOT	NC
2008		TH 999	8825-245	TM	METROWIDE-REFURBISH ELECTRICAL SERVICE TMS EQUIPMENT	65,000	0	0	65,000	0	MN/DOT	NC
2008		TH 999	8825-246	TM	METROWIDE-RAMP CONTROL SIGNAL REPLACEMENT	60,000	0	0	60,000	0	MN/DOT	NC
2008		TH 999	8825-247	TM	ON I-94 FROM WEAVER LAKE RD IN MAPLE GROVE TO TH 101 IN ROGERS, ON I-94 FROM ST PAUL TO WOODBURY, AND ON TH 100 FROM I-394 IN GOLDEN VALLEY TO I-94 IN BROOKLYN CENTER-INSTALL RAMP METERS	100,000	0	0	100,000	0	MN/DOT	S7
2008		TH 999	8825-272	SC	METROWIDE-REPLACE LIGHTING CABINETS	100,000	0	0	100,000	0	MN/DOT	S18
2008		TH 999	TRLF-RW-08	RW	REPAYMENT IN FY 2008 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	4,239,000	0	MN/DOT	NC
2009		I 35W	1981-110	SC	AT BURNSVILLE PKWY RAMP TERMINII IN BURNSVILLE-REBUILD TRAFFIC SIGNALS	500,000	0	0	250,000	250,000	MN/DOT	E2
2009		I 35W	2782-287	MC	82ND ST TO N OF I-494 IN BLOOMINGTON-CONSTRUCT CD ROAD	3,200,000	0	0	3,200,000	0	MN/DOT	NC
2009		I 35W	2782-297	SC	AT 90TH ST W RAMP TERMINII IN BLOOMINGTON-REBUILD TRAFFIC SIGNALS	500,000	0	0	200,000	300,000	MN/DOT	E2
2009		I 35W	2783-109	NO	ON EAST SIDE OF I-35W FROM COMO AVE TO HENNEPIN AVE IN MPLS-NOISE WALL	625,000	0	0	625,000	0	MNDOT	O3
2009		I 35W	2783-9340F	BI	OVER MISSISSIPPI RIVER IN MPLS-STEEL RETROFIT ON BR 9340	450,000	0	0	450,000	0	MN/DOT	S19
2009		I 35W	6284-141	SC	FROM TH 10 IN ARDEN HILLS TO CSAH 23(LAKE DR) IN BLAINE-CONSTRUCT SB AUXILIARY LANE	440,000	0	0	440,000	0	MN/DOT	S6
2009		I 494	1985-131	SC	AT TH 156(CONCORD ST) RAMP TERMINII IN S ST PAUL-REBUILD TRAFFIC SIGNALS	300,000	0	0	300,000	0	MN/DOT	E2

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		I 494	2785-354	SC	ON AIRPORT LN FROM 0.5M WEST OF 34TH AVE TO 34TH AVE AT MSP INTL AIRPORT-REALIGNMENT, ACCESS CLOSURES, ETC($0.5M OF 2008 ACCESS MGMT $$)	500,000	0	0	500,000	0	MNDOT	E1
2009		I 94	2781-413	NO	ON SOUTH SIDE OF I-94 FROM LYNDALE AVE TO LASALLE IN MPLS-	800,000	0	0	800,000	0	MNDOT	O3
2009		MSAS 363	157-363-19	MC	LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC (MNDOT PORTION-SP IS 2785-342)	5,500,000	0	0	5,500,000	0	RICHFIELD	S19
2009		TH 10	0202-02010	BI	OVER MAIN ST IN ANOKA-REPAIR DECK ON BR 02010	290,000	0	0	290,000	0	MNDOT	S19
2009		TH 10	0215-66	BI	OVER BNSF RR IN COON RAPIDS-REDECK BRS 9721 & 9722	3,400,000	0	0	3,400,000	0	MNDOT	S19
2009		TH 101	1009-19	RS	TH 212 TO LYMAN BLVD IN CHANHASSEN-BITUMINOUS MILL & OVERLAY	765,000	0	0	765,000	0	MNDOT	S10
2009	1	TH 12	2713-95	RB	AT WAYZATA BLVD IN WAYZATA & AT CSAH 6 IN ORONO, LANDSCAPING	70,000	0	0	70,000	0	MN/DOT	O6
2009		TH 12	2714-139	RS	0.5 MI W OF WAYZATA BLVD TO 0.5 MI E OF I-494-BITUMINOUS MILL & OVERLAY	4,685,000	0	0	4,685,000		MNDOT	S10
2009		TH 156	1912-54	SC	AT VILLAUME AVE IN S ST PAUL-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2009		TH 169	2772-80	TM	FROM I-494 IN BLOOMINGTON TO I-94 IN BROOKLYN PARK-REFURBISH/REPLACE CCTV SYSTEMS	200,000	0	0	200,000	0	MN/DOT	S7
2009		TH 252	2748-53	SC	FROM I-94 IN BROOKLYN CENTER TO TH 610 IN BROOKLYN PARK-REPLACE SIGNING	315,000	0	0	315,000	0	MN/DOT	O8
2009		TH 282	7011-24	RD	FROM JCT TH 21 TO E JCT MORLOCK DR IN JORDAN-EROSION, CULVERT REPAIR, ETC	125,000	0	0	125,000	0	MN/DOT	S9
2009		TH 3	1908-74	SC	AT CSAH 26(7OTH ST) IN INVER GROVE HEIGHTS-TRAFFIC SIGNAL INSTALLATION & ADD APPROACH	800,000	0	0	800,000	0	MN/DOT	S7
2009		TH 36	6212-160	TM	FROM RTMC NEAR TH 51 IN ROSEVILLE TO I-35E IN LITTLE CANADA-REFURBISH/REPLACE FIBER OPTIC TRUNK CABLE	150,000	0	0	150,000	0	MN/DOT	S7
2009		TH 47	0205-84	RS	N OF 40TH AVE NE IN COLUMBIA HTS TO N OF CSAH 10 IN COON RAPIDS - BUS SHOULDERS & BITUMINOUS MILL & OVERLAY; OVER CSAH 10-REDECK BRS 9725 & 9726; AT CSAH 3(UNIV AVE)-ADD ACCELERATION FROM WB TH 47 TO NB UNIV AVE($500K-SC; $1.4M-BI; $425K-TR; REMAINDER-RS)	7,590,000	0	0	7,590,000	0	MNDOT	S19

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		TH 610	0217-21	TM	ON TH 610 FROM TH 169 IN BROOKLYN PARK TO TH 10 IN COON RAPIDS, AND ON TH 169 FROM I-94 TO TH 610 IN BROOKLYN PARK-INSTALL FIBER OPTIC TRUNK CABLE FOR TMS	500,000	0	0	500,000	0	MN/DOT	S7
2009		TH 65	0207-88	SC	AT CSAH 10 IN SPRING LAKE PARK-REPLACE LIGHTING	270,000	0	0	270,000	0	MN/DOT	S18
2009		TH 65	0207-89	SC	AT MOORE LAKE DR(MSAS 302) IN FRIDLEY-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2009		TH 7	2704-28	SC	KINGS POINT RD TO CSAH 44 IN MINNETRISTA-CONSTRUCT FRONTAGE ROAD($0.5M ACCESS MANAGEMENT FUNDS)	500,000	0	0	500,000	0	MNDOT	E1
2009		TH 7	2704-30	SC	AT CSAH 44 IN MINNETRISTA-TRAFFIC SIGNAL INSTALLATION	200,000	0	0	130,000	70,000	MN/DOT	S7
2009		TH 7	2706-212	SC	AT AQUILA ST IN ST LOUIS PARK-ACCESS CLOSURE, ACCELERATION LANE, TRAFFIC SIGNAL REVISION, ETC($950K-SC,$50K-TRAF PRES)	1,050,000	0	0	1,000,000	50,000	MN/DOT	E1
2009		TH 95	8210-93	RD	TH 96 TO I-94 IN LAKELAND-CULVERT REPLACEMENT, GUARDRAIL, SLOPE STABILIZATION, ETC	750,000	0	0	750,000	0	MN/DOT	NC
2009		TH 95	8210-94	RD	WASHINGTON-CHISAGO COUNTY LINE TO I-94 IN LAKELAND-CULVERT REPLACEMENT & TREATMENT OF STORMWATER RUNOFF AT FALLS CREEK(WAS 8210-94)	230,000	0	0	230,000	0	MN/DOT	NC
2009		TH 952	6217-90381	BI	UNDER GEORGE ST IN ST PAUL-REPAIR DECK BR 90381	120,000	0	0	120,000	0	MNDOT	S19
2009		TH 999	880M-ACM-09	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2009	470,000	0	0	470,000	0	MN/DOT	NC
2009		TH 999	880M-AM-09	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2009	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2009		TH 999	880M-BI-09	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2009	380,000	0	0	380,000	0	MN/DOT	S19
2009		TH 999	880M-CA-09	CA	METRO SETASIDE -CONSULTANT DESIGN -2009	7,100,000	0	0	7,100,000	0	MN/DOT	NC
2009		TH 999	880M-NO-09	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2009	75,000	0	0	75,000	0	MN/DOT	O3
2009		TH 999	880M-PF-09	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2009	40,000	0	0	40,000	0	MN/DOT	O6
2009		TH 999	880M-PM-09	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2009	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2009		TH 999	880M-RB-09	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2009	100,000	0	0	100,000	0	MN/DOT	O6
2009		TH 999	880M-RW-09	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2009	5,500,000	0	0	5,500,000	0	MN/DOT	NC
2009		TH 999	880M-RX-09	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2009	4,600,000	0	0	4,600,000	0	MN/DOT	S10

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		TH 999	880M-SA-09	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2009	16,500,000	0	0	16,500,000	0	MN/DOT	NC
2009		TH 999	880M-SC-09	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2009	3,070,000	0	0	3,070,000	0	MN/DOT	NC
2009		TH 999	880M-TE-09	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING($0.25M-SIGNALS & $1.02M-HYDRAULICS) PRESERVATION	1,270,000	0	0	1,270,000	0	MN/DOT	NC
2009		TH 999	880M-TM-09	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2009	285,000	0	0	285,000	0	MN/DOT	NC
2009		TH 999	880M-TR-09	TM	METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2009	512,000	0	0	512,000	0	MN/DOT	S7
2009		TH 999	8825-237	SC	IN NORTHEAST QUADRANT OF THE METRO AREA-RELAMP FIXTURES	400,000	0	0	400,000	0	MN/DOT	S18
2009		TH 999	8825-248	TM	METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	150,000	0	0	150,000	0	MN/DOT	O8
2009		TH 999	TRLF-RW-09	RW	REPAYMENT IN FY 2009 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	4,239,000	0	MN/DOT	NC
2010		I 35	0283-25	SC	N JCT I-35E/35W IN COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE IN FOREST LAKE-REPLACE SIGNING	420,000	0	0	420,000	0	MN/DOT	O8
2010		I 35E	1982-143	RD	FROM S JCT I-35/I-35W IN BURNSVILLE TO CSAH 31(PILOT KNOB RD) IN EAGAN-REPAIR/REPLACE CULVERTS, CATCH BASINS, ETC	250,000	0	0	250,000	0	MN/DOT	NC
2010		I 35W	0280-57	NO	ON NORTH SIDE OF I-35W FROM SUNSET RD ALONG APOLLO DR IN BLAINE-NOISE WALL	835,000	0	0	835,000	0	MNDOT	O3
2010		I 35W	0280-58	SC	FROM I-694 IN NEW BRIGHTON/ARDEN HILLS TO N JCT I-35/I-35E IN COLUMBUS TWP-REPLACE SIGNING(ASSOCIATED SP 6284-139)	1,050,000	0	0	1,050,000	0	MN/DOT	O8
2010		I 35W	2782-296	RD	ON I-35W AT 35TH ST & AT 39TH ST IN MPLS-INSTALL STORM SEWER TUNNEL SURGE CHAMBERS/DIFFUSERS	1,925,000	0	0	1,305,000	620,000	MNDOT	NC
2010		I 35W	6284-144	SC	AT CO RD D RAMP TERMINII IN ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	202,500	247,500	MN/DOT	E2
2010		I 494	2785-9077	BI	UNDER NICOLLET AVE & UNDER 2ND AVE PED BR IN RICHFIELD & BLOOMINGTON-REDECK BR 9077 & REPAIR STAIRS ON BR 9078	1,100,000	0	0	1,100,000	0	MN/DOT	S19
2010	7	I 494	8285-89	RB	AT TH 61 INTERCHANGE IN NEWPORT-LANDSCAPING	300,000	0	0	300,000	0	MN/DOT	O6
2010		I 94	2780-64	RS	FROM WRIGHT/HENNEPIN CO LINE TO 0.2MI E OF I-494 IN MAPLE GROVE-CONCRETE PAVEMENT REPAIR, ETC	10,715,000	0	0	10,715,000	0	MN/DOT	S10

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		I 94	2781-27003	BI	UNDER WHITNEY PED BR IN MPLS-REPLACE TIMBER DECK & WOODEN STAIRS	200,000	0	0	200,000	0	MN/DOT	S19
2010		I 94	2781-27549AA	BI	UNDER 42ND AVE N(CAMDEN BR) IN MPLS-REPAIR BR 27549A	400,000	0	0	400,000	0	MN/DOT	S19
2010		TH 10	8202-28	SC	AT JCT TH 61 IN DENMARK TWP-REBUILD TRAFFIC SIGNAL	250,000	0	0	250,000	0	MN/DOT	E2
2010		TH 12	2713-97	AM	ON NORTH SIDE FROM HOWARD AVE TO CSAH 29 IN MAPLE PLAIN-CONSTRUCT FRONTAGE RD	300,000	0	0	300,000	0	MAPLE PLAIN	NC
2010		TH 120	6227-65	SC	AT CENTURY COLLEGE ENTRANCE IN WHITE BEAR LAKE/MAHTOMEDI-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 13	1901-151	SC	AT RIVER HILLS DR IN BURNSVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 13	1901-152	SC	AT DIFFLEY RD/CEDARBRIDGE AVE IN BURNSVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 13	7001-99	RD	FROM TH 282 TO CHOWEN AVE IN SAVAGE-REPAIR OF EROSION, CATCH BASINS, STORM SEWER, & CULVERTS	300,000	0	0	300,000	0	MN/DOT	NC
2010		TH 156	1912-55	SC	AT ARMOUR AVE IN S ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2010		TH 169	2772-81	SC	SB EXIT RAMP TO MEDICINE LAKE RD IN PLYMOUTH-RECONSTRUCT RAMP, EXTEND DECEL, ETC	700,000	0	0	700,000	0	MN/DOT	E3
2010		TH 25	7003-12	RD	FROM E FOREST ST TO UP RR IN BELLE PLAINE-EROSION REPAIR	685,000	0	0	685,000	0	MN/DOT	S9
2010		TH 284	1014-14	SC	AT CSAH 32(13TH ST) IN WACONIA-CONSTRUCT ROUNDABOUT	800,000	0	0	400,000	400,000	MN/DOT	E1
2010		TH 3	1921-82	SC	AT CR 58(170TH ST) IN EMPIRE TWP-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	1,000,000	0	0	1,000,000	0	MN/DOT	S7
2010		TH 5	8214-142	SC	FROM MANNING AVE IN LAKE ELMO TO 0.1 MI S OF 55TH ST IN BAYTOWN TWP-LEFT TURN LANES, RESURFACING, ETC	2,500,000	0	0	2,500,000	0	MN/DOT	E1
2010		TH 50	1923-11	RD	AT THE INTERSECTION WITH TH 20 IN DOUGLAS TWP-REPAIR PIPE & VAULT	325,000	0	0	325,000	0	MN/DOT	S7
2010		TH 51	6216-122	RS	FROM TH 36 IN ROSEVILLE TO I-694 IN ARDEN HILLS-BITUMINOUS MILL & OVERLAY, GUARDRAIL, ETC	3,540,000	0	0	3,540,000	0	MN/DOT	S10
2010	4	TH 52	6244-30RW	RW	FROM PLATO BLVD TO I-94-RIGHT OF WAY FOR THE REPLACEMENT OF THE LAFAYETTE BRIDGE	10,000,000	0	0	10,000,000	0	MNDOT	O4
2010		TH 55	2722-72	RS	EB FROM CSAH 116 IN MEDINA TO OLD ROCKFORD RD IN PLYMOUTH & WB FROM CSAH 116 IN MEDINA TO FERNBROOK IN PLYMOUTH-BITUMINOUS MILL & OVERLAY	2,800,000	0	0	2,800,000		MNDOT	S10

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		TH 61	1913-66	SC	AT VERMILLION RD(CSAH 46/47) IN HASTINGS-REBUILD TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2010	9	TH 610	0217-22	TM	ON TH 610 FROM TH 169 IN BROOKLYN PARK TO TH 10 IN COON RAPIDS, AND ON TH 169 FROM I-94 TO TH 610 IN BROOKLYN PARK-INSTALL INCIDENT MANAGEMENT SYSTEM	500,000	0	0	500,000	0	MN/DOT	S7
2010		TH 62	2773-03	SC	FROM W JCT TH 212 IN EDEN PRAIRIE TO GLEASON RD IN EDINA-REPLACE LIGHTING	820,000	0	0	820,000	0	MN/DOT	S18
2010		TH 62	2774-7268	BI	UNDER PENN AVE, XERXES AVE, & PORTLAND AVE IN RICHFIELD-REPAIR DECKS ON BRS 7268, 27504, & 7269	1,200,000	0	0	1,200,000	0	MN/DOT	S19
2010		TH 65	0208-127	SC	EAST SIDE OF TH 65 FROM 153RD AVE TO 159TH AVE IN HAM LAKE-ACCESS CLOSURES, ETC($1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	1,300,000	0	MNDOT	E1
2010		TH 7	2706-214	SC	AT SHADY OAK RD IN MINNETONKA-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 77	2758-66	SC	AT OLD SHAKOPEE RD(CSAH 1) RAMP TERMINII IN BLOOMINGTON-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 77	2758-67	SC	NORTH OF OLD SHAKOPEE RD(CSAH 1) IN BLOOMINGTON TO TH 62 IN RICHFIELD-REPLACE SIGNING	400,000	0	0	400,000	0	MN/DOT	O7
2010		TH 95	8208-33	SC	AT HUDSON RD IN AFTON & WOODBURY-TRAFFIC SIGNAL INSTALLATION, APPROACH LANES, ETC	1,125,000	0	0	1,000,000	125,000	MN/DOT	S7
2010		TH 95	8210-95	RS	FROM 0.2 MI N OF TH 97 IN NEW SCANDIA TWP TO 0.1 MI S OF NELSON ST IN STILLWATER-BITUMINOUS MILL & OVERLAY, ETC	5,265,000	0	0	5,265,000	0	MN/DOT	S10
2010		TH 952A	1908-75	SC	AT THOMPSON AVE IN W ST PAUL-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 999	7000-05	RW	S OF 225TH ST AND E OF ABERDEEN AVE APPROX 3 MI S OF JORDAN-WETLAND MITIGATION	50,000	0	0	50,000	0	MN/DOT	NC
2010		TH 999	880M-ACM-10	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2010	450,000	0	0	450,000	0	MN/DOT	NC
2010		TH 999	880M-AM-10	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2010	3,700,000	0	0	3,700,000	0	MN/DOT	NC
2010		TH 999	880M-BI-10	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2009	510,000	0	0	510,000	0	MN/DOT	S19
2010		TH 999	880M-CA-10	CA	METRO SETASIDE -CONSULTANT DESIGN -2010	7,100,000	0	0	7,100,000	0	MN/DOT	NC
2010		TH 999	880M-NO-10	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2010	665,000	0	0	665,000	0	MN/DOT	O3
2010		TH 999	880M-PF-10	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2010	40,000	0	0	40,000	0	MN/DOT	O6

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		TH 999	880M-PM-10	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2010	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2010		TH 999	880M-RB-10	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2010	100,000	0	0	100,000	0	MN/DOT	O6
2010		TH 999	880M-RS-10	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2010	2,800,000	0	0	2,800,000	0	MN/DOT	S10
2010		TH 999	880M-RW-10	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2010	8,000,000	0	0	8,000,000	0	MN/DOT	NC
2010		TH 999	880M-RX-10	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2010	4,500,000	0	0	4,500,000	0	MN/DOT	S10
2010		TH 999	880M-SA-10	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2010	15,000,000	0	0	15,000,000	0	MN/DOT	NC
2010		TH 999	880M-SC-10	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2010	240,000	0	0	240,000	0	MN/DOT	NC
2010		TH 999	880M-TE-10	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING ($0.44M), HYDRAULICS ($0.3M) PRESERVATION	740,000	0	0	740,000	0	MN/DOT	NC
2010		TH 999	880M-TM-10	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2010	275,000	0	0	275,000	0	MN/DOT	NC
2010		TH 999	8825-239	SC	ONE QUADRANT METROWIDE-RELAMP LIGHTING SYSTEM	400,000	0	0	400,000	0	MN/DOT	S18
2010		TH 999	8825-249	TM	METROWIDE-REFURBISH ELECTRICAL SERVICE TMS EQUIPMENT	50,000	0	0	50,000	0	MN/DOT	S7
2010		TH 999	8825-250	TM	METROWIDE-REFURBISH/UPGRADE SHELTER/CABINETS OF TMS SYSTEMS	200,000	0	0	200,000	0	MN/DOT	S7
2010		TH 999	8825-251	TM	METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	250,000	0	0	250,000	0	MN/DOT	S8
2010		TH 999	TRLF-RW-10	RW	REPAYMENT IN FY 2010 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	4,239,000	0	MN/DOT	NC
2011		I 35E	6281-13	SC	AT CR J IN WHITE BEAR TWP-CONSTRUCT ROUNDABOUTS AT RAMP TERMINII	2,000,000	0	0	1,000,000	1,000,000	MN/DOT	E1
2011		I 35W	1981-111	SC	FROM BURNSVILLE PKWY IN BURNSVILLE TO I-494 IN BLOOMINGTON-REPLACE SIGNING	450,000	0	0	450,000	0	MN/DOT	O7
2011		I 35W	2783-114	SC	FROM I-94 TO INDUSTRIAL BLVD IN MINNEAPOLIS-REPLACE SIGNING	350,000	0	0	350,000	0	MN/DOT	O7
2011		I 694	8286-67	SC	AT CSAH 10(10TH ST/MINNEHAHA) IN OAKDALE-REPLACE LIGHTING SYSTEM	115,000	0	0	115,000	0	MN/DOT	S18
2011		I 94	2780-69	SC	AT TH 101 IN ROGERS-REPLACE LIGHTING SYSTEM	140,000	0	0	140,000	0	MN/DOT	S18
2011		I 94	2780-73	NO	FROM 91ST AVE TO 92ND PLACE N IN MAPLE GROVE-CONSTRUCT NOISE WALL ON EAST SIDE	800,000	0	0	800,000	0	MN/DOT	O3

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2011		I 94	2780-78	SC	FROM SB TH 101 TO WB I-94 IN ROGERS-CONSTRUCT ACCELERATION	600,000	0	0	600,000	0	MN/DOT	S6
2011		I 94	2781-27861	BI	WB OFF RAMP OVER LRT & CITY ST; WB OFF RAMP OVER I-35W IN MPLS-REDECK BR 27861 & REPAIR DECK ON BR 27877	710,000	0	0	710,000	0	MN/DOT	S19
2011		I 94	2781-417	SC	AT SHINGLE CREEK PKWY RAMP TERMINII IN BROOKLYN CENTER-REBUILD TRAFFIC SIGNALS	500,000	0	0	225,000	275,000	MN/DOT	E2
2011		I 94	2781-420	RD	ON I-94 FROM LORING PARK TO I-35W COMMONS & ON I-35W FROM 39TH ST TO MISS RIVER-REPAIR STORM SEWER TUNNEL	6,800,000	0	0	4,617,200	2,182,800	MN/DOT	NC
2011		TH 10	0215-64	SC	AT 7TH AVE RAMPS IN ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2011		TH 100	2735-187	SC	FROM W 50TH ST IN EDINA TO TH 55 IN GOLDEN VALLEY-REPLACE SIGNING	450,000	0	0	450,000	0	MN/DOT	O7
2011		TH 12	2713-88	SC	CSAH 83 TO BOUNDARY AVE IN MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC($1.5M-ACCESS MGMT PROJECT)	1,900,000	0	0	1,900,000	0	MN/DOT	S16
2011		TH 156	1912-56	SC	AT GRAND AVE IN SOUTH ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2011		TH 252	2748-56	TM	NB ENT RAMP FROM I-694 IN BROOKLYN CENTER TO TH 610 IN BROOKLYN PARK-REHAB SHOULDERS	2,165,000	0	0	2,165,000	0	MN/DOT	S4
2011		TH 284	1014-15	SC	AT E 10TH ST IN WACONIA-CONSTRUCT ROUNDABOUT	800,000	0	0	400,000	400,000	MN/DOT	E1
2011		TH 36	6212-159	SC	AT HAMLINE AVE/COMMERCE ST IN ROSEVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	31,250	218,750	MN/DOT	E2
2011		TH 41	1008-65	SC	AT 4TH ST IN CHASKA-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2011		TH 52	1905-29	SC	FROM TH 50 TO CSAH 47 IN HAMPTON-CONSTRUCT FRONTAGE RD(ACCESS MANAGEMENT FUNDS)	1,180,000	0	0	1,040,000	140,000	MN/DOT	NC
2011		TH 52	1928-53	SC	AT 80TH ST(CSAH 28) IN INVER GROVE HTS-INSTALL TRAFFIC SIGNALS(OR ROUNDABOUTS)	500,000	0	0	250,000	250,000	MN/DOT	E2
2011		TH 55	1910-43	RS	FROM 0.25 MI S OF PINE BEND TR IN ROSEMOUNT TO 0.3 MI W OF JACOB AVE IN NININGER TWP-BITUMINOUS MILL & OVERLAY	4,080,000	0	0	4,080,000	0	MN/DOT	S10
2011		TH 61	1913-67	SC	AT 4TH ST IN HASTINGS-REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2011		TH 61	6222-151	SC	AT CO RD F/ASH ST IN WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	254,000	0	0	127,000	127,000	MN/DOT	E2
2011		TH 61	6222-159	SC	AT BEAM AVE IN MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	121,329	0	0	121,329	0	MN/DOT	E2

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2011		TH 62	2775-14	SC	AT TH 77 IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM	435,000	0	0	435,000	0	MN/DOT	S18
2011		TH 7	2706-217	SC	AT BAKER RD & AT LAKE ST EXT IN MINNETONKA-REPLACE LIGHTING SYSTEM	125,000	0	0	125,000	0	MN/DOT	S18
2011		TH 77	1925-43	SC	AT DIFFLEY RD IN EAGAN-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2011		TH 77	2758-27062	BI	UNDER OLD SHAKOPEE RD(CSAH 1) IN BLOOMINGTON-REPAIR DECK ON BR 27062	500,000	0	0	500,000	0	MN/DOT	S19
2011		TH 999	880M-ACM-11	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2011	340,000	0	0	340,000	0	MN/DOT	NC
2011		TH 999	880M-AM-11	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	4,500,000	0	0	4,500,000	0	MN/DOT	NC
2011		TH 999	880M-BI-11	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	3,640,000	0	0	3,640,000	0	MN/DOT	NC
2011		TH 999	880M-CA-11	CA	METRO SETASIDE -CONSULTANT DESIGN -2011	7,600,000	0	0	7,600,000	0	MN/DOT	NC
2011		TH 999	880M-NO-11	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2011	1,200,000	0	0	1,200,000	0	MN/DOT	NC
2011		TH 999	880M-PF-11	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2011	40,000	0	0	40,000	0	MN/DOT	NC
2011		TH 999	880M-PM-11	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2011	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2011		TH 999	880M-RB-11	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	100,000	0	MN/DOT	NC
2011		TH 999	880M-RS-11	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2011	2,165,000	0	0	2,165,000	0	MN/DOT	NC
2011		TH 999	880M-RW-11	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	2,000,000	0	0	2,000,000	0	MN/DOT	NC
2011		TH 999	880M-RX-11	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2011		TH 999	880M-SA-11	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	12,500,000	0	0	12,500,000	0	MN/DOT	NC
2011		TH 999	880M-SC-11	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	4,400,000	0	0	4,400,000	0	MN/DOT	NC
2011		TH 999	880M-TE-11	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING($0.47M-SIGNALS & $0.4M-SIGNING) & HYDRAULICS PRESERVATION PROJECTS FOR FY	870,000	0	0	870,000	0	MN/DOT	NC
2011		TH 999	880M-TM-11	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	1,250,000	0	0	1,250,000	0	MN/DOT	NC
2011		TH 999	8825-277	SC	SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MN/DOT	S18

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2011		TH 999	TRLF-RW-11	RW	REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	3,107,000	0	0	3,107,000	0	MN/DOT	NC
				Totals		354,734,317		0		9,088,050		
							0		345,646,267			

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CITY	141-366-16	SH	ON 31ST ST AT 8 LOCATIONS FROM 3RD AVE TO CEDAR AVE IN MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 2(AC PROJECT-PAYBACK IN 2010)	428,000	0	385,200	0	42,800	MINNEAPOLIS	S2
2008		CITY	195-114-04	SH	DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC	527,221	474,499	0	0	52,722	EAGAN	S2
2008		CSAH 18	02-618-25	SH	ON CROSSTOWN BLVD(CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC	2,120,000	1,251,996	0	0	868,004	ANOKA COUNTY	S2
2008		CSAH 47	19-686-08	SH	ON NORTHFIELD BLVD(CSAH 47) AT 280TH ST(CSAH 86) IN SCIOTA & CASTLE ROCK TWP-INTERSECTION IMPROVEMENTS INCLUDING TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC	1,135,000	904,220	0	0	230,780	DAKOTA COUNTY	S2
2008		CSAH 9	02-609-14	SH	ROUND LK BLVD(CSAH 9) AT NORTHDALE BLVD(CR 79) IN COON RAPIDS, DUAL LEFT TURN LANES, TRAF SIGNAL REVISION, ETC	166,200	149,580	0	0	16,620	ANOKA COUNTY	S2
2008		MSAS 165	141-165-29	SH	CHICAGO AVE(MSAS 165) FROM 24TH ST TO 31ST ST IN MPLS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS	104,000	88,927	0	0	15,073	MINNEAPOLIS	E2
2008		RR	02-00133	SR	BNSF@CSAH 57, SUNFISH LAKE BLVD NW, ANOKA COUNTY, RELOCATE GATES, INSTALL CANTILEVERS & UPGRADE CIRCUITRY	325,026	292,523	0	0	32,503	MN/DOT	S1
2008		RR	19-00135	SR	CP@210TH ST W, LAKEVILLE-INSTALL SIGNALS & GATES	243,444	219,100	0	0	24,344	MN/DOT	S1
2008		RR	27-00272	SR	CP@W 111TH ST, BLOOMINGTON-INSTALL SIGNALS & GATES	243,444	219,100	0	0	24,344	MN/DOT	S1
2008		RR	62-00193	SR	CP@JAMES AVE, ST. PAUL, INSTALL SIGNALS & GATES	227,518	204,766	0	0	22,752	MN/DOT	S1
2008		RR	62-00194	SR	MNNR@4TH ST., WHITE BEAR LAKE-UPGRADE CIRCUITRY	104,333	93,900	0	0	10,433	MN/DOT	S1
2008		RR	62-00195	SR	MNNR@8TH ST NW, NEW BRIGHTON-INSTALL SIGNALS & GATES	243,444	219,100	0	0	24,344	MN/DOT	S1
2008		RR	70-00117	SR	UP@ATWOOD ST, SHAKOPEE-INSTALL SIGNALS	208,667	187,800	0	0	20,867	MN/DOT	S1
2008		TH 51	6216-116	SH	NB SNELLING AVE IN ROSEVILLE FROM HARMAR ENT TO EB TH 36 ENT RAMP, ADD 3RD LANE, TRAF SIGNAL REV AT CR B, ETC	2,000,000	1,170,090	0	719,910	110,000	MN/DOT	E3

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		CITY	107-020-58	SH	90TH ST. AND CSAH 52 (NICOLLET AVE)-LEFT TURN LANES, SIGNAL UPGRADES, INTERSECTION IMPROVEMENTS(ALSO SAP 107-130-34)	987,000	888,300	0	0	98,700	BLOOMINGTON	S2
2009		CITY	141-366-15	SH	ON 31ST ST AT 9 LOCATIONS FROM HENNEPIN TO 2ND AVE IN MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 1	472,500	425,250	0	0	47,250	MINNEAPOLIS	S2
2009		CSAH 1	02-601-43	SH	CSAH 1 (COON RAPIDS BLVD) AT CSAH 18 (CROOKED LAKE BLVD.) IN COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADES, ETC	367,500	330,750	0	0	36,750	ANOKA COUNTY	S2
2009		CSAH 31	62-631-05	SH	ON MARYLAND AVE AT RICE ST IN ST PAUL-RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	787,500	708,750	0	0	78,750	RAMSEY COUNTY	S2
2009		RR	27-00269	SR	PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	166,200	149,580	0	0	16,620	MN/DOT	S1
2009		RR	27-00275	SR	CSAH 3, LAKE ST IN MPLS-ADD GATES-3-4 GATE SYSTEM	262,500	236,250	0	0	26,250	MNDOT	S1
2009		RR	27-00277	SR	CSAH 8, BROADWAY AVEIN BROOKLYN PARK-INSTALL CANTILEVERS & 3-4 GATE SYSTEM	315,000	283,500	0	0	31,500	MNDOT	S1
2009		RR	27-00278	SR	MSAS 384, JAMES AVE IN BLOOMINGTON-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	26,250	MNDOT	S1
2009		RR	27-00279	SR	MUN 445, BROADWAY ST NE IN MPLS-INSTALL 4-LEG GATE SYSTEM	288,750	259,875	0	0	28,875	MNDOT	S1
2009		RR	27-00280	SR	CSAH 102, DOUGLAS DR IN GOLDEN VALLEY-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	26,250	MNDOT	S1
2009		RR	27-00281	SR	CSAH 52, HENNEPIN AVE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	26,250	MNDOT	S1
2009		RR	70-00118	SR	PARK BLVD & ACORN WAY IN ST LAWRENCE TWP-ELIMINATE AT-GRADE X-ING AND CLOSE ACORN WAY X-ING	288,750	288,750	0	0	0	MNDOT	S1
2009		RR	82-00136	SR	ZEP@CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	277,000	249,300	0	0	27,700	MN/DOT	S1
2009		RR	82-00137	SR	CSAH 17 IN LAKE ELMO-INSTALL GATES	236,250	212,625	0	0	23,625	MNDOT	S8
2009		TH 52	1907-68	SH	FROM 111TH TO OLD CONCORD IN INVER GROVE HTS-CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC($.95M OF FY 2007 & $.87M OF FY 2008 ACCESS MANAGEMENT FUNDS & $100,000 OF SC FUNDS INCLUDED;OTHER IS COUNTY-$0.5M, CITY-$0.26, POSSIBLE AM=$0.95)	5,675,000	1,251,996	0	2,713,004	1,710,000	MN/DOT	S2

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2009		TH 52	1928-52	SH	AT THOMPSON AVE & WENTWORTH AVE RAMP TERMINII IN W ST PAUL & S ST PAUL-CONSTRUCT ROUNDABOUTS	1,575,000	1,417,500	0	157,500	0	MNDOT	S2
2010		CITY	141-366-16AC	SH	ON 31ST ST AT 8 LOCATIONS FROM 3RD AVE TO CEDAR AVE IN MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 2(AC PAYBACK)	385,200	385,200	0	0	0	MINNEAPOLIS	S2
2010		CR 132	02-596-07	SH	CR 132 (85TH AVE) AT SPRINGBROOK DR IN COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADE, ETC	1,070,000	963,000	0	0	107,000	ANOKA COUNTY	S2
2010		CSAH 16	70-616-24	SH	CSAH 16(MCCOLL DR) AT GLENDALE RD IN SAVAGE-INTERSECTION IMPROVEMENT	856,000	770,400	0	0	85,600	SCOTT COUNTY	S2
2010		CSAH 2	82-602-14	SH	CSAH 2 (W BDWY AVE) AND 12TH ST NW IN FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC SIGNAL	1,070,000	963,000	0	0	107,000	WASHINGTON COUNTY	S2
2010		CSAH 31	62-631-06	SH	ON MARYLAND AVE AT PROSPERITY AVE IN ST PAUL-RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	802,500	722,250	0	0	80,250	RAMSEY COUNTY	S2
2010		I 35W	6284-140	SH	FROM CO RD C TO I-694 IN ROSEVILLE, NEW BRIGHTON, & ARDEN HILLS-CONTINUOUS LIGHTING	652,700	587,430	0	65,270	0	MNDOT	S2
2010		I 94	8282-103	SH	AT W JUNCTION TH 95/CSAH 15 RAMP TERMINII IN WOODBURY, AFTON, LAKE ELMO, & W LAKELAND TWP-TRAFFIC SIGNAL INSTALLATION, DUAL LEFT TURN LANES, ETC($850K-SC)	1,200,000	356,310	0	843,690	0	MNDOT	S2
2010		RR	19-00136	SR	UPPER 71ST ST IN INVER GROVE HTS-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010		RR	27-00282	SR	MSAS 342, LYNDALE AVE IN MINNEAPOLIS-UPGRADE LENSES TO 12" LEDS	80,250	72,225	0	0	8,025	MNDOT	S1
2010		RR	27-00283	SR	CSAH 66, BROADWAY ST NE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	26,750	MNDOT	S1
2010		RR	27-00284	SR	MUN 1629, CEDAR LAKE BLVD IN MINNEAPOLIS-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010		RR	27-00285	SR	CSAH 109, 85TH AVE IN BROOKLYN PARK-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	26,750	MNDOT	S1
2010		RR	27-00286	SR	MSAS 354, W 82ND ST IN BLOOMINGTON-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010		RR	27-00287	SR	MUN 859, E ISLAND AVE IN MINNEAPOLIS-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010		RR	27-00288	SR	MUN 866, W ISLAND AVE IN MINNEAPOLIS-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010		RR	6201-80	SR	ON TH 5(W 7TH ST) AT ALTON ST IN ST PAUL-INSTALL CANTILEVERS & GATES, CLOSE ALTON ST	262,500	262,500	0	0	0	MNDOT	S1

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2010		RR	70-00119	SR	MUN 38, SCOTT ST IN SHAKOPEE-INSTALL FLASHERS	192,600	192,600	0	0	0	MNDOT	S1
2010		RR	70-00120	SR	MSAS 101, APGAR ST IN SHAKOPEE-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010		TH 5	1002-80	SH	AT POWERS BLVD/CSAH 17 IN CHANHASSEN-ADD NORTHBOUND TO EASTBOUND ACCELERATION LANE(INCLUDES $200K RS $$)	574,500	337,050	0	237,450	0	MNDOT	S2
2010		TH 5	8214-145	SH	AT JAMACA AVE/STILLWATER BLVD IN LAKE ELMO-CONSTRUCT ROUNDABOUT	684,800	616,320	0	68,480	0	MNDOT	S2
2011		CSAH	HSIP-07-2011	SH	METRO SETASIDE FOR HSIP(SAFETY) PROJECTS YET TO BE SELECTED FOR FY 2011	5,000,000	4,000,000	0	0	1,000,000	MET COUNCIL	NC
2011		RR	RRS-07-2011	SR	METRO SETASIDE FOR RAIL SAFETY PROJECTS YET TO BE SELECTED FOR FY 2011	2,500,000	2,000,000	0	0	500,000	MN/DOT	NC
				Totals		37,873,297		385,200		5,786,181		
							26,896,612		4,805,304			

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	19-596-06A	B3	SECT 5309: CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION (2006 APPROPRIATIONS ACT-OTHER $$ ARE FROM 2005/2006 STATE BONDS)	937,500	0	750,000	0	187,500	DAKOTA COUNTY	A10
2008		BB	TRF-9028-04	B3	SECT 5309: NORTHSTAR CORRIDOR - FINAL DESIGN, ETC (2004 APPROPRIATION)	7,073,785	0	5,659,028	0	1,414,757	MN/DOT	O2
2008		BB	TRF-9028-05	B3	SECT 5309: NORTHSTAR CORRIDOR - CONSTRUCTION/VEHICLE PURCHASE, ETC (2005 APPROPRIATION)	6,200,000	0	4,960,000	0	1,240,000	MN/DOT	T10
2008		BB	TRF-9028-06	B3	SECT 5309: NORTHSTAR CORRIDOR - NEW STARTS PROGRAM(2006 APPROPRIATION ACT)	2,450,250	0	1,960,200	0	490,050	MN/DOT	O2
2008		BB	TRF-9028-08	B3	SECT 5309: NORTHSTAR CORRIDOR - CONSTRUCTION & START UP COSTS(OTHER $$ FROM THE 2006 STATE OMNIBUS BONDS)	93,750,000	0	51,000,000	0	42,750,000	MN/DOT	T10
2008		BB	TRF-RCRRA-07A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL	501,600	0	401,280	0	100,320	RAMSEY COUNTY	E6
2008		BB	TRF-RCRRA-08A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL	543,400	0	434,720	0	108,680	RAMSEY COUNTY	E6
2008		BB	TRF-RLTF-07	B3	SECT 5309: RUSHLINE CORRIDOR-CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	376,200	0	300,960	0	75,240	MNDOT	E6
2008		BB	TRF-RLTF-08	B3	SECT 5309: RUSHLINE CORRIDOR-CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	407,550	0	326,040	0	81,510	MNDOT	E6
2008		BB	TRF-TCMT-08AA	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-RAIL ASSOCIATED CAPITAL MAINTENANCE	450,000	0	360,000	0	90,000	MET COUNCIL-MT	T8
2008		BB	TRF-TCMT-08BB	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-3 CAR TRAIN PROGRAM-O & M SHOP BUILDING	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T11
2008		BB	TRF-TCMT-08CC	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-3 CAR TRAIN PROGRAM-O & M CAR STORAGE	4,000,000	0	3,200,000	0	800,000	MET COUNCIL-MT	T11
2008		BB	TRF-TCMT-08DD	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-3 CAR TRAIN PROGRAM-O & M LIFT	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08EE	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-3 CAR TRAIN PROGRAM-STATION EXTENSIONS	6,500,000	0	5,200,000	0	1,300,000	MET COUNCIL-MT	T8
2008		BB	TRF-TCMT-08FF	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-NORTHWEST CORRIDOR(BOTTINEAU BLVD) 2006	1,237,500	0	990,000	0	247,500	MET COUNCIL-MT	O2

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRF-TCMT-08GG	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-UNION DEPOT(2006)	487,500	0	390,000	0	97,500	MET COUNCIL-MT	E6
2008		BB	TRF-TCMT-08HH	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-46TH ST BRT STATION(2006)	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	E6
2008		BB	TRF-TCMT-08JJ	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-CENTRAL CORRIDOR(2006)	2,450,250	0	1,960,200	0	490,050	MET COUNCIL-MT	O2
2008		BB	TRF-TCMT-08M	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENTS AT FACILITIES	3,500,000	0	2,800,000	0	700,000	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08N	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-HLRT REVERSE SIGNALIZATION CONTINUED	1,875,000	0	1,500,000	0	375,000	MET COUNCIL-MT	T11
2008		BB	TRF-TCMT-08PP	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-HLRT AMERICAN BLVD STATION	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	E6
2008		BB	TRF-TCMT-08Q	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-FTH 2 GARAGE - PARTIAL	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	E6
2008		BB	TRF-TCMT-08QQ	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-HLRT READER BOARD ENHANCEMENT	300,000	0	240,000	0	60,000	MET COUNCIL-MT	T6
2009		BB	TRF-9028-09	B3	SECT 5309: NORTHSTAR CORRIDOR - CONSTRUCTION & START UP COSTS(OTHER $$ FROM THE 2006 STATE OMNIBUS BONDS)	71,250,000	0	57,000,000	0	14,250,000	MN/DOT	T10
2009		BB	TRF-RCRRA-09A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL	564,300	0	451,440	0	112,860	RAMSEY COUNTY	E6
2009		BB	TRF-RLTF-09	B3	SECT 5309: RUSHLINE CORRIDOR-CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	423,225	0	338,580	0	84,645	MNDOT	E6
2009		BB	TRF-TCMT-09Q	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-UNDERGROUND STORAGE TANKS	4,000,000	0	3,200,000	0	800,000	MET COUNCIL-MT	E6
2009		BB	TRF-TCMT-09R	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-RAIL	16,000,000	0	12,800,000	0	3,200,000	MET COUNCIL-MT	E6
2009		BB	TRF-TCMT-09S	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT MODULAR OVERHAUL OF COMPONENTS	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T4
2010		BB	TRF-9028-10	B3	SECT 5309: NORTHSTAR CORRIDOR - CONSTRUCTION & START UP COSTS(OTHER $$ FROM THE 2006 STATE OMNIBUS BONDS)	15,000,000	0	12,000,000	0	3,000,000	MN/DOT	T10
2010		BB	TRF-TCMT-10Q	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS EQUIPMENT	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T10
2010		BB	TRF-TCMT-10R	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLES	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MT	E6
2010		BB	TRF-TCMT-10S	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT MODULAR OVERHAUL OF COMPONENTS	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T4
2010		BB	TRF-TCMT-10T	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRT AMERICAN BLVD STATION	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T9

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2011		BB	TRF-TCMT-11S	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS/BUS CAPITAL	3,625,000	0	2,900,000	0	725,000	MET COUNCIL-MT	T10
2011		BB	TRF-TCMT-11T	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-FTH2 - STARTUP	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MT	T10
2011		BB	TRF-TCMT-11U	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT MODULAR OVERHAUL OF COMPONENTS	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T4
2011		BB	TRF-TCMT-11V	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLE MAJOR COMPONENT REPLACEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T9
					Totals	286,153,060	0	204,922,448	0	81,230,612		

TABLE A-13
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRF-TCMT-07H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RAIL STATION MAINTENANCE-OVERHAUL EQUIPMENT	250,000	0	200,000	0	50,000	MET COUNCIL - MT	T4
2008		BB	TRF-TCMT-08	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	24,241,874	0	19,393,499	0	4,848,375	MET COUNCIL-MT	T10
2008		BB	TRF-TCMT-08A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL	2,306,995	0	1,845,596	0	461,399	MET COUNCIL-MT	T3
2008		BB	TRF-TCMT-08B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	11,250,000	0	9,000,000	0	2,250,000	MET COUNCIL-MT	T3
2008		BB	TRF-TCMT-08C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,180,000	0	944,000	0	236,000	MET COUNCIL-MT	T3
2008		BB	TRF-TCMT-08E	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAPITAL COST OF CONTRACTING	700,000	0	560,000	0	140,000	MET COUNCIL-MTS	T4
2008		BB	TRF-TCMT-08F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FAREBOX REPLACEMENT	701,880	0	561,504	0	140,376	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL-MTS	T1
2008		BB	TRF-TCMT-08J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING SERVICES	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2008		BB	TRF-TCMT-08K	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SOUTHWEST COP	437,500	0	350,000	0	87,500	MET COUNCIL-MTS	T10
2008		BB	TRF-TCMT-08L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS GROWTH	4,235,875	0	3,388,700	0	847,175	MET COUNCIL-MT	T10
2008		BB	TRF-TCMT-08R	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-28TH AVE COP	4,500,000	0	3,600,000	0	900,000	MET COUNCIL-MT	T8
2008		BB	TRF-TCMT-08S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET AVL	5,625,000	0	4,500,000	0	1,125,000	MET COUNCIL-MTS	T8
2008		BB	TRF-TCMT-08T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS	1,003,960	0	803,168	0	200,792	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08U	B9	SECT 5307: TWIN CITIES MET COUNCIL U OFM-U OF MN BUS CONTRACT OR ACQUISITION	1,125,000	0	900,000	0	225,000	MET COUNCIL-U OF M	T10
2008		BB	TRF-TCMT-08V	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-FAREBOX REPLACEMENT	350,000	0	280,000	0	70,000	MET COUNCIL-MTS	T4
2008		BB	TRF-TCMT-08W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	550,000	0	440,000	0	110,000	MET COUNCIL-MT	T8
2008		BB	TRF-TCMT-08X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	275,000	0	220,000	0	55,000	MET COUNCIL-MT	T1
2008		BB	TRF-TCMT-08Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	550,000	0	440,000	0	110,000	MET COUNCIL-MT	T8

TABLE A-13
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRS-LRT-06A	B9	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE-FTA DOLLARS WERE ORIGINALLY CMAQ $$ WHICH HAVE BEEN TRANSFERRED TO FTA AND WILL BE APPLIED TO LRT OPERATING ASSISTANCE	4,375,000	0	3,500,000	0	875,000	MET COUNCIL - MT	T1
2009		BB	TRF-TCMT-09	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	28,104,939	0	22,483,951	0	5,620,988	MET COUNCIL-MT	T10
2009		BB	TRF-TCMT-09A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-GROWTH BUSES-ARTICULATED & 40-FOOT	5,767,768	0	4,614,214	0	1,153,554	MET COUNCIL-MT	T10
2009		BB	TRF-TCMT-09B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL	2,399,275	0	1,919,420	0	479,855	MET COUNCIL-MT	T3
2009		BB	TRF-TCMT-09C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FAREBOX REPLACEMENT	800,110	0	640,088	0	160,022	MET COUNCIL-MT	T3
2009		BB	TRF-TCMT-09D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-28TH AVE COP	4,000,000	0	3,200,000	0	800,000	MET COUNCIL-MT	T1
2009		BB	TRF-TCMT-09E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	8,750,000	0	7,000,000	0	1,750,000	MET COUNCIL-MT	T3
2009		BB	TRF-TCMT-09F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	575,000	0	460,000	0	115,000	MET COUNCIL-MT	T8
2009		BB	TRF-TCMT-09G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	287,500	0	230,000	0	57,500	MET COUNCIL-MT	T1
2009		BB	TRF-TCMT-09H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	575,000	0	460,000	0	115,000	MET COUNCIL-MT	T8
2009		BB	TRF-TCMT-09J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS(HW & SW)	1,303,960	0	1,043,168	0	260,792	MET COUNCIL-MT	T4
2009		BB	TRF-TCMT-09K	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MTS	T1
2009		BB	TRF-TCMT-09L	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN CAPITAL COST OF CONTRACTING	375,000	0	300,000	0	75,000	MET COUNCIL-UOFM	T1
2009		BB	TRF-TCMT-09M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MTS	T1
2009		BB	TRF-TCMT-09N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-FAREBOX REPLACEMENT	400,000	0	320,000	0	80,000	MET COUNCIL-MTS	T4
2009		BB	TRF-TCMT-09P	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TIRE LEASE	1,230,000	0	984,000	0	246,000	MET COUNCIL-MT	T10
2009		BB	TRF-TCMT-09V	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAPITAL COST OF CONTRACTING	937,500	0	750,000	0	187,500	MET COUNCIL-MTS	T1
2009		BB	TRF-TCMT-09W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRAFFIC SIGNAL PRIORITY	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	T5

TABLE A-13
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2010		BB	TRF-TCMT-10	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	23,345,238	0	18,676,190	0	4,669,048	MET COUNCIL-MT	T10
2010		BB	TRF-TCMT-10A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,495,245	0	1,996,196	0	499,049	MET COUNCIL-MT	T3
2010		BB	TRF-TCMT-10B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FAREBOX REPLACEMENT	1,316,008	0	1,052,806	0	263,202	MET COUNCIL-MT	T3
2010		BB	TRF-TCMT-10C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-EXPANSION BUSES	6,770,864	0	5,416,691	0	1,354,173	MET COUNCIL-MT	T1
2010		BB	TRF-TCMT-10D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	T3
2010		BB	TRF-TCMT-10E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,280,000	0	1,024,000	0	256,000	MET COUNCIL-MT	T4
2010		BB	TRF-TCMT-10F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	612,500	0	490,000	0	122,500	MET COUNCIL-MT	T8
2010		BB	TRF-TCMT-10G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	306,250	0	245,000	0	61,250	MET COUNCIL-MT	T1
2010		BB	TRF-TCMT-10H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	612,500	0	490,000	0	122,500	MET COUNCIL-MT	T8
2010		BB	TRF-TCMT-10J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-FAREBOX REPLACEMENT	600,000	0	480,000	0	120,000	MET COUNCIL-MTS	E6
2010		BB	TRF-TCMT-10K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS(HW & SW)	1,169,200	0	935,360	0	233,840	MET COUNCIL-MT	T4
2010		BB	TRF-TCMT-10L	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN CAPITAL COST OF CONTRACTING	375,000	0	300,000	0	75,000	MET COUNCIL-UOFM	T1
2010		BB	TRF-TCMT-10M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS REPLACEMENT	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MTS	T10
2010		BB	TRF-TCMT-10N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MTS	T1
2010		BB	TRF-TCMT-10P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2011		BB	TRF-TCMT-11	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	37,228,230	0	29,782,584	0	7,445,646	MET COUNCIL-MT	T10
2011		BB	TRF-TCMT-11A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FAREBOX REPLACEMENT	1,177,426	0	941,941	0	235,485	MET COUNCIL-MT	T5
2011		BB	TRF-TCMT-11B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-EXPANSION BUSES	6,971,990	0	5,577,592	0	1,394,398	MET COUNCIL-MT	T10
2011		BB	TRF-TCMT-11C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T3

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Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2011		BB	TRF-TCMT-11D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-RAIL	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T3
2011		BB	TRF-TCMT-11E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-28TH AVE COP	4,500,000	0	3,600,000	0	900,000	MET COUNCIL-MT	T1
2011		BB	TRF-TCMT-11F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	T3
2011		BB	TRF-TCMT-11G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,280,000	0	1,024,000	0	256,000	MET COUNCIL-MT	T3
2011		BB	TRF-TCMT-11H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	637,500	0	510,000	0	127,500	MET COUNCIL-MT	T8
2011		BB	TRF-TCMT-11J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	318,750	0	255,000	0	63,750	MET COUNCIL-MT	T1
2011		BB	TRF-TCMT-11K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	637,500	0	510,000	0	127,500	MET COUNCIL-MT	T8
2011		BB	TRF-TCMT-11L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH GARAGE STARTUP	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T8
2011		BB	TRF-TCMT-11M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS(HW & SW)	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T4
2011		BB	TRF-TCMT-11N	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN CAPITAL COST OF CONTRACTING	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T1
2011		BB	TRF-TCMT-11P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS REPLACEMENT	7,500,000	0	6,000,000	0	1,500,000	MET COUNCIL-MTS	T10
2011		BB	TRF-TCMT-11Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MTS	T1
2011		BB	TRF-TCMT-11R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
				Totals		294,460,837		235,568,668		58,892,169		
							0		0			

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-14
Transit Section 5339

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRF-RCRRA-06	NA	SECT 5339: RED ROCK/RUSH LINE/CENTRAL CORRIDOR STUDIES-ALTERNATIVE ANALYSES	2,475,000	0	1,980,000	0	495,000	RAMSEY COUNTY	O1
2008		BB	TRF-RCRRA-07	NA	SECT 5339: RED ROCK/RUSH LINE/CENTRAL CORRIDOR STUDIES-ALTERNATIVE ANALYSES	2,475,000	0	1,980,000	0	495,000	RAMSEY COUNTY	O1
				Totals		4,950,000	0	3,960,000	0	990,000		

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-15
Transit Section 5311

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRF-3703-08	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	335,528	0	42,600	0	292,928	MN/DOT	T1
2008		BB	TRF-0051-08	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	1,591,760	0	98,700	0	1,493,060	MN/DOT	T1
2008		BB	TRF-0009-08	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	541,755	0	88,100	0	453,655	MN/DOT	T1
2009		BB	TRF-3703-09	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	345,594	0	42,600	0	302,994	MN/DOT	T1
2009		BB	TRF-0051-09	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	1,639,513	0	98,700	0	1,540,813	MN/DOT	T1
2009		BB	TRF-0009-09	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	558,008	0	88,100	0	469,908	MN/DOT	T1
2010		BB	TRF-3703-10	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	355,962	0	42,600	0	313,362	MN/DOT	T1
2010		BB	TRF-0051-10	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	1,688,698	0	98,700	0	1,589,998	MN/DOT	T1
2010		BB	TRF-0009-10	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	574,748	0	88,100	0	486,648	MN/DOT	T1
2011		BB	TRF-3703-11	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	366,641	0	42,600	0	324,041	MN/DOT	T1
2011		BB	TRF-0051-11	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	1,739,359	0	98,700	0	1,640,659	MN/DOT	T1
2011		BB	TRF-0009-11	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	591,990	0	88,100	0	503,890	MN/DOT	T1
				Totals		10,329,556	0	917,600	0	9,411,956		

TABLE A-16
Transit Sections 5316

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRF-TCMT-08KK	JA	SECT 5316: TWIN CITIES MET COUNCIL-JOB ACCESS/REVERSE COMMUTE PROJECTS TBN-2006	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL	T1
2008		BB	TRF-TCMT-08LL	JA	SECT 5316: TWIN CITIES MET COUNCIL-JOB ACCESS/REVERSE COMMUTE PROJECTS TBN-2007	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL	T1
2008		BB	TRF-TCMT-08P	JA	SECT 5316: TWIN CITIES MET COUNCIL-JOB ACCESS/REVERSE COMMUTE PROJECTS TBN	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL	T1
2009		BB	TRF-TCMT-09T	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBN	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL-MTS	T1
2010		BB	TRF-TCMT-10U	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBN	1,720,000	0	860,000	0	860,000	MET COUNCIL-MTS	T1
2011		BB	TRF-TCMT-11W	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBN	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL-MTS	T1
					Totals	11,720,000	0	5,860,000	0	5,860,000		

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-17
Transit Sections 5317

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	FTA$	State $	Other $	Agency:	AQ:
2008		BB	TRF-TCMT-08MM	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS(IND PROJECTS TBN)2006	636,224	0	508,979	0	127,245	MET COUNCIL-MTS	T1
2008		BB	TRF-TCMT-08NN	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS(IND PROJECTS TBN)2007	660,694	0	528,555	0	132,139	MET COUNCIL-MTS	T1
2008		BB	TRF-TCMT-08Z	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS(IND PROJECTS TBN)2008	713,750	0	571,000	0	142,750	MET COUNCIL-MTS	T1
2009		BB	TRF-TCMT-09U	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS(IND PROJECTS TBN)2009	750,000	0	600,000	0	150,000	MET COUNCIL-MTS	T1
2010		BB	TRF-TCMT-10V	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD-2010	755,000	0	604,000	0	151,000	MET COUNCIL-MTS	T1
2011		BB	TRF-TCMT-11X	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD-2010	775,000	0	620,000	0	155,000	MET COUNCIL-MTS	T1
					Totals	4,290,668	0	3,432,534	0	858,134		

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	Other Fed	State $	Other $	Agency:	AQ:
2008		CITY	120-591-01	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, ENFORCEMENT, EDUCATION PROGRAM, PROMOTIONAL EVENTS) IN EDINA SCHOOLS IN CITY OF EDINA	30,800	24,640	0	0	6,160	EDINA	O1
2008		CITY	141-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, SIGNING, SIDEWALK & BIKE RACKS) - LAKE HARRIET SCHOOL IN MPLS	35,000	30,000	0	0	5,000	MINNEAPOLIS	AQ2
2008		CITY	147-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK IMPROVEMENTS, SIDEWALK, BIKE TRAILS) IN CITY OF NEW BRIGHTON	174,000	174,000	0	0	0	NEW BRIGHTON	AQ2
2008		CITY	147-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (EDUCATION, ENFORCEMENT) CITY OF NEW BRIGHTON	13,000	1,000	0	0	12,000	NEW BRIGHTON	O1
2008		CITY	155-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, EDUCATION PROGRAM, & PROMOTIONAL EVENTS) WAYZATA PUBLIC SCHOOLS IN PLYMOUTH	50,000	50,000	0	0	0	PLYMOUTH	O1
2008		CITY	178-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL INFRASTRUCTURE (STREET CROSSING SAFETY, SIDEWALKS, BIKE/PED TRAILS, ETC) - HILLTOP ELEMENTARY IN CITY OF INVER GROVE HEIGHTS	120,500	120,500	0	0	0	INVER GROVE HEIGHTS	AQ2
2008		CITY	178-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOLS NON-INFRASTRUCTURE (EDUCATION, ENFORCEMENT & ENCOURAGEMENT) - HILLTOP ELEMENTARY IN CITY OF INVER GROVE HEIGHTS	3,000	3,000	0	0	0	INVER GROVE HEIGHTS	O1
2008		CITY	182-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE (TRAFFIC CALMING) SUNNY HOLLOW ELEMENTARY IN NEW HOPE	28,200	28,200	0	0	0	NEW HOPE	AQ2
2008		CITY	182-591-02	PL	**SRTS NI** SAFE ROUTE TO SCHOOL NON-INFRASTRUCTURE (EDUCATION PROGRAM) IN CITY OF NEW HOPE	3,000	3,000	0	0	0	NEW HOPE	O1

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	Other Fed	State $	Other $	Agency:	AQ:
2008		CITY	195-591-01	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, ENFORCEMENT, EDUCATION PROGRAM, PROMOTIONAL EVENTS) RED PINE ELEMENTARY SCHOOL IN EAGAN	15,000	10,000	0	0	5,000	EAGAN	O1
2008		CITY	206-591-01	PL	**SRTS NI** SAFE ROUTE TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, ENFORCEMENT, EDUCATION PROGRAM & PROMOTIONAL EVENTS) LAKE ELMO ELEMENTARY IN LAKE ELMO	20,000	20,000	0	0	0	LAKE ELMO	O1
2008		CITY	229-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL INFRASTRUCTURE (STREET CROSSING SAFETY, SIDEWALKS, BIKE/PED TRAILS) - DAYTON ELEMENTARY IN THE CITY OF DAYTON	77,671	77,671	0	0	0	DAYTON	AQ2
2008		CITY	229-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (EDUCATION, ENFORCEMENT, TRAINING) - DAYTON ELEMENTARY IN THE CITY OF DAYTON	1,600	1,600	0	0	0	DAYTON	O1
2008		CITY	246-591-01	BT	**SRTS** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK IMPROVEMENTS, BIKE/PED FACILITY & TRAFFIC CALMING) IN CITY OF JORDAN	324,100	175,000	0	0	149,100	JORDAN	AQ2
2008		PED/BIKE	128-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-GOLDEN VALLEY/ST LOUIS PARK XENIA BLVD/PARK PLACE PLANNING STUDY(ASSOCIATED WITH 163-091-01)	35,000	0	35,000	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	128-091-02	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-GOLDEN VALLEY DOUGLAS CORRIDOR/LUCE LINE PLANNING STUDY	50,000	0	50,000	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	141-090-30	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES	5,312,500	0	5,312,500	0	0	MINNEAPOLIS	AQ2
2008		PED/BIKE	141-091-04	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS PLANNING STUDIES-CENTRAL AVE & HENNEPIN AVE	100,000	0	100,000	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	141-091-05	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 17 CORRIDORS	1,900,000	0	1,900,000	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-06	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	860,000	0	860,000	0	0	TRANSIT FOR LIV COMM	AQ2

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	Other Fed	State $	Other $	Agency:	AQ:
2008		PED/BIKE	141-091-07	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS-U OF MN TRAIL FROM BR #9 TO OAK ST ALONG RR CORRIDOR	2,500,000	0	2,500,000	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-08	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS-RIVER LAKE GREENWAY FROM I35W EAST TO W RIVER PKWY	400,000	0	400,000	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-10	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE & PED PROGRAM FOR MINNEAPOLIS-YEAR 2	300,000	0	300,000	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-11	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE & PED PROGRAM FOR MINNEAPOLIS-YEAR 3	315,000	0	315,000	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	157-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-RICHFIELD-ARTERIALS DESIGN STUDY FOR "LIVABLE STS" ON LYNDALE, PENN, PORTLAND, & NICOLLET AVES	50,000	0	50,000	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	164-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-ST PAUL CENTRAL CORRIDOR PLANNING	50,000	0	50,000	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	164-091-02	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-ST PAUL-COMO AVE PROJECT TO IMPROVE PED & BIKE SAFETY WITH BIKE LANES AND BUMPOUTS	418,800	0	418,800	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	27-090-08	BT	NEAR 36TH AVE & CSAH 81 IN ROBBINSDALE, CONSTRUCT PEDESTRIAN/BIKE BRIDGE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	750,000	0	187,500	HENNEPIN COUNTY	AQ2
2008		PED/BIKE	27-091-01	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-HENNEPIN COUNTY LOWRY AVE CORRIDOR(BIKE & PEDESTRIAN AMENITIES AND SIGNAGE)	108,400	0	108,400	0	0	TRANSIT FOR LIV COMM	
2008		PED/BIKE	91-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-METRO TRANSIT PLANNING STUDY FOR IMPROVED PED & BIKE ACCESS	100,000	0	100,000	0	0	TRANSIT FOR LIV COMM	O1
2008		TH 999	880M-SRS1-08	NA	SAFE ROUTES TO SCHOOL INFRASTRUCTURE	800,000	800,000	0	0	0	MNDOT	AQ2
2008		TH 999	880M-SRS2-08	NA	SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	200,000	200,000	0	0	0	MNDOT	O1
2009		PED/BIKE	141-090-31	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES	5,312,500	0	5,312,500	0	0	MINNEAPOLIS	AQ2
2009		TH 999	880M-SRS1-09	NA	SAFE ROUTES TO SCHOOL INFRASTRUCTURE	400,000	400,000	0	0	0	MNDOT	AQ2

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	Other Fed	State $	Other $	Agency:	AQ:
2009		TH 999	880M-SRS2-09	NA	SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	100,000	100,000	0	0	0	MNDOT	O1
				Totals		21,145,571		18,562,200		364,760		
							2,218,611		0			

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008	O4	BB	19-596-05	RW	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-RIGHT OF WAY ACQUISITION(OTHER $$ ARE FROM 2005/2006 STATE BONDS)	2,250,000	0	1,800,000	0	0	450,000	DAKOTA COUNTY	
2008	A10	BB	19-596-06	TR	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PROJECT-PAYBACK IN 2009-OTHER $$ ARE FROM 2005/2006 STATE BONDS)	2,245,699	0	1,048,934	747,625	0	449,140	DAKOTA COUNTY	
2008	A10	BB	19-596-06S	TR	**MN218**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PROJECT-PAYBACK IN 2009-OTHER $$ ARE FROM 2005/2006 STATE BONDS)	5,423,090	0	3,488,472	850,000	0	1,084,618	DAKOTA COUNTY	
2008	A10	BB	19-596-07	PL	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-PRELIMINARY DESIGN(OTHER $$ ARE FROM 2005/2006 STATE BONDS)	625,000	0	500,000	0	0	125,000	DAKOTA COUNTY	
2008	T8	BB	62-595-01	TR	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL-RIGHT OF WAY ACQUISITION(AC PROJECT-PAYBACK IN 2009)	54,528,125	0	35,122,500	8,500,000	0	10,905,625	RAMSEY COUNTY	
2008		CITY	120-591-01	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, ENFORCEMENT, EDUCATION PROGRAM, PROMOTIONAL EVENTS) IN EDINA SCHOOLS IN CITY OF EDINA	30,800	24,640	0	0	0	6,160	EDINA	O1
2008		CITY	141-366-16	SH	ON 31ST ST AT 8 LOCATIONS FROM 3RD AVE TO CEDAR AVE IN MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 2(AC PROJECT-PAYBACK IN 2010)	428,000	0	0	385,200	0	42,800	MINNEAPOLIS	S2

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CITY	141-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, SIGNING, SIDEWALK & BIKE RACKS) - LAKE HARRIET SCHOOL IN MPLS	35,000	30,000	0	0	0	5,000	MINNEAPOLIS	AQ2
2008		CITY	147-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK IMPROVEMENTS, SIDEWALK, BIKE TRAILS) IN CITY OF NEW BRIGHTON	174,000	174,000	0	0	0	0	NEW BRIGHTON	AQ2
2008		CITY	147-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (EDUCATION, ENFORCEMENT) CITY OF NEW BRIGHTON	13,000	1,000	0	0	0	12,000	NEW BRIGHTON	O1
2008		CITY	155-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, EDUCATION PROGRAM, & PROMOTIONAL EVENTS) WAYZATA PUBLIC SCHOOLS IN PLYMOUTH	50,000	50,000	0	0	0	0	PLYMOUTH	O1
2008		CITY	157-090-01	BT	ON 76TH ST FROM EMERSON AVE TO HUMBOLDT AVE OVER I-35W IN RICHFIELD-ADD PEDESTRIAN/BICYCLE BRIDGE TO NEW RDWY BRIDGE	462,000	369,600	0	0	0	92,400	RICHFIELD	AQ2
2008		CITY	164-070-07	PL	**MN219**PLANNING AND PREDESIGN FOR TWIN CITIES BIOSCIENCE CORRIDOR IN ST PAUL	641,604	0	513,283	0	0	128,321	SAINT PAUL	O2
2008		CITY	164-070-08	RC	**MN219**RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR IN ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2008		CITY	178-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL INFRASTRUCTURE (STREET CROSSING SAFETY, SIDEWALKS, BIKE/PED TRAILS, ETC) - HILLTOP ELEMENTARY IN CITY OF INVER GROVE	120,500	120,500	0	0	0	0	INVER GROVE HEIGHTS	AQ2

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CITY	178-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOLS NON-INFRASTRUCTURE (EDUCATION, ENFORCEMENT & ENCOURAGEMENT) - HILLTOP ELEMENTARY IN CITY OF INVER GROVE HEIGHTS	3,000	3,000	0	0	0	0	INVER GROVE HEIGHTS	O1
2008		CITY	182-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOLS - INFRASTRUCTURE (TRAFFIC CALMING) SUNNY HOLLOW ELEMENTARY IN NEW HOPE	28,200	28,200	0	0	0	0	NEW HOPE	AQ2
2008		CITY	182-591-02	PL	**SRTS NI** SAFE ROUTE TO SCHOOL NON-INFRASTRUCTURE (EDUCATION PROGRAM) IN CITY OF NEW HOPE	3,000	3,000	0	0	0	0	NEW HOPE	O1
2008		CITY	192-131-01AC1	PL	**MN194**CORRIDOR DESIGN WORK, I-94 AND RADIO DRIVE IN WOODBURY(AC PAYBACK)	68,000	0	68,000	0	0	0	WOODBURY	O2
2008		CITY	195-114-04	SH	DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC	527,221	474,499	0	0	0	52,722	EAGAN	S2
2008		CITY	195-126-04	MC	**MN088**RING ROAD SYSTEM FOR I-35E , PILOT KNOB RD, & YANKEE DOODLE RD IN EAGAN-CONSTRUCTION INCLUDING REMAINING $$ FROM 2005 APPROPRIATIONS	4,000,000	0	661,000	0	0	3,339,000	EAGAN	E3
2008		CITY	195-591-01	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, ENFORCEMENT, EDUCATION PROGRAM, PROMOTIONAL EVENTS) RED PINE ELEMENTARY SCHOOL IN EAGAN	15,000	10,000	0	0	0	5,000	EAGAN	O1
2008		CITY	206-591-01	PL	**SRTS NI** SAFE ROUTE TO SCHOOL NON-INFRASTRUCTURE (SAFE ROUTE PLAN DEVELOPMENT, ENFORCEMENT, EDUCATION PROGRAM & PROMOTIONAL EVENTS) LAKE ELMO ELEMENTARY IN LAKE ELMO	20,000	20,000	0	0	0	0	LAKE ELMO	O1

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CITY	229-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL INFRASTRUCTURE (STREET CROSSING SAFETY, SIDEWALKS, BIKE/PED TRAILS) - DAYTON ELEMENTARY IN THE CITY OF DAYTON	77,671	77,671	0	0	0	0	DAYTON	AQ2
2008		CITY	229-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE (EDUCATION, ENFORCEMENT, TRAINING) - DAYTON ELEMENTARY IN THE CITY OF DAYTON	1,600	1,600	0	0	0	0	DAYTON	O1
2008		CITY	246-591-01	BT	**SRTS** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK IMPROVEMENTS, BIKE/PED FACILITY & TRAFFIC CALMING) IN CITY OF JORDAN	324,100	175,000	0	0	0	149,100	JORDAN	AQ2
2008		CMAQ	141-030-09	AT	NEAR THE UNIVERSITY OF MINNESOTA EAST CAMPUS AREA IN MPLS-ADAPTIVE CONTROL EXPANSION BY PROVIDING SOPHISTICATED SIGNAL OPERATION DURING CONGESTED PERIODS	2,825,686	2,260,549	0	0	0	565,137	MINNEAPOLIS	E2
2008	E6	CMAQ	199-080-02	TR	CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS IN RAMSEY(AC PROJECT-AC PAYBACK IN FY 2009)	4,378,500	0	0	3,502,800	0	875,700	CITY OF RAMSEY	
2008	E6	CMAQ	91-596-02	TR	CONSTRUCT A NEW LRT STATION AT 34TH AVE.AND AMERICAN BLVD., AND EXPAND PARK-N-RIDE LOT FACILITY AT 28TH AVE.BY ADDING 500 NEW PARKING SPACES(AC PROJECT-PAYBACK IN 2009)	12,600,000	0	0	5,775,000	0	6,825,000	MET COUNCIL-MT	
2008		CMAQ	CM-1-03	TR	2008 TWIN CITIES REGIONAL FLEET EXPANSION: PURCHASE 21 TRANSIT BUSES TO EXPAND THE REGIONAL FLEET AND INCREASE TRANSIT SERVICE FOR OPT-OUT TRANSIT PROVIDERS.	7,617,500	6,094,000	0	0	0	1,523,500	MET COUNCIL - MTS	A10

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CMAQ	CM-12-03	TR	NEW EXPRESS COMMUTER SERVICE FROM LK ELMO/WOODBURY TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR I-94 E PARK/RIDE SERVICE EXPANSION	3,630,750	2,904,600	0	0	0	726,150	MET COUNCIL - MT	A10
2008		CMAQ	CM-14-03	TR	NEW EXPRESS COMMUTER SERVICE FROM BROOKLYN PK TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR NW CORRIDOR/SECTOR 8 SERVICE EXPANSION	5,941,761	4,753,409	0	0	0	1,188,352	MET COUNCIL - MT	A10
2008		CMAQ	CM-2-03A	TM	RTDM & COMMUTER ALTERNATIVES PROGRAMS INCLUDING FUNDS FOR METRO COMMUTER SERVICES, THE DOWNTOWN MPLS TMO, THE ST PAUL TMO, THE ST PAUL MIDWAY TMO, AND THE I-494 CORRIDOR COALITION	3,808,750	3,047,000	0	0	0	761,750	MET COUNCIL	AQ1
2008		CR	02-596-09	RW	**MN130**RIGHT OF WAY ACQUISITION FOR MISS RIVER BR CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101(AC PROJECT-AC PAYBACK	1,100,000	0	546,760	136,000	0	417,240	ANOKA COUNTY	O4
2008		CR 5	179-020-28	RW	**MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTI0N OF INTERSECTION(AC PROJECT-PAYBACK IN 2009)	2,089,800	0	1,263,840	408,000	0	417,960	BURNSVILLE	O4
2008		CR 5	179-020-29	PL	**MN190**AT TH 13 IN BURNSVILLE-PRELIMINARY ENGINEERING FOR RECONSTRUCTI0N OF INTERSECTION	513,284	0	410,627	0	0	102,657	BURNSVILLE	O4
2008		CSAH 1	27-601-35	RC	W OF SHETLAND RD TO E OF TH 212 IN EDEN PRAIRIE-RECONSTRUCT, SIGNALS, ETC	17,000,000	3,036,416	0	0	0	13,963,584	HENNEPIN COUNTY	E2
2008		CSAH 10	182-020-22	RC	ON BASS LAKE RD(CSAH 10) FROM ZEALAND AVE TO 1700 FT E IN NEW HOPE-RECONSTRUCT, TURN LANES, MEDIAN, PED/BIKE, ETC	2,150,651	1,720,521	0	0	0	430,130	NEW HOPE	E1
2008		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	18,000,000	5,408,616	0	0	0	12,591,384	HENNEPIN COUNTY	S2

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CSAH 14	02-614-29AC1	PL	**MN159**AT I-35E/MAIN ST INTERCHANGE IN LINO LAKES-PRELIMINARY DESIGN FOR RECONSTRUCTIN OF INTERCHANGE(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	E3
2008		CSAH 15	82-615-20	RC	TH 36 TO 0.3 MI N OF CSAH 12 IN WASHINGTON CO, RECONSTRUCT, SIGNALS, ETC	6,309,000	4,839,288	0	0	0	1,469,712	WASHINGTON COUNTY	E2
2008 E3		CSAH 16	62-616-02	RW	**MN149**VADNAIS BLVD AT RICE ST/I-694 INTERCHANGE IN VADNAIS HTS-CONSTRUCTION OF REALINEMENT (AC PROJECT-PAYBACK IN 2009)	2,700,000	0	558,156	136,000	0	2,005,844	RAMSEY COUNTY	
2008		CSAH 18	02-618-25	SH	ON CROSSTOWN BLVD(CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC	2,120,000	1,251,996	0	0	0	868,004	ANOKA COUNTY	S2
2008		CSAH 18	82-618-11	RC	ON 40TH ST N(CSAH 18) FROM TH 95 TO CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,884,176	3,907,341	0	0	0	976,835	WASHINGTON COUNTY	S10
2008		CSAH 18	82-618-14	RC	FROM UPPER 5TH ST N TO 7TH ST S IN THE CITIES OF LAKELAND AND LAKELAND SHORES-RECONSTRUCT TO A DIVIDED 2-LANE RDWY, TURN LANES, FRONTAGE RD, ETC(AC PROJECT-PAYBACK IN FY 2009)	3,000,000	0	0	2,042,040	0	957,960	WASHINGTON COUNTY	A15
2008		CSAH 19	27-090-13	EN	BAKER PARK RESERVE TO MAPLE PARK IN MEDINA, CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE I)	1,700,000	468,868	0	0	0	1,231,132	HENNEPIN COUNTY	AQ2
2008		CSAH 19	27-090-14	EN	FROM MAPLE PARK IN MEDINA TO CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 2)	630,310	504,248	0	0	0	126,062	HENNEPIN COUNTY	O9
2008		CSAH 19	27-090-15	EN	FROM CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 3)	566,320	453,056	0	0	0	113,264	HENNEPIN COUNTY	O9
2008		CSAH 19	90-595-10	TR	CSAH 19 AND I-94 IN LAKE ELMO-CONSTRUCT NEW 500, CAR PARK/RIDE LOT	780,000	624,000	0	0	0	156,000	MET COUNCIL - MT	E6
2008		CSAH 2	82-602-13AC1	PL	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-CORRIDOR DESIGN(AC PAYBACK)	232,000	0	232,000	0	0	0	WASHINGTON COUNTY	O4

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		CSAH 2	82-602-16	RW	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-RIGHT OF WAY ACQUISITION	1,803,084	0	1,442,467	0	0	360,617	WASHINGTON COUNTY	O4
2008		CSAH 21	70-621-23AC1	RC	**MN161**RECONSTRUCTION OF CSAH 21 IN SCOTT COUNTY(AC PAYBACK)	435,200	0	435,200	0	0	0	SCOTT COUNTY	E6
2008		CSAH 25	82-625-02	RC	ON CENTURY AVE(CSAH 25) FROM WOODBINE AVE TO VALLEY CREEK RD(CSAH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH, SIGNALS, ETC	4,915,825	3,932,660	0	0	0	983,165	WASHINGTON COUNTY	A10
2008		CSAH 3	27-603-30	RW	**MN237**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING, RW, & CONSTRUCTION (AC PROJECT-PAYBACK IN 2009)	6,395,700	0	4,096,560	1,020,000	0	1,279,140	HENNEPIN COUNTY	O1
2008		CSAH 3	27-603-30H	RW	**MN151**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING & PURCHASE RW(AC PROJECT-PAYBACK IN 2009)	1,735,389	0	1,116,311	272,000	0	347,078	HENNEPIN COUNTY	O4
2008		CSAH 31	164-020-95	BI	EB MARYLAND AVE(CSAH 31) OVER SOO LINE & OVER BN RR IN ST PAUL, REDECK BRS 6599 & 6600	1,700,000	572,044	0	0	0	1,127,956	SAINT PAUL	S19
2008		CSAH 35	157-020-19	RC	PORTLAND AVE FROM 64TH TO 68TH ST & 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD, RECONSTRUCT & CHANNELIZE, ETC (LIVABLE COMMUNITIES PROJECT)	3,000,000	2,226,336	0	0	0	773,664	RICHFIELD	E1
2008 E3		CSAH 42	19-642-44	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE(AC PROJECT-PAYBACK IN 2009)	2,700,000	0	1,133,754	276,250	0	1,289,996	DAKOTA COUNTY	
2008 E3		CSAH 42	19-642-45	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE(AC PROJECT-PAYBACK IN 2009)	2,028,754	0	1,133,754	276,250	0	618,750	DAKOTA COUNTY	

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008 S2		CSAH 47	19-686-08	SH	ON NORTHFIELD BLVD(CSAH 47) AT 280TH ST(CSAH 86) IN SCIOTA & CASTLE ROCK TWP-INTERSECTION IMPROVEMENTS INCLUDING TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC	1,135,000	904,220	0	0	0	230,780	DAKOTA COUNTY	
2008		CSAH 51	02-651-06	RC	CSAH 51 (UNIV AVE) FROM 92ND AVE TO CSAH 10 IN COON RAPIDS & BLAINE, RECONSTRUCT, MEDIAN, TURN LANES, ETC	2,795,215	2,236,172	0	0	0	559,043	ANOKA COUNTY	S10
2008		CSAH 61	27-661-34	RC	NORTH OF BREN RD TO SOUTH OF CSAH 3 IN MINNETONKA-RECONSTRUCT TO A 4-LANE HWY, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, SIGNALS, ETC(AC PROJECT-PAYBACK IN FY 2009)	19,600,000	0	0	5,544,000	0	14,056,000	HENNEPIN COUNTY	A10
2008		CSAH 61	27-661-37	BR	SHADY OAK RD OVER HCRRA CORRIDOR, REPLACE BR 90596	1,200,000	759,104	0	0	0	440,896	HENNEPIN COUNTY	S19
2008 E3		CSAH 65	62-665-45AC1	PL	**MN135**AT I-694/WHITE BEAR AVE INTERCHANGE IN WHITE BEAR LAKE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION(AC PAYBACK)	68,000	0	68,000	0	0	0	RAMSEY COUNTY	
2008 A10		CSAH 70	19-670-08	RC	CSAH 70 FROM 0.6 MI W OF I-35 TO 0.4 MI E OF I-35 IN LAKEVILLE, RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FR RDS, ETC	15,600,000	7,150,550	0	0	0	8,449,450	DAKOTA COUNTY	
2008		CSAH 81	90-595-08	TR	CSAH 81 AND BROOKLYN BLVD IN BROOKLYN PARK, CONSTRUCT NEW 800-CAR PARK/RIDE LOT	8,938,188	7,150,550	0	0	0	1,787,638	MET COUNCIL - MT	E6
2008		CSAH 9	02-609-14	SH	ROUND LK BLVD(CSAH 9) AT NORTHDALE BLVD(CR 79) IN COON RAPIDS, DUAL LEFT TURN LANES, TRAF SIGNAL REVISION, ETC	166,200	149,580	0	0	0	16,620	ANOKA COUNTY	S2
2008		EN	164-595-01	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,821,160	1,186,100	0	0	0	635,060	ST PAUL	O6

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		EN	164-595-02	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,821,100	1,186,100	0	0	0	635,000	ST PAUL	O6
2008		EN	164-595-03	EN	HARVEST STATES HEAD HOUSE & SACK HOUSE, ADAPTIVE REUSE OF GTA	1,798,680	1,186,100	0	0	0	612,580	ST PAUL	O9
2008		EN	164-595-04	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	655,256	426,996	0	0	0	228,260	ST PAUL PARK/REC	O9
2008		I 35	1980-68	BI	UNDER CSAH 70 IN LAKEVILLE-REPLACE BR 19842(COST SHARING WITH DAKOTA COUNTY INTERCHANGE PROJECT 19-670-08)	1,000,000	0	0	0	1,000,000		MNDOT	NC
2008		I 35	1980-76	TM	FROM CSAH 70 TO CSAH 60 IN LAKEVILLE-INSTALL TRAFFIC MANAGEMENT SYSTEM	250,000	0	0	0	250,000	0	MN/DOT	S7
2008		I 35E	1982-136	SC	FROM NB I35E TO I-494 CD RD IN MENDOTA HEIGHTS & EAGAN-WIDEN & ADD LANE ON EXIT RAMP(INCLUDES $50K OF WRE FUNDS)	350,000	0	0	0	350,000	0	MN/DOT	E3
2008	2	I 35E	6280-304AC2	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK, 2 OF 3)	18,470,000	18,470,000	0	0	0	0	MN/DOT	A10
2008		I 35E	6280-320	RS	TH 5 TO KELLOGG BLVD, MILL & BIT OVERLAY	4,500,000	4,050,000	0	0	450,000	0	MN/DOT	S10
2008		I 35E	8825-207	SC	ON I-35E FROM I-694 TO N JCT I-35/I-35W-REPLACE SIGNS	265,000	238,500	0	0	26,500	0	MN/DOT	O8
2008		I 35E	8825-209	SC	AT CSAH 96 IN WHITE BEAR LAKE, AT CR J IN LINO LAKES, & AT N JCT 35W IN COLUMBUS TWP-REPLACE INTERCHANGE LIGHTING	140,000	0	0	0	140,000	0	MN/DOT	S18
2008		I 35W	1981-102	SC	FROM BURNSVILLE PKWY TO CSAH 42 IN BURNSVILLE-ELIMINATE SB LANE DROP & EXTEND SB LANE	737,126	0	0	0	737,126	0	MN/DOT	E1
2008		I 35W	1981-107	SC	FROM S JCT I-35/I-35E TO BURNSVILLE PKWY IN BURNSVILLE-REPLACE SIGNING	36,879	0	0	0	36,879	0	MN/DOT	O8

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008	3	I 35W	2782-281AC1	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	63,000,000	63,000,000	0	0	0	0	MN/DOT	A10
2008		I 35W	2782-288	BR	W 76TH ST OVER I-35W IN RICHFIELD-REPLACE BRIDGE 9796($1.0M FROM 2008 BI)	7,750,000	6,200,000	0	0	1,550,000	0	MN/DOT	S19
2008		I 35W	2782-290	SC	AT W 94TH ST RAMPS IN BLOOMINGTON-REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2008		I 35W	2782-292	MC	ON LYNDALE AVE FROM TH 62 TO RICHFIELD LK IN RICHFIELD-AGREEMENT ON MNDOT'S BEHALF FOR CONSTRUCTION OF PART OF THE CROSSTOWN	1,000,000	0	0	0	1,000,000	0	MN/DOT	A10
2008		I 35W	2782-302	MC	ON LYNDALE AVE FROM TH 62 TO RICHFIELD LK IN RICHFIELD-AGREEMENT ON MNDOT'S BEHALF FOR CONSTRUCTION OF PART OF THE CROSSTOWN	1,000,000	0	0	0	1,000,000	0	MN/DOT	A10
2008		I 35W	6284-136	SC	INDUSTRIAL BLVD IN MPLS TO I-694 IN NEW BRIGHTON & ARDEN HILLS-REPLACE SIGNS	575,000	517,500	0	0	57,500	0	MN/DOT	O8
2008	7	I 494	1985-132	MC	FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(AC PROJECT, PAYBACKS IN 2009 & 2010)	47,500,000	2,000,000	0	19,000,000	26,500,000	0	MN/DOT	A15
2008	7	I 494	1985-132HPP	MC	**MN34**FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(HPP PORTION)	2,500,000	0	2,000,000	0	500,000	0	MN/DOT	A15
2008		I 494	2785-330	PL	**MN199**I-494 LANE ADDITION IN HENNEPIN COUNTY	856,899	0	685,519	0	171,380	0	MNDOT	A20

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008	7	I 494	8285-80AC5	MC	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT(AC PAYBACK)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2008		I 494	8285-90	RD	AT SANDY DRAW ON I-494 IN NEWPORT-EROSION AND OUTLET REPAIR	160,000	0	0	0	160,000	0	MN/DOT	S9
2008		I 694	6285-130	RC	RELOCATE VADNAIS BLVD AT RICE ST IN VADNAIS HTS-GRADING, SURFACING, ETC($1.31M OF FY 2007 ACCESS MANAGEMENT FUNDS)	2,500,000	0	0	0	2,500,000	0	MN/DOT	S19
2008		I 694	6285-136	SC	AT LONG LAKE RD IN NEW BRIGHTON-ISLAND INSTALLATION AND STRIPING	50,000	0	0	0	50,000	0	MN/DOT	E1
2008		I 694	8286-60	NO	ON THE E SIDE FROM 44TH ST N TO 46TH ST N IN OAKDALE-CONSTRUCT NOISE WALL	725,000	0	0	0	725,000	0	MN/DOT	O3
2008		I 694	8286-68	NO	ON THE WEST SIDE OF 694 FROM 0.5 MI NORTH OF 15TH ST TO 0.1 M NORTH OF 15TH ST IN OAKDALE - NOISE WALL CONSTRUCTION	750,000	0	0	0	750,000	0	MN/DOT	O3
2008		I 94	2780-74	TM	NEAR DUNKIRK LANE IN MAPLE GROVE-REPLACE CHANGEABLE MESSAGE SIGN	85,000	0	0	0	85,000	0	MN/DOT	S7
2008		I 94	2781-27715	BI	UNDER LYNDALE AVE NB, 4TH ST RAMP, 7TH ST N, & PLYMOUTH AVE IN MPLS-PAINT BRS 27715, 27781, 27782, &	2,550,000	2,295,000	0	0	255,000		MNDOT	S19
2008		I 94	2781-408	RS	CEDAR AVE IN MPLS TO KELLOGG BLVD EXIT IN ST PAUL(IM$$) & ON TH 280 FROM I-94 TO UNIV AVE IN ST PAUL(SF$600K)-BITUMINOUS MILL & OVERLAY, ETC	10,925,000	9,292,500	0	0	1,632,500		MNDOT	S10
2008		I 94	2781-9420A	BI	UNDER 25TH AVE, RIVERSIDE, PED BR @ 22ND AVE & OVER CEDAR AVE-PAINT BRS 9420, 9421, 9892, 27863	1,350,000	1,215,000	0	0	135,000	0	MN/DOT	S19
2008		I 94	8282-105	AM	AT RADIO DRIVE INTERCHANGE IN WOODBURY-CONSTRUCT SOUTH FRONTAGE RD & RAMP CONNECTION	550,000	0	0	0	550,000	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		MSAS 165	141-165-29	SH	CHICAGO AVE(MSAS 165) FROM 24TH ST TO 31ST ST IN MPLS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS	104,000	88,927	0	0	0	15,073	MINNEAPOLIS	E2
2008		MSAS 363	157-363-19R	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076)-RR AGREEMENT	500,000	0	0	0	500,000	0	RICHFIELD	S19
2008		MSAS 363	157-363-26	BR	**MN010**MN078**MN090**LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076)-RIGHT OF WAY USING 2003 OMNIBUS APPROPRIATION, 2004 & 2005 APPROPRIATION ACT $$	5,980,500	0	5,980,500	0	0	0	RICHFIELD	O4
2008		PED/BIKE	120-090-01	EN	ALONG INTERLACHEN BLVD/BLAKE RD FROM VERNON AVE IN EDINA TO SW LRT TRAIL IN HOPKINS-CONSTRUCT OFF-RD PED/BIKE TRAIL	1,738,884	1,391,107	0	0	0	347,777	EDINA	O9
2008		PED/BIKE	128-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-GOLDEN VALLEY/ST LOUIS PARK XENIA BLVD/PARK PLACE PLANNING STUDY(ASSOCIATED WITH 163-091-01)	35,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	128-091-02	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-GOLDEN VALLEY DOUGLAS CORRIDOR/LUCE LINE PLANNING STUDY	50,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	141-090-30	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES	5,312,500	0	0	0	0	0	MINNEAPOLIS	AQ2
2008		PED/BIKE	141-090-33	BT	**MN 198**CEDAR LAKE REGIONAL TRAIL IN MINNEAPOLIS-RW ACQUISITION(AC PROJECT-PAYBACK IN 2009)	3,253,855	0	2,093,084	510,000	0	650,771	MINNEAPOLIS	O4
2008		PED/BIKE	141-091-04	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS PLANNING STUDIES-CENTRAL AVE & HENNEPIN AVE	100,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		PED/BIKE	141-091-05	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 17 CORRIDORS	1,900,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-06	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	860,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-07	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS-U OF MN TRAIL FROM BR #9 TO OAK ST ALONG RR CORRIDOR	2,500,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-08	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS-RIVER LAKE GREENWAY FROM I35W EAST TO W RIVER PKWY	400,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-10	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE & PED PROGRAM FOR MINNEAPOLIS-YEAR 2	300,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	141-091-11	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE & PED PROGRAM FOR MINNEAPOLIS-YEAR 3	315,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008		PED/BIKE	146-090-01	EN	FROM CO RD H TO SILVER LAKE RD IN MOUNDS VIEW-CONSTRUCT CSAH 10 CORRIDOR TRAIL(AC PROJECT-PAYBACK IN FY 2009)	656,250	0	0	525,000	0	131,250	MOUNDS VIEW	O9
2008		PED/BIKE	157-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-RICHFIELD-ARTERIALS DESIGN STUDY FOR "LIVABLE STS" ON LYNDALE, PENN, PORTLAND, & NICOLLET AVES	50,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	164-090-09	BT	MARSHALL AVE AT PASCAL ST TO VICTORIA ST AT PALACE AVE IN ST PAUL, AYD MILL RD BIKE/PED TRAIL ALONG E SIDE OF THE CP RR	1,787,638	1,430,110	0	0	0	357,528	SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		PED/BIKE	164-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-ST PAUL CENTRAL CORRIDOR PLANNING STUDY	50,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	164-091-02	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-ST PAUL-COMO AVE PROJECT TO IMPROVE PED & BIKE SAFETY WITH BIKE LANES AND BUMPOUTS	418,800	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2008 O9		PED/BIKE	19-090-07	EN	COMPLETE EXISTING SOUTH ST. PAUL RIVERFRONT TRAIL AND CONNECT TO BKWY AT 70TH ST IN INVER GROVE HTS, CONSTRUCT MISS RIVER REGIONAL TRAIL - NORTHERN SEGMENT	1,046,580	837,264	0	0	0	209,316	DAKOTA COUNTY	
2008 O9		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE IN NININGER TO EXISTING TRAILS IN HASTINGS-CONSTRUCT EASTERN SEGMENT OFMISS RIVER REGIONAL TRAIL	1,043,330	834,664	0	0	0	208,666	DAKOTA COUNTY	
2008		PED/BIKE	27-090-08	BT	NEAR 36TH AVE & CSAH 81 IN ROBBINSDALE, CONSTRUCT PEDESTRIAN/BIKE BRIDGE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	0	0	0	187,500	HENNEPIN COUNTY	AQ2
2008		PED/BIKE	27-090-12	BT	OVER THE MISSISSIPPI RIVER AT 29TH ST IN MPLS-CONSTRUCT PED/BIKE BRIDGE ON INPLACE CP RR BRIDGE & APPROACHES	2,434,437	1,947,550	0	0	0	486,887	HENNEPIN COUNTY	AQ2
2008		PED/BIKE	27-090-20	BT	**MN242**FROM FRANCE AVE TO THE MISSISSIPPI RIVER-BRIDGE AND INFRASTRUCTURE REHAB/ENHANCEMENT ALONG THE MIDTOWN GREENWAY CORRIDOR(2006	1,500,000	0	1,500,000	0	0	0	HENNEPIN COUNTY	AQ2
2008		PED/BIKE	27-091-01	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-HENNEPIN COUNTY LOWRY AVE CORRIDOR(BIKE & PEDESTRIAN AMENITIES AND SIGNAGE)	108,400	0	0	0	0	0	TRANSIT FOR LIV COMM	

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2008		PED/BIKE	91-090-35	EN	36TH AVE N IN NEW HOPE & PLYMOUTH, CONSTRUCT PEDESTRIAN/BICYCLE BRIDGE 27R33 OVER TH 169	1,222,094	977,675	0	0	0	244,419	THREE RIVERS PARK DISTRICT	AQ2
2008		PED/BIKE	91-090-40	EN	FRANKLIN AVE TO FULTON ST/E RIVER PKWY IN MPLS, RECONSTRUCT E RIVER PKWY PED & BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,625,125	1,300,100	0	0	0	325,025	MPLS PARK/REC BOARD	O9
2008		PED/BIKE	91-090-50	BT	**MN181**BIKE TR/BRIDGE OVER RR AND WARNER RD FROM BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL IN ST PAUL-CONSTRUCTION(AC PROJECT-	901,541	0	517,233	204,000	0	180,308	SAINT PAUL	AQ2
2008		PED/BIKE	91-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-METRO TRANSIT PLANNING STUDY FOR IMPROVED PED & BIKE ACCESS	100,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1
2008		PED/BIKE	92-090-28	EN	LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	445,155	356,124	0	0	0	89,031	DNR	O9
2008		PED/BIKE	92-090-29	EN	OVER CSAH 15(MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE 82524 & APPROACHES	1,251,996	1,001,597	0	0	0	250,399	DNR	O9
2008		RR	02-00133	SR	BNSF@CSAH 57, SUNFISH LAKE BLVD NW, ANOKA COUNTY, RELOCATE GATES, INSTALL CANTILEVERS & UPGRADE CIRCUITRY	325,026	292,523	0	0	0	32,503	MN/DOT	S1
2008		RR	19-00135	SR	CP@210TH ST W, LAKEVILLE-INSTALL SIGNALS & GATES	243,444	219,100	0	0	0	24,344	MN/DOT	S1
2008		RR	27-00272	SR	CP@W 111TH ST, BLOOMINGTON-INSTALL SIGNALS & GATES	243,444	219,100	0	0	0	24,344	MN/DOT	S1
2008		RR	62-00193	SR	CP@JAMES AVE, ST. PAUL, INSTALL SIGNALS & GATES	227,518	204,766	0	0	0	22,752	MN/DOT	S1
2008		RR	62-00194	SR	MNNR@4TH ST., WHITE BEAR LAKE-UPGRADE CIRCUITRY	104,333	93,900	0	0	0	10,433	MN/DOT	S1
2008		RR	62-00195	SR	MNNR@8TH ST NW, NEW BRIGHTON-INSTALL SIGNALS & GATES	243,444	219,100	0	0	0	24,344	MN/DOT	S1

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2008		RR	70-00117	SR	UP@ATWOOD ST, SHAKOPEE-INSTALL SIGNALS	208,667	187,800	0	0	0	20,867	MN/DOT	S1
2008		TH 10	0202-85	SC	SUNFISH LAKE BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	220,000	0	0	0	200,000	20,000	MN/DOT	E2
2008		TH 10	0202-88	AM	AT ARMSTRONG BLVD IN RAMSEY-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL, ETC	300,000	0	0	0	300,000	0	RAMSEY	E2
2008		TH 10	0214-35	NO	FROM CO RD J TO I-35W IN MOUNDS VIEW-EXTENSION OF NOISE WALLS	300,000	0	0	0	300,000	0	MNDOT	O3
2008		TH 10	103-010-16	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF ANOKA-DESIGN & RW ACQUISITION(AC PROJECT-PAYBACK IN 2009)	1,280,174	0	820,139	204,000	0	256,035	CITY OF ANOKA	O4
2008		TH 10	103-010-16A	PL	**MN092**TH 10 IN ANOKA-DESIGN(2005 APPROPRIATIONS ACT)	25,000	0	25,000	0	0	0	CITY OF ANOKA	O2
2008 O4		TH 10	199-010-09AC1	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	136,000	0	136,000	0	0	0	CITY OF RAMSEY	
2008		TH 12	2713-83AC	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC(AC PAYBACK)	19,000,000	19,000,000	0	0	0	0	MN/DOT	A10
2008		TH 13	1901-150	TR	FROM CSAH 11 TO CSAH 30 IN BURNSVILLE-CONSTRUCT BUS ONLY SHOULDERS	815,000	0	0	0	815,000	0	MNDOT	S4
2008		TH 169	2772-82	AM	0.25 MI SOUTH OF 42ND AVE(ROCKFORD RD) IN NEW HOPE-REPLACE STORM SEWER PIPE	30,000	0	0	0	30,000	0	MN/DOT	NC
2008	5	TH 169	2776-03RW4	RW	**MN192**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	3,488,474	0	2,790,779	0	697,695	0	MNDOT	E3
2008	5	TH 169	2776-03RW5	RW	**MN221**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	1,744,236	0	1,395,389	0	348,847	0	MNDOT	E3

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2008		TH 20	2504-13	AM	FROM MILL ST TO 7TH ST(RIVER RD) IN CANNON FALLS-CONSTRUCT SIDEWALK ON WEST SIDE	112,900	0	0	0	112,900	0	MN/DOT	AQ2
2008	6	TH 212	1017-12AC2	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK, 2 OF 3)	58,145,000	58,145,000	0	0	0	0	MN/DOT	A10
2008		TH 212	2744-59	AM	AT SINGLE TREE LANE IN EDEN PRAIRIE-REBUILD TRAFFIC SIGNAL	120,000	0	0	0	120,000		MN/DOT	E2
2008		TH 282	7011-21	AM	AT TH 21(BROADWAY ST)-REBUILD TRAFFIC SIGNAL & FROM RICE ST TO MILL ST IN JORDAN-RECONSTRUCT & CHANNELIZATION ($200K-SC PRES; $308K-AM)	508,590	0	0	0	508,590	0	MN/DOT	E1
2008		TH 284	1014-11	RS	FROM TH 212 IN COLOGNE TO TH 5 IN WACONIA-BITUMINOUS MILL & OVERLAY	1,616,570	0	0	0	1,616,570	0	MN/DOT	S10
2008		TH 3	1921-79	AM	AT 195TH ST IN FARMINGTON-CONSTRUCT ROUNDABOUT	450,000	0	0	0	450,000		FARMINGTON	E1
2008 E3		TH 36	6211-81AC1	MC	**MN138**FROM TH 120 TO MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGES, BRS 62094 & 62095, ETC-TIED TO 151-090-01, 151-101-02, 151-248-13(AC PAYBACK)	816,000	0	816,000	0	0		RAMSEY COUNTY	
2008		TH 36	8214-114A	RW	**MN191**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION	168,624	0	134,899	0	33,725	0	MNDOT	A30
2008		TH 36	8214-114BB	PL	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, AND ACQUIRE	4,033,265	0	3,226,612	0	806,653	0	MNDOT	A30
2008		TH 36	8214-148	BR	EB TH 36 OVER TH 95, REPAIR BR 9115	733,829	587,063	0	0	146,766	0	MN/DOT	

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		TH 47	0205-94	AM	FROM 40TH AVE NE TO 45TH AVE NE IN COLUMBIA HEIGHTS-EAST FRONTAGE RD PAVEMENT REHAB, STORM SEWER, ETC	594,000	0	0	0	594,000	0	MN/DOT	S10
2008		TH 51	6216-116	SH	NB SNELLING AVE IN ROSEVILLE FROM HARMAR ENT TO EB TH 36 ENT RAMP, ADD 3RD LANE, TRAF SIGNAL REV AT CR B, ETC	2,000,000	1,170,090	0	0	719,910	110,000	MN/DOT	E3
2008		TH 52	1905-9425A	BI	OVER CANNON RIVER, UNDER CSAH 88, AND OVER VERMILLION RIVER IN DAKOTA CO-REDECK BRS 9425, 9426; REPAIR BR 19033; REPAIR & PAINT BR 9488	3,260,000	2,608,000	0	0	652,000		MNDOT	S19
2008		TH 52	1907-72	AM	CLARK RD TO BRIGGS DRIVE IN INVER GROVE HTS-ACCESS CLOSURES & CONSTRUCT W FR RD	594,000	0	0	0	594,000	0	MN/DOT	NC
2008		TH 52	1908-73	SC	LOTHENBACH AVE IN W ST PAUL, REBUILD TRAFFIC SIGNAL	200,000	0	0	0	100,000	100,000	MN/DOT	E2
2008		TH 55	27-030-14	PL	**MN120**ENVIRONMENTAL STUDIES AND RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	1,029,749	0	823,799	0	0	205,950	HENNEPIN COUNTY	O4
2008		TH 55	2723-116	AM	FROM W MEDICINE LAKE DR TO SOUTH SHORE DR IN PLYMOUTH-REPLACE CENTERLINE CULVERT, ETC	307,000	0	0	0	307,000	0	MN/DOT	NC
2008		TH 61	1913-5895B	BI	OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS-REPAIR DECK, SIDEWALK, CURB, ETC ON BR 5895(OTHER $$ ARE HSOP)	2,000,000	800,000	0	0	200,000	1,000,000	MN/DOT	S19
2008		TH 61	1913-61	EN	TH 61(VERMILLION ST) HISTORIC RETAINING WALL REHAB IN HASTINGS-REPAIR & REBUILD 0.27 MI OF WALL ALONG TH 61	319,954	255,963	0	0	63,991	0	MN/DOT	O9
2008		TH 61	6222-154	SC	AT FROST AVE/PARKWAY DRIVE IN MAPLEWOOD-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008	7	TH 61	8205-101	RB	**MN34**AT GLEN RD INTERCHANGE & POCKET PARKS AT N PED BR IN NEWPORT-LANDSCAPING	300,000	0	240,000	0	60,000	0	MN/DOT	O6
2008		TH 61	8205-119	RD	AT BIG RAVINE ON TH 61 IN NEWPORT-EROSION AND OUTLET REPAIR	280,000	0	0	0	280,000	0	MN/DOT	NC
2008		TH 61	8207-57	RS	0.5 MI S OF N JCT TH 97 TO TH 8 IN FOREST LAKE-BITUMINOUS MILL & OVERLAY, ETC	2,175,657	0	0	0	2,175,657		MNDOT	S10
2008	9	TH 610	2771-33	MC	**MN082**MN095**HEMLOCK LN TO JEFFERSON HWY IN MAPLE GROVE, RELOCATE GREAT RIVER ENERGY TOWERS & R/W ACQUISITION FOR UTILITY RELOCATION(2004 APPROPRIATIONS ACT-$3.75M & 2005 APPROPRIATIOS ACT-$850K))	4,600,000	0	4,600,000	0	0	0	MN/DOT	NC
2008	9	TH 610	2771-37A	MC	**MN096**I-94 IN MAPLE GROVE TO CSAH 81 IN BROOKLYN PARK-PRELIMINARY ENGR, RW, & CONSTRUCTION(2005 APPROPRIATIONS ACT)	1,270,000	0	1,270,000	0	0	0	MNDOT	NC
2008	9	TH 610	2771-37B	MC	**MN245**TH 169 TO I-94 IN MAPLE GROVE & BROOKLYN PARK-PE, RW, OR CONSTRUCTION OF NEW RDWY(2006 APPROPRIATIONS ACT)	800,000	0	800,000	0	0	0	MNDOT	NC
2008		TH 62	2773-05	BT	FROM I-494 TO BEACH RD IN EDEN PRAIRIE-CONSTRUCT TRAIL	110,000	0	0	0	110,000	0	MN/DOT	AQ2
2008		TH 65	0207-80	SC	OSBORNE RD IN SPRING LAKE PARK, REBUILD TRAFFIC	260,000	0	0	0	130,000	130,000	MN/DOT	E2
2008		TH 65	0208-115	AM	AT CROSSTOWN BLVD(CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD($125K-SC PRES)	125,000	0	0	0	125,000	0	MN/DOT	E2
2008		TH 65	0208-123	MC	**MN101**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PROJECT-PAYBACK IN 2008, 2009)SAPP $'S	22,817,937	0	2,232,623	544,000	0	20,041,314	MN/DOT	NC

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2008		TH 65	0208-123S1	MC	**MN215**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PROJECT-PAYBACK IN 2009)	2,169,236	0	1,395,389	340,000	0	433,847	MN/DOT	NC
2008		TH 65	0208-123S2	MC	**MN229**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PROJECT-PAYBACK IN 2009)	2,169,236	0	1,395,389	340,000	0	433,847	MN/DOT	NC
2008		TH 65	0208-123UG	MC	AT 121ST AVE/PAUL PKWY & AT 129TH AVE NE IN BLAINE-CONSTRUCT OVERPASSES, FRONTAGE RDS, ETC(AC PROJECT-PAYBACK IN FY 2009)	3,780,000	0	0	3,024,000	0	756,000	MNDOT	E2
2008		TH 65	0208-130	AM	CSAH 18 TO 176TH ST IN HAM LAKE-CENTRAL AVE CLOSURE AND WEST FRONTAGE RD	307,871	0	0	0	307,871	0	MN/DOT	NC
2008		TH 65	0208-131	AM	FROM 207TH AVE NE TO 209TH AVE NE IN EAST BETHEL-ACCESS CLOSURE AND CONSTRUCT EAST FRONTAGE RD	288,970	0	0	0	288,970	0	MN/DOT	NC
2008		TH 7	1003-28M	RS	MACLEOD/CARVER CO LINE TO TH 25-RESURFACING(METRO PORTION OF SP 1003-28)	1,350,000	1,080,000	0	0	270,000	0	MN/DOT	S10
2008		TH 7	1003-30	RS	FROM MACLEOD/CARVER CO LINE TO ST BONIFACIUS-BITUMINOUS MILL & OVERLAY, ROUNDABOUTS AT TH 25 & AT CSAH 10, ETC(OTHER IS $0.35M LOCAL FUNDS & $2.23M FROM ATP 8-OVERLAPS WITH ATP 8 SP 1003-28)	5,230,000	2,120,000	0	0	530,000	2,580,000	MN/DOT	S10
2008		TH 95	8208-34	AM	AT LEHIGH AVE IN COTTAGE GROVE-SB RIGHT TURN LANE & NB BYPASS LANE, ETC	210,000	0	0	0	210,000	0	MN/DOT	E1
2008		TH 97	8201-15	RS	I-35 IN COLUMBUS TWP TO TH 95 IN NEW SCANDIA TWP-BITUMINOUS MILL & OVERLAY	3,987,425	0	0	0	3,987,425		MNDOT	S10
2008		TH 999	880M-AM-08	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2008	247,000	0	0	0	247,000	0	MN/DOT	NC
2008		TH 999	880M-BI-08	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2008	740,000	0	0	0	740,000	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2008		TH 999	880M-CA-08	CA	METRO SETASIDE - CONSULTANT DESIGN -2008	7,500,000	0	0	0	7,500,000	0	MN/DOT	NC
2008		TH 999	880M-PF-08	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2008	40,000	0	0	0	40,000	0	MN/DOT	O6
2008		TH 999	880M-PM-08	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2008	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2008		TH 999	880M-RB-08	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2008	100,000	0	0	0	100,000	0	MN/DOT	O6
2008		TH 999	880M-RS-08	RS	METRO SETASIDE FOR RESURFACING FOR FY 2008	190,000	0	0	0	190,000	0	MN/DOT	S10
2008		TH 999	880M-RW-08	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2008	9,000,000	0	0	0	9,000,000	0	MN/DOT	NC
2008		TH 999	880M-RX-08	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2008	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2008		TH 999	880M-SA-08	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2008	20,000,000	0	0	0	20,000,000	0	MN/DOT	NC
2008		TH 999	880M-SC-08	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2008	104,000	0	0	0	104,000	0	MN/DOT	NC
2008		TH 999	880M-SRS1-08	NA	SAFE ROUTES TO SCHOOL INFRASTRUCTURE	800,000	800,000	0	0	0	0	MNDOT	AQ2
2008		TH 999	880M-SRS2-08	NA	SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	200,000	200,000	0	0	0	0	MNDOT	O1
2008		TH 999	880M-TM-08	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2008	300,000	0	0	0	300,000	0	MN/DOT	NC
2008		TH 999	8825-208	SC	VARIOUS LOCATIONS METROWIDE-UPDATE SIGNAL STANDARDS	75,000	0	0	0	75,000	0	MNDOT	S18
2008		TH 999	8825-211	SC	METROWIDE-RELAMP IN ONE QUADRANT	470,000	0	0	0	470,000	0	MN/DOT	S18
2008		TH 999	8825-243	TM	METROWIDE-INSTALL CCTV SYSTEMS	150,000	0	0	0	150,000	0	MN/DOT	NC
2008		TH 999	8825-244	TM	METROWIDE-REFURBISH/UPGRADE CCTV SYSTEMS	90,000	0	0	0	90,000	0	MN/DOT	NC
2008		TH 999	8825-245	TM	METROWIDE-REFURBISH ELECTRICAL SERVICE TMS EQUIPMENT	65,000	0	0	0	65,000	0	MN/DOT	NC

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2008		TH 999	8825-246	TM	METROWIDE-RAMP CONTROL SIGNAL REPLACEMENT	60,000	0	0	0	60,000	0	MN/DOT	NC
2008		TH 999	8825-247	TM	ON I-94 FROM WEAVER LAKE RD IN MAPLE GROVE TO TH 101 IN ROGERS, ON I-94 FROM ST PAUL TO WOODBURY, AND ON TH 100 FROM I-394 IN GOLDEN VALLEY TO I-94 IN BROOKLYN CENTER-INSTALL RAMP METERS	100,000	0	0	0	100,000	0	MN/DOT	S7
2008		TH 999	8825-272	SC	METROWIDE-REPLACE LIGHTING CABINETS	100,000	0	0	0	100,000	0	MN/DOT	S18
2008		TH 999	TRLF-RW-08	RW	REPAYMENT IN FY 2008 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	0	4,239,000	0	MN/DOT	NC
2009 A10		BB	19-596-06AC	TR	**MN170**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PAYBACK)	816,000	0	816,000	0	0	0	DAKOTA COUNTY	
2009 A10		BB	19-596-06SAC	TR	**MN218**CEDAR AVE BUSWAY IN DAKOTA COUNTY-CONSTRUCTION(AC PAYBACK)	850,000	0	850,000	0	0	0	DAKOTA COUNTY	
2009 T8		BB	62-595-01AC	TR	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY IN ST PAUL-RIGHT OF WAY ACQUISITION(AC PAYBACK)	8,500,000	0	8,500,000	0	0	0	RAMSEY COUNTY	
2009		CITY	107-020-58	SH	90TH ST. AND CSAH 52 (NICOLLET AVE)-LEFT TURN LANES, SIGNAL UPGRADES, INTERSECTION IMPROVEMENTS(ALSO SAP 107-130-34)	987,000	888,300	0	0	0	98,700	BLOOMINGTON	S2
2009		CITY	141-366-15	SH	ON 31ST ST AT 9 LOCATIONS FROM HENNEPIN TO 2ND AVE IN MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 1	472,500	425,250	0	0	0	47,250	MINNEAPOLIS	S2
2009		CITY	164-020-100	BR	EDGECUMBE ROAD OVER RAVINE IN HIGHLAND PARK IN ST PAUL-REPLACE BRIDGE L8804 & APPROACHES	1,050,000	630,000	0	0	0	420,000	SAINT PAUL	S19
2009		CITY	164-070-09	PL	**MN219**CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR IN ST PAUL	1,275,000	0	1,020,000	0	0	255,000	SAINT PAUL	O1
2009		CITY	192-131-01AC2	PL	**MN194**CORRIDOR DESIGN WORK, I-94 AND RADIO DRIVE IN WOODBURY(AC PAYBACK)	68,000	0	68,000	0	0	0	WOODBURY	O2

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2009	E6	CMAQ	199-080-02AC	TR	CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS IN RAMSEY(AC PAYBACK)	3,502,800	3,502,800	0	0	0	0	CITY OF RAMSEY	
2009		CMAQ	70-596-01AC	TR	SITE PREPARATION TO CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE(AC PAYBACK)	140,000	140,000	0	0	0	0	SCOTT COUNTY	E6
2009		CMAQ	70-596-02AC	TR	CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE(AC PAYBACK)	1,125,040	1,125,040	0	0	0	0	SCOTT COUNTY	E6
2009		CMAQ	91-080-06	TR	COMPLETION OF SMTC MARKET STREET STATION IN CHANHASSEN PARK-N-RIDE EXPANSION FACILITY	7,218,750	5,775,000	0	0	0	1,443,750	SMTC	E6
2009	E6	CMAQ	91-596-02AC	TR	CONSTRUCT A NEW LRT STATION AT 34TH AVE.AND AMERICAN BLVD., AND EXPAND PARK-N-RIDE LOT FACILITY AT 28TH AVE.BY ADDING 500 NEW PARKING SPACES(AC	5,775,000	5,775,000	0	0	0	0	MET COUNCIL-MT	
2009	T1	CMAQ	CM-05-03	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81-FY 2009	418,003	334,402	0	0	0	83,601	MET COUNCIL-MT	
2009	T1	CMAQ	CM-05-04	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2009	316,136	252,909	0	0	0	63,227	MET COUNCIL-MT	
2009		CMAQ	CM-05-09	TM	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.	3,609,375	2,887,500	0	0	0	721,875	MET COUNCIL	AQ1

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2009	E6	CMAQ	CM-05-10AC1	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	408,518	408,518	0	0	0	0	CITY OF RAMSEY	
2009		CMAQ	CM-05-17	TR	PURCHASE 12 BUSES FOR DEDICATED OPERATION AND DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE. BUSWAY(OTHER $$ ARE FROM 2005/2006 STATE BONDS)	6,142,500	4,914,000	0	0	0	1,228,500	MVTA	T10
2009		CMAQ	CM-05-19	TM	UPGRADES AND ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	2,625,000	2,100,000	0	0	0	525,000	MINNEAPOLIS	S7
2009		CMAQ	CM-05-20	TR	TRAFFIC SIGNAL IMPROVEMENTS TO DOWNTOWN STREET SYSTEM TO PROVIDE DAILY ENHANCED PREFERRED TREATMENT FOR BUS AND LRT TRANSIT PATRONS	525,000	420,000	0	0	0	105,000	MINNEAPOLIS	E2
2009		CR	02-596-09AC	RW	**MN130**RIGHT OF WAY ACQUISITION FOR MISS RIVER BR CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	O4
2009		CR 5	179-020-28AC	RW	**MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTI0N OF INTERSECTION(AC PAYBACK)	408,000	0	408,000	0	0	0	BURNSVILLE	O4
2009		CSAH 1	02-601-43	SH	CSAH 1 (COON RAPIDS BLVD) AT CSAH 18 (CROOKED LAKE BLVD.) IN COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADES, ETC	367,500	330,750	0	0	0	36,750	ANOKA COUNTY	S2
2009		CSAH 116	02-652-05	RC	ON BUNKER LK BLVD(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD(CSAH 52) FROM BUNKER LK BLVD TO CSAH 14 IN HAM LAKE AND BLAINE-RECONSTRUCT SEGMENTS FROM 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	14,000,000	7,651,089	0	0	0	6,348,911	ANOKA COUNTY	A10

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2009		CSAH 14	02-614-28	RC	FROM 21ST AVE TO OTTER LAKE RD INCLUDING THE INTERCHANGE RECONSTRUCTION AT I-35E IN LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC	10,395,000	5,775,000	0	0	0	4,620,000	ANOKA COUNTY	E3
2009		CSAH 14	02-614-29AC2	PL	**MN159**AT I-35E/MAIN ST INTERCHANGE IN LINO LAKES-PRELIMINARY DESIGN FOR RECONSTRUCTIN OF INTERCHANGE(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	E3
2009		CSAH 152	27-752-18	BR	CEDAR AVE(CSAH 152) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90437	1,697,151	1,357,721	0	0	0	339,430	HENNEPIN COUNTY	S19
2009 E3		CSAH 16	62-616-02AC	RW	**MN 149**VADNAIS BLVD AT RICE ST/I-694 INTERCHANGE IN VADNAIS HTS-CONSTRUCTION OF REALINEMENT (AC	136,000	0	136,000	0	0	0	RAMSEY COUNTY	
2009		CSAH 18	82-618-14AC	RC	FROM UPPER 5TH ST N TO 7TH ST S IN THE CITIES OF LAKELAND AND LAKELAND SHORES-RECONSTRUCT TO A DIVIDED 2-LANE RDWY, TURN LANES, FRONTAGE RD, ETC(AC PAYBACK)	2,042,040	2,042,040	0	0	0	0	WASHINGTON COUNTY	A15
2009		CSAH 2	82-602-13AC2	PL	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-CORRIDOR DESIGN(AC PAYBACK)	408,000	0	408,000	0	0	0	WASHINGTON COUNTY	O4
2009		CSAH 21	70-621-23AC2	RC	**MN161**RECONSTRUCTION OF CSAH 21 IN SCOTT COUNTY(AC PAYBACK)	435,200	0	435,200	0	0	0	SCOTT COUNTY	E6
2009		CSAH 22	27-622-03	BR	LYNDALE AVE(CSAH 22) OVER MINNEHAHA CREEK IN MPLS-REPLACE BR 90444	1,794,528	1,435,622	0	0	0	358,906	HENNEPIN COUNTY	S19
2009		CSAH 3	27-603-30A	RW	**MN061**LAKE ST ACCESS TO I-35W IN MPLS-RW & CONSTRUCTION(FY 2001 APPROPRIATIONS ACT)	3,154,245	0	2,523,396	0	0	630,849	HENNEPIN COUNTY	O1
2009		CSAH 3	27-603-30AC	RW	**MN237**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING, RW, & CONSTRUCTION (AC PAYBACK)	1,020,000	0	1,020,000	0	0	0	HENNEPIN COUNTY	O2
2009		CSAH 3	27-603-30HAC	RW	**MN151**LAKE ST ACCESS TO I-35W IN MPLS-PRELIMINARY ENGINEERING & PURCHASE RW(AC PAYBACK)	272,000	0	272,000	0	0	0	HENNEPIN COUNTY	O4

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2009		CSAH 3	27-603-43	BR	EXCELSIOR BLVD(CSAH 3) OVER MINNEHAHA CREEK IN ST. LOUIS PARK-REPLACE BR 90455	890,309	712,247	0	0	0	178,062	HENNEPIN COUNTY	S19
2009		CSAH 30	189-020-18	MC	FROM CSAH 101 TO DUNKIRK LANE IN MAPLE GROVE-RECONSTRUCT TO A 4-LANE DIVIDED RDWY, PED/BIKE TRAILS, TRAFFIC SIGNALS, ETC	9,712,500	5,775,000	0	0	0	3,937,500	MAPLE GROVE	A15
2009	S2	CSAH 31	62-631-05	SH	ON MARYLAND AVE AT RICE ST IN ST PAUL-RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	787,500	708,750	0	0	0	78,750	RAMSEY COUNTY	
2009		CSAH 35	27-635-26	BR	PORTLAND AVE(CSAH 35) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90494	1,864,083	1,491,266	0	0	0	372,817	HENNEPIN COUNTY	S19
2009	O4	CSAH 42	19-642-44AC	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE(AC PAYBACK)	276,250	0	276,250	0	0	0	DAKOTA COUNTY	
2009	E3	CSAH 42	19-642-45AC	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE(AC PAYBACK)	276,250	0	276,250	0	0	0	DAKOTA COUNTY	
2009		CSAH 61	27-661-34AC	RC	NORTH OF BREN RD TO SOUTH OF CSAH 3 IN MINNETONKA-RECONSTRUCT TO A 4-LANE HWY, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, SIGNALS, ETC(AC PAYBACK)	5,544,000	5,544,000	0	0	0	0	HENNEPIN COUNTY	E1
2009	E1	CSAH 65	62-665-44	RC	WHITE BEAR AVE FROM N OF RADATZ AVE TO N OF CO RD D IN MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	8,868,307	7,094,646	0	0	0	1,773,661	RAMSEY COUNTY	
2009	E3	CSAH 65	62-665-45AC2	PL	**MN135**AT I-694/WHITE BEAR AVE INTERCHANGE IN WHITE BEAR LAKE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION(AC PAYBACK)	68,000	0	68,000	0	0	0	RAMSEY COUNTY	

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009		CSAH 81	238-020-02	RC	SOUTH OF THE INTERSECTION WITH THE I-94 EB RAMPS IN ROGERS-REALIGN TO ADD LANES, TURN LANES, & PED/BIKE PATH	2,205,000	1,764,000	0	0	0	441,000	ROGERS	E1
2009		CSAH 86	70-686-01	RC	280TH ST E FROM TH 19 TO TEXAS AVE(CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	6,300,000	2,782,214	0	0	0	3,517,786	SCOTT COUNTY	E1
2009		I 35	1980-77	SC	SCOTT-DAKOTA CO LINE IN LAKEVILLE TO S JCT I-35E/35W IN BURNSVILLE-REPLACE SIGNING	525,000	472,500	0	0	52,500	0	MN/DOT	O8
2009	2	I 35E	6280-304AC3	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-GRADING, SURFACING, BRS (BAP PAYBACK), 3 OF 3	21,125,000	21,125,000	0	0	0	0	MN/DOT	A10
2009		I 35W	1981-110	SC	AT BURNSVILLE PKWY RAMP TERMINII IN BURNSVILLE-REBUILD TRAFFIC SIGNALS	500,000	0	0	0	250,000	250,000	MN/DOT	E2
2009	3	I 35W	2782-281AC2	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	63,000,000	63,000,000	0	0	0	0	MN/DOT	A10
2009		I 35W	2782-287	MC	82ND ST TO N OF I-494 IN BLOOMINGTON-CONSTRUCT CD ROAD	3,200,000	0	0	0	3,200,000	0	MN/DOT	NC
2009		I 35W	2782-291	RS	28TH ST TO WASHINGTON AVE IN MPLS-BITUMINOUS MILL & OVERLAY	4,270,000	3,843,000	0	0	427,000	0	MNDOT	S10
2009		I 35W	2782-297	SC	AT 90TH ST W RAMP TERMINII IN BLOOMINGTON-REBUILD TRAFFIC SIGNALS	500,000	0	0	0	200,000	300,000	MN/DOT	E2
2009		I 35W	2783-109	NO	ON EAST SIDE OF I-35W FROM COMO AVE TO HENNEPIN AVE IN MPLS-NOISE WALL	625,000	0	0	0	625,000	0	MNDOT	O3
2009		I 35W	2783-113	SC	FROM PORTLAND AVE TO WASHINGTON AVE IN MPLS-LIGHTING REPLACEMENT	1,250,000	1,125,000	0	0	125,000	0	MN/DOT	S18
2009		I 35W	2783-9340F	BI	OVER MISSISSIPPI RIVER IN MPLS-STEEL RETROFIT ON BR 9340	450,000	0	0	0	450,000	0	MN/DOT	S19

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2009		I 35W	6284-138	RS	TH 36 TO N OF CO RD B2 IN ROSEVILLE-BITUMINOUS MILL & OVERLAY	1,815,000	1,633,500	0	0	181,500	0	MNDOT	S10
2009		I 35W	6284-141	SC	FROM TH 10 IN ARDEN HILLS TO CSAH 23(LAKE DR) IN BLAINE-CONSTRUCT SB AUXILIARY LANE	440,000	0	0	0	440,000	0	MN/DOT	S6
2009		I 35W	6284-9351	BI	SB RAMP OVER NB, OVER BNSF RR & W FR RD, AND OVER CO RD C IN ROSEVILLE-REPAIR DECKS ON BRS 9351, 9352, 9353, 9354, & 9588	1,670,000	1,503,000	0	0	167,000	0	MNDOT	S19
2009		I 494	1985-131	SC	AT TH 156(CONCORD ST) RAMP TERMINII IN S ST PAUL-REBUILD TRAFFIC SIGNALS	300,000	0	0	0	300,000	0	MN/DOT	E2
2009	7	I 494	1985-132AC1	MC	FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(AC PAYBACK)	9,500,000	9,500,000	0	0	0	0	MN/DOT	A15
2009		I 494	2785-330A	PL	**MN199**I-494 LANE ADDITION IN HENNEPIN COUNTY	850,000	0	680,000	0	170,000	0	MNDOT	A20
2009		I 494	2785-354	SC	ON AIRPORT LN FROM 0.5M WEST OF 34TH AVE TO 34TH AVE AT MSP INTL AIRPORT-REALIGNMENT, ACCESS CLOSURES, ETC($0.5M OF 2008 ACCESS MGMT $$)	500,000	0	0	0	500,000	0	MNDOT	E1
2009		I 94	2781-27549A	BI	UNDER 26TH AVE, BROADWAY, I-94 OFF RAMPS, 41ST AVE, 42ND AVE(CAMDEN), & CP RAIL IN MPLS-PAINT BRS 27814, 27815, 27817, 27818, 27819, 27821, 27549A	1,320,000	1,188,000	0	0	132,000	0	MNDOT	S19
2009		I 94	2781-413	NO	ON SOUTH SIDE OF I-94 FROM LYNDALE AVE TO LASALLE IN MPLS-NOISE WALL	800,000	0	0	0	800,000	0	MNDOT	O3
2009		I 94	2781-414	BI	UNDER LASALLE AVE IN MINNEAPOLIS-REDECK BR	1,200,000	1,080,000	0	0	120,000	0	MNDOT	S19
2009		I 94	2781-415	RS	NICOLLET AVE TO CEDAR AVE IN MPLS-BITUMINOUS MILL & OVERLAY	2,900,000	2,610,000	0	0	290,000	0	MNDOT	S10

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2009		MSAS 363	157-363-19	MC	LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC (MNDOT PORTION-SP IS 2785-	5,500,000	0	0	0	5,500,000	0	RICHFIELD	S19
2009		MSAS 363	157-363-19A	MC	**MN090**MN078**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(2004 & 2005 APPROPRIATIONS ACTS)	2,500,000	0	2,500,000	0	0	0	RICHFIELD	S19
2009		MSAS 363	157-363-19B	MC	**MN104**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(SAFETEA-LU HPP$)	11,280,029	0	11,280,029	0	0	0	RICHFIELD	S19
2009		MSAS 363	157-363-19L	MC	LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(TEA-21 HPP$)	7,400,000	0	7,400,000	0	0	0	RICHFIELD	S19
2009		PED/BIKE	107-090-06	EN	FROM 20TH AVE TO 22ND AVE IN BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF THE MALL OF AMERICA	1,260,000	1,008,000	0	0	0	252,000	BLOOMINGTON	O9
2009		PED/BIKE	141-020-107	EN	ALONG CEDAR AND FRANKLIN AVES IN MPLS-IMPROVE PED ACCESS AND SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,412,250	840,000	0	0	0	572,250	MINNEAPOLIS	O9
2009		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY IN MPLS, CEDAR LAKE TRAIL(PHASE 3)	5,650,000	2,561,976	0	0	0	3,088,024	MINNEAPOLIS	AQ2
2009		PED/BIKE	141-090-31	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES	5,312,500	0	0	0	0	0	MINNEAPOLIS	AQ2
2009		PED/BIKE	141-090-33AC	BT	**MN 198**CEDAR LAKE REGIONAL TRAIL IN MINNEAPOLIS-RW ACQUISITION(AC PAYBACK)	510,000	0	510,000	0	0	0	MINNEAPOLIS	O4
2009		PED/BIKE	146-090-01AC	EN	FROM CO RD H TO SILVER LAKE RD IN MOUNDS VIEW-CONSTRUCT CSAH 10 CORRIDOR TRAIL(AC PAYBACK)	525,000	525,000	0	0	0	0	MOUNDS VIEW	O9

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2009		PED/BIKE	164-090-11	BT	FROM W CITY LIMITS TO PRIOR AVENUE IN ST PAUL-CONSTRUCT PED/BIKE PATH-ST. PAUL EXTENSION(PHASE I) OF THE MIDTOWN GREENWAY	4,042,500	3,234,000	0	0	0	808,500	SAINT PAUL	AQ2
2009		PED/BIKE	27-753-14	EN	FROM THEO WIRTH PKWY TO GIRARD AVE IN MPLS-LOWRY AVE CORR PHASE 2: SIDEWALKS, LANDSCAPED BLVDS, ON-STREET BIKE LANES, LIGHTING, ETC	8,925,000	1,050,000	0	0	0	7,875,000	HENNEPIN COUNTY	O9
2009		PED/BIKE	91-090-39	EN	W SIDE OF MISS RIVER FROM FRANKLIN AVE TO 42ND ST/W RIVER PKWY IN MPLS-RECONSTRUCT WEST RIVER PKWY PED/BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,738,884	1,391,107	0	0	0	347,777	MPLS PARK/REC BOARD	O9
2009		PED/BIKE	91-090-42	EN	FROM E 42ND ST TO 46TH AVE S@W RIVER PKWY IN MPLS-RECONSTRUCT LOWER W RIVER PKWY PED/BIKE TRAIL TO IMPROVE SAFETY, SIGNAGE, LIGHTING, LANDSCAPING, ETC	1,365,000	1,050,000	0	0	0	315,000	MPLS PARK/REC BOARD	O9
2009		PED/BIKE	91-090-43	EN	S OF GOLDEN LAKE ELEM SCHOOL IN CIRCLE PINES TO LINO LAKES TOWN CENTER DEVELOPMENT-CONSTRUCT RICE CREEK NORTH REGIONAL TRAIL EXPANSION	3,348,450	1,050,000	0	0	0	2,298,450	ANOKA CO PARK & REC DEPT	AQ2
2009		PED/BIKE	91-090-45	EN	FROM PAYNE AVE TO ARCADE ST IN ST. PAUL-CONSTRUCT TRAILHEAD FOR BRUCE VENTRO REG TRAIL INCLUDING PARKING, LIGHTING, RESTROOMS, ETC	1,312,500	1,050,000	0	0	0	262,500	ST PAUL PARK/REC	O9
2009		PED/BIKE	91-090-46	EN	BRUCE VENTO NATURE SANCTUARY/INDIAN MOUNDS REG PARK TR /STAIR CONN IN ST PAUL-CONSTRUCT NEW STAIRWAY AND BIKEWALK THAT WILL TRAVERSE 110 FEET OF VERTICAL BLUFF	1,312,500	1,050,000	0	0	0	262,500	ST PAUL PARK/REC	O9
2009 O9		PED/BIKE	91-090-48	EN	FROM CAHILL AVE TO THE PINE BEND BLUFFS TRAILHEAD IN INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	966,000	772,800	0	0	0	193,200	DAKOTA COUNTY	

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2009		PED/BIKE	91-090-50AC	BT	**MN181**BIKE TR/BRIDGE OVER RR AND WARNER RD FROM BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL IN ST PAUL-CONSTRUCTION(AC PAYBACK)	204,000	0	204,000	0	0	0	SAINT PAUL	AQ2
2009		RR	27-00269	SR	PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	166,200	149,580	0	0	0	16,620	MN/DOT	S1
2009		RR	27-00275	SR	CSAH 3, LAKE ST IN MPLS-ADD GATES-3-4 GATE SYSTEM	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009		RR	27-00277	SR	CSAH 8, BROADWAY AVEIN BROOKLYN PARK-INSTALL CANTILEVERS & 3-4 GATE SYSTEM	315,000	283,500	0	0	0	31,500	MNDOT	S1
2009		RR	27-00278	SR	MSAS 384, JAMES AVE IN BLOOMINGTON-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009		RR	27-00279	SR	MUN 445, BROADWAY ST NE IN MPLS-INSTALL 4-LEG GATE SYSTEM	288,750	259,875	0	0	0	28,875	MNDOT	S1
2009		RR	27-00280	SR	CSAH 102, DOUGLAS DR IN GOLDEN VALLEY-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009		RR	27-00281	SR	CSAH 52, HENNEPIN AVE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009		RR	70-00118	SR	PARK BLVD & ACORN WAY IN ST LAWRENCE TWP-ELIMINATE AT-GRADE X-ING AND CLOSE ACORN WAY X-ING	288,750	288,750	0	0	0	0	MNDOT	S1
2009		RR	82-00136	SR	ZEP@CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	277,000	249,300	0	0	0	27,700	MN/DOT	S1
2009		RR	82-00137	SR	CSAH 17 IN LAKE ELMO-INSTALL GATES	236,250	212,625	0	0	0	23,625	MNDOT	S8
2009		TH 10	0202-02010	BI	OVER MAIN ST IN ANOKA-REPAIR DECK ON BR 02010	290,000	0	0	0	290,000	0	MNDOT	S19
2009		TH 10	0215-66	BI	OVER BNSF RR IN COON RAPIDS-REDECK BRS 9721 & 9722	3,400,000	0	0	0	3,400,000	0	MNDOT	S19
2009		TH 10	103-010-16AC	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF ANOKA-DESIGN & RW ACQUISITION(AC PAYBACK)	204,000	0	204,000	0	0	0	CITY OF ANOKA	O4

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2009 O4		TH 10	199-010-09AC2	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	136,000	0	136,000	0	0	0	CITY OF RAMSEY	
2009		TH 101	1009-19	RS	TH 212 TO LYMAN BLVD IN CHANHASSEN-BITUMINOUS MILL & OVERLAY	765,000	0	0	0	765,000	0	MNDOT	S10
2009		TH 12	2713-85	BR	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	6,580,000	5,264,000	0	0	1,316,000	0	MN/DOT	S19
2009	1	TH 12	2713-95	RB	AT WAYZATA BLVD IN WAYZATA & AT CSAH 6 IN ORONO, LANDSCAPING	70,000	0	0	0	70,000	0	MN/DOT	O6
2009		TH 12	2714-139	RS	0.5 MI W OF WAYZATA BLVD TO 0.5 MI E OF I-494-BITUMINOUS MILL & OVERLAY	4,685,000	0	0	0	4,685,000		MNDOT	S10
2009		TH 13	211-010-07	RC	FROM VERNON AVE TO LYNN AVE IN SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	4,921,875	3,937,500	0	0	0	984,375	SAVAGE	E1
2009		TH 156	1912-54	SC	AT VILLAUME AVE IN S ST PAUL-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2009		TH 169	2772-80	TM	FROM I-494 IN BLOOMINGTON TO I-94 IN BROOKLYN PARK-REFURBISH/REPLACE CCTV SYSTEMS HARDWARE	200,000	0	0	0	200,000	0	MN/DOT	S7
2009	5	TH 169	2776-03RW6	RW	**MN192**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	850,000	0	680,000	0	170,000	0	MNDOT	02
2009	5	TH 169	2776-03RW7	RW	**MN221**AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	425,000	0	340,000	0	85,000	0	MNDOT	O2
2009		TH 212	1013-79	PL	**MN163**FROM NORWOOD YOUNG AMERICA TO CR 147 IN CARVER-PRELIMINARY ENGINEERING	853,450	0	682,760	0	170,690	0	MNDOT	E1
2009	6	TH 212	1017-12AC3	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK), 3 0F 3	3,000,000	3,000,000	0	0	0	0	MN/DOT	A10

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2009		TH 252	2748-53	SC	FROM I-94 IN BROOKLYN CENTER TO TH 610 IN BROOKLYN PARK-REPLACE SIGNING	315,000	0	0	0	315,000	0	MN/DOT	O8
2009		TH 280	6241-51	BR	LARPENTEUR AVE OVER TH 280 & OVER MC RY IN LAUDERDALE-REPLACE BR 6738 & 6630 & APPROACHES($4.1M FROM 2008 BI)	11,260,000	9,008,000	0	0	2,252,000	0	MN/DOT	S19
2009		TH 282	7011-24	RD	FROM JCT TH 21 TO E JCT MORLOCK DR IN JORDAN-EROSION, CULVERT REPAIR, ETC	125,000	0	0	0	125,000	0	MN/DOT	S9
2009		TH 3	1908-74	SC	AT CSAH 26(7OTH ST) IN INVER GROVE HEIGHTS-TRAFFIC SIGNAL INSTALLATION & ADD APPROACH LANES	800,000	0	0	0	800,000	0	MN/DOT	S7
2009 E3		TH 36	6211-81AC2	MC	**MN138**FROM TH 120 TO MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGES, BRS 62094 & 62095, ETC-TIED TO 151-090-01, 151-101-02, 151-248-13(AC PAYBACK)	816,000	0	816,000	0	0		RAMSEY COUNTY	
2009		TH 36	6212-155	RS	I-35W IN ROSEVILLE TO EDGERTON ST IN LITTLE CANADA-BITUMINOUS MILL & OVERLAY	4,855,000	3,884,000	0	0	971,000	0	MNDOT	S10
2009		TH 36	6212-160	TM	FROM RTMC NEAR TH 51 IN ROSEVILLE TO I-35E IN LITTLE CANADA-REFURBISH/REPLACE FIBER OPTIC TRUNK CABLE	150,000	0	0	0	150,000	0	MN/DOT	S7
2009		TH 36	6212-5427	BI	UNDER RICE ST, WB OVER I-35W, OVER CLEVELAND AND OVER FAIRVIEW IN ROSEVILLE-REPAIR DECKS ON BRS 9276, 9277, 9569, 62029, & 62030; SUBSTRUCTURE REPAIR ON BR 5427	1,270,000	1,016,000	0	0	254,000	0	MNDOT	S19
2009		TH 36	8214-114B	RW	**MN191**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION	168,625	0	134,900	0	33,725	0	MNDOT	O4

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2009		TH 36	8214-114CC	BR	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, AND ACQUIRE	4,033,265	0	3,226,612	0	806,653	0	MNDOT	A30
2009		TH 36	8214-114L	RW	**MN191**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION	4,001,225	0	3,200,980	0	0	800,245	STILLWATER	O4
2009		TH 36	8214-144	PL	**MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN(ORIGINALLY CUT/COVER	426,725	0	341,380	0	20,000	65,345	MNDOT	O1
2009		TH 47	0205-84	RS	N OF 40TH AVE NE IN COLUMBIA HTS TO N OF CSAH 10 IN COON RAPIDS - BUS SHOULDERS & BITUMINOUS MILL & OVERLAY; OVER CSAH 10-REDECK BRS 9725 & 9726; AT CSAH 3(UNIV AVE)-ADD ACCELERATION FROM WB TH 47 TO NB UNIV AVE($500K-SC; $1.4M-BI; $425K-TR;	7,590,000	0	0	0	7,590,000	0	MNDOT	S19
2009		TH 52	1907-68	SH	FROM 111TH TO OLD CONCORD IN INVER GROVE HTS-CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC($.95M OF FY 2007 & $.87M OF FY 2008 ACCESS MANAGEMENT FUNDS & $100,000 OF SC FUNDS INCLUDED;OTHER IS COUNTY-$0.5M, CITY-$0.26, POSSIBLE AM=$0.95)	5,675,000	1,251,996	0	0	2,713,004	1,710,000	MN/DOT	S2
2009		TH 52	1928-52	SH	AT THOMPSON AVE & WENTWORTH AVE RAMP TERMINII IN W ST PAUL & S ST PAUL-CONSTRUCT ROUNDABOUTS	1,575,000	1,417,500	0	0	157,500	0	MNDOT	S2
2009		TH 55	27-030-14A	PL	**MN120**ENVIRONMENTAL STUDIES AND RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	537,500	0	430,000	0	0	107,500	HENNEPIN COUNTY	O2

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009	7	TH 61	8205-114	RB	**MN34**AT ST PAUL PARK INTERCHANGE(CSAH 22) IN ST PAUL PARK-LANDSCAPING	200,000	0	160,000	0	40,000	0	MN/DOT	O6
2009		TH 610	0217-21	TM	ON TH 610 FROM TH 169 IN BROOKLYN PARK TO TH 10 IN COON RAPIDS, AND ON TH 169 FROM I-94 TO TH 610 IN BROOKLYN PARK-INSTALL FIBER OPTIC TRUNK CABLE FOR TMS	500,000	0	0	0	500,000	0	MN/DOT	S7
2009	9	TH 610	2771-38	MC	**MN119**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	4,338,474	0	3,470,779	0	867,695	0	MNDOT	NC
2009	9	TH 610	2771-38S1	MC	**MN211**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	9,761,563	0	7,809,250	0	1,952,313	0	MNDOT	NC
2009	9	TH 610	2771-38S2	MC	**MN226**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	8,676,945	0	6,941,556	0	1,735,389	0	MNDOT	NC
2009	9	TH 610	2771-38T	MC	**MN235**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK	8,527,600	0	6,822,080	0	1,705,520	0	MNDOT	NC
2009		TH 65	0207-88	SC	AT CSAH 10 IN SPRING LAKE PARK-REPLACE LIGHTING	270,000	0	0	0	270,000	0	MN/DOT	S18
2009		TH 65	0207-89	SC	AT MOORE LAKE DR(MSAS 302) IN FRIDLEY-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2009		TH 65	0208-123AC	MC	**MN101**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	544,000	0	544,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123S1AC	MC	**MN215**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	340,000	0	340,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123S2AC	MC	**MN229**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	340,000	0	340,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123UGAC	MC	AT 121ST AVE/PAUL PKWY & AT 129TH AVE NE IN BLAINE-CONSTRUCT OVERPASSES, FRONTAGE RDS, ETC(AC PAYBACK)	3,024,000	3,024,000	0	0	0	0	MNDOT	NC
2009		TH 65	2710-37	RS	I-35W TO 10TH ST IN MPLS-BITUMINOUS MILL & OVERLAY	1,830,000	1,464,000	0	0	366,000	0	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009		TH 7	2704-28	SC	KINGS POINT RD TO CSAH 44 IN MINNETRISTA-CONSTRUCT FRONTAGE ROAD($0.5M ACCESS MANAGEMENT FUNDS)	500,000	0	0	0	500,000	0	MNDOT	E1
2009		TH 7	2704-30	SC	AT CSAH 44 IN MINNETRISTA-TRAFFIC SIGNAL INSTALLATION	200,000	0	0	0	130,000	70,000	MN/DOT	S7
2009		TH 7	2706-212	SC	AT AQUILA ST IN ST LOUIS PARK-ACCESS CLOSURE, ACCELERATION LANE, TRAFFIC SIGNAL REVISION, ETC($950K-SC,$50K-TRAF PRES)	1,050,000	0	0	0	1,000,000	50,000	MN/DOT	E1
2009		TH 95	8210-93	RD	TH 96 TO I-94 IN LAKELAND-CULVERT REPLACEMENT, GUARDRAIL, SLOPE STABILIZATION, ETC	750,000	0	0	0	750,000	0	MN/DOT	NC
2009		TH 95	8210-94	RD	WASHINGTON-CHISAGO COUNTY LINE TO I-94 IN LAKELAND-CULVERT REPLACEMENT & TREATMENT OF STORMWATER RUNOFF AT FALLS CREEK(WAS 8210-94)	230,000	0	0	0	230,000	0	MN/DOT	NC
2009		TH 952	6217-90381	BI	UNDER GEORGE ST IN ST PAUL-REPAIR DECK BR 90381	120,000	0	0	0	120,000	0	MNDOT	S19
2009		TH 999	880M-ACM-09	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2009	470,000	0	0	0	470,000	0	MN/DOT	NC
2009		TH 999	880M-AM-09	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2009	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2009		TH 999	880M-BI-09	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2009	380,000	0	0	0	380,000	0	MN/DOT	S19
2009		TH 999	880M-CA-09	CA	METRO SETASIDE - CONSULTANT DESIGN -2009	7,100,000	0	0	0	7,100,000	0	MN/DOT	NC
2009		TH 999	880M-NO-09	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2009	75,000	0	0	0	75,000	0	MN/DOT	O3
2009		TH 999	880M-PF-09	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2009	40,000	0	0	0	40,000	0	MN/DOT	O6
2009		TH 999	880M-PM-09	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2009	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2009		TH 999	880M-RB-09	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2009	100,000	0	0	0	100,000	0	MN/DOT	O6

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2009		TH 999	880M-RW-09	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2009	5,500,000	0	0	0	5,500,000	0	MN/DOT	NC
2009		TH 999	880M-RX-09	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2009	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2009		TH 999	880M-SA-09	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2009	16,500,000	0	0	0	16,500,000	0	MN/DOT	NC
2009		TH 999	880M-SC-09	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2009	3,070,000	0	0	0	3,070,000	0	MN/DOT	NC
2009		TH 999	880M-SRS1-09	NA	SAFE ROUTES TO SCHOOL INFRASTRUCTURE	400,000	400,000	0	0	0	0	MNDOT	AQ2
2009		TH 999	880M-SRS2-09	NA	SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	100,000	100,000	0	0	0	0	MNDOT	O1
2009		TH 999	880M-TE-09	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING($0.25M-SIGNALS & $1.02M-HYDRAULICS) PRESERVATION	1,270,000	0	0	0	1,270,000	0	MN/DOT	NC
2009		TH 999	880M-TM-09	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2009	285,000	0	0	0	285,000	0	MN/DOT	NC
2009		TH 999	880M-TR-09	TM	METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2009	512,000	0	0	0	512,000	0	MN/DOT	S7
2009		TH 999	8825-237	SC	IN NORTHEAST QUADRANT OF THE METRO AREA-RELAMP FIXTURES	400,000	0	0	0	400,000	0	MN/DOT	S18
2009		TH 999	8825-248	TM	METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	150,000	0	0	0	150,000	0	MN/DOT	O8
2009		TH 999	TRLF-RW-09	RW	REPAYMENT IN FY 2009 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	0	4,239,000	0	MN/DOT	NC
2010		CITY	141-020-108	RC	ON CEDAR AVE BETWEEN I-94 AND TH 55 IN MPLS-INTERSECTION SAFETY AND CAPACITY IMPROVEMENTS INCLUDING AT FRANKLIN, MINNEHAHA, AND 20TH AVES(INCLUDES $1.0M OF TIPEDD FUNDING)	2,358,800	1,887,040	0	0	0	471,760	MINNEAPOLIS	E1

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2010		CITY	141-366-16AC	SH	ON 31ST ST AT 8 LOCATIONS FROM 3RD AVE TO CEDAR AVE IN MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 2(AC PAYBACK)	385,200	385,200	0	0	0	0	MINNEAPOLIS	S2
2010		CITY	164-020-101	BR	WARNER ROAD OVER BNSF & UP RR AND CHILDS RD IN ST PAUL-REMOVE AND REPLACE EXISTING BRIDGE #5950	8,774,000	5,350,000	0	0	0	3,424,000	SAINT PAUL	S19
2010 E6		CMAQ	91-596-01	TR	300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE N EDGE OF AN EXISTING LOT AT I-35W/95TH AVE NE IN BLAINE	802,500	642,000	0	0	0	160,500	MET COUNCIL-MT	
2010 T1		CMAQ	CM-05-03A	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81-FY 2010	425,964	340,771	0	0	0	85,193	MET COUNCIL-MT	
2010 T1		CMAQ	CM-05-04A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2010	322,156	257,725	0	0	0	64,431	MET COUNCIL-MT	
2010 T10		CMAQ	CM-05-06	TR	PURCHASE 6 ARTIC BUSES AND RELATED SPARE PARTS AND EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673 BETWEEN MINNETONKA AND MPLS	3,402,600	2,722,080	0	0	0	680,520	MET COUNCIL-MT	
2010		CMAQ	CM-05-09A	TM	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.	3,678,125	2,942,500	0	0	0	735,625	MET COUNCIL	AQ1
2010 E6		CMAQ	CM-05-10AC2	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	416,300	416,300	0	0	0	0	CITY OF RAMSEY	

2010 T10	CMAQ	CM-05-11	TR	PURCHASE OF 15 BUSES TO SUPPORT EXPRESS SERVICE ROUTES	7,356,250	5,885,000	0	0	0	1,471,250	MET COUNCIL-MT

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2010		CMAQ	CM-05-13	TR	PURCHASE OF 10 BUSES FOR SERVICE EXPANSION	5,457,000	4,365,600	0	0	0	1,091,400	SMTC	T10
2010		CMAQ	CM-05-19A	TM	UPGRADES AND ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	2,835,500	2,268,400	0	0	0	567,100	MINNEAPOLIS	S7
2010		CMAQ	CM-05-21	TM	OPTIMZE SIGNAL TIMING AT 106 SIGNALIZED INTERSECTIONS ON HIAWATHA AVE,OLSON HWY, LYNDALE AVE S, E/W LAKE ST AND HENNEPIN AVE S	267,500	214,000	0	0	0	53,500	MINNEAPOLIS	E2
2010		CR 132	02-596-07	SH	CR 132 (85TH AVE) AT SPRINGBROOK DR IN COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADE,	1,070,000	963,000	0	0	0	107,000	ANOKA COUNTY	S2
2010 E1		CR B2	62-678-12	RC	FROM FAIRVIEW AVE TO TH 51(SNELLING AVE) IN ROSEVILLE-RECONSTRUCT TO A 6-LANE RDWY, INCLUDING SIGNAL AND TURN LANE IMPROVEMENTS	2,992,500	2,394,000	0	0	0	598,500	RAMSEY COUNTY	
2010		CSAH 109	27-709-21	MC	ON WEAVER LAKE RD/85TH AVE IN MAPLE GROVE & BROOKLYN PARK FROM E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF A 4-LANE DIVIDED RDWY INCLUDING A PED/BIKE PATH(AC PROJECT-PAYBACK IN 2011)	8,132,000	0	0	5,885,000	0	2,247,000	HENNEPIN COUNTY	A15
2010 E4		CSAH 11	10-611-06	RC	FROM CSAH 10 TO TH 212 IN CHASKA-RECONSTRUCT WITH A PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL, ETC	3,507,460	2,805,968	0	0	0	701,492	CARVER COUNTY	
2010		CSAH 116	02-716-11	RC	CO RD 57(SUNFISH LAKE BLVD) IN RAMSEY TO GERMANIUM ST IN RAMSEY & ANOKA-RECONSTRUCT TO A 4-LANE DIVIDED RDWY INCLUDING A PED/BIKE TRAIL	4,601,000	3,680,800	0	0	0	920,200	ANOKA COUNTY	A15
2010		CSAH 16	70-616-24	SH	CSAH 16(MCCOLL DR) AT GLENDALE RD IN SAVAGE-INTERSECTION IMPROVEMENT	856,000	770,400	0	0	0	85,600	SCOTT COUNTY	S2

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2010		CSAH 2	82-602-14	SH	CSAH 2 (W BDWY AVE) AND 12TH ST NW IN FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC SIGNAL PHASING	1,070,000	963,000	0	0	0	107,000	WASHINGTON COUNTY	S2
2010		CSAH 2	82-602-15	RC	ON W BDWY(CSAH 2) FROM 19TH ST SW TO 12TH ST SW INCLUDING THE I-35 INTERCHANGE IN FOREST LAKE-RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	0	4,935,000	WASHINGTON COUNTY	A15
2010		CSAH 21	70-621-25	RC	FROM CSAH 16 TO CSAH 18 IN SHAKOPEE-CONSTRUCT INCLUDING TRAILS AND A TRANSIT PARK-AND-RIDE LOT IN THE SW QUAD OF CSAH 16 AND CSAH 18	6,231,145	4,984,916	0	0	0	1,246,229	SCOTT COUNTY	E1
2010 A15		CSAH 23	19-623-23	RC	FROM 147TH ST IN APPLE VALLEY TO 1/4 MILE S OF 160TH ST(CSAH 46) IN LAKEVILLE-RECONSTRUCT TO A 6-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	8,400,000	5,775,000	0	0	0	2,625,000	DAKOTA COUNTY	
2010		CSAH 3	27-603-30B	RW	**MN061**LAKE ST ACCESS TO I-35W IN MPLS-RW & CONSTRUCTION(FY 2003 APPROPRIATIONS ACT)	8,941,500	0	8,941,500	0	0	0	HENNEPIN COUNTY	O1
2010 S2		CSAH 31	62-631-06	SH	ON MARYLAND AVE AT PROSPERITY AVE IN ST PAUL-RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	802,500	722,250	0	0	0	80,250	RAMSEY COUNTY	
2010		CSAH 81	27-681-27	RC	FROM N OF TH 100 TO N OF CSAH 10 IN CRYSTAL-RECONSTRUCT TO A 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC	8,560,000	5,885,000	0	0	0	2,675,000	HENNEPIN COUNTY	A15
2010		I 35	0283-25	SC	N JCT I-35E/35W IN COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE IN FOREST LAKE-REPLACE SIGNING	420,000	0	0	0	420,000	0	MN/DOT	O8
2010		I 35E	1982-143	RD	FROM S JCT I-35/I-35W IN BURNSVILLE TO CSAH 31(PILOT KNOB RD) IN EAGAN-REPAIR/REPLACE CULVERTS, CATCH BASINS, ETC	250,000	0	0	0	250,000	0	MN/DOT	NC

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2010		I 35W	0280-57	NO	ON NORTH SIDE OF I-35W FROM SUNSET RD ALONG APOLLO DR IN BLAINE-NOISE	835,000	0	0	0	835,000	0	MNDOT	O3
2010		I 35W	0280-58	SC	FROM I-694 IN NEW BRIGHTON/ARDEN HILLS TO N JCT I-35/I-35E IN COLUMBUS TWP-REPLACE SIGNING(ASSOCIATED SP 6284-139)	1,050,000	0	0	0	1,050,000	0	MN/DOT	O8
2010	3	I 35W	2782-281AC3	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	63,000,000	63,000,000	0	0	0	0	MN/DOT	A10
2010		I 35W	2782-296	RD	ON I-35W AT 35TH ST & AT 39TH ST IN MPLS-INSTALL STORM SEWER TUNNEL SURGE CHAMBERS/DIFFUSERS	1,925,000	0	0	0	1,305,000	620,000	MNDOT	NC
2010		I 35W	6284-140	SH	FROM CO RD C TO I-694 IN ROSEVILLE, NEW BRIGHTON, & ARDEN HILLS-CONTINUOUS LIGHTING	652,700	587,430	0	0	65,270	0	MNDOT	S2
2010		I 35W	6284-144	SC	AT CO RD D RAMP TERMINII IN ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	0	202,500	247,500	MN/DOT	E2
2010	7	I 494	1985-132AC2	MC	FROM MAXWELL AVE IN NEWPORT TO HARDMAN AVE IN S ST PAUL-EB BR 82855 OVER MISS RIVER(REP BR 5993) & APPROACHES;INCLUDES ON-RAMP FROM HARDMAN AND OFF-RAMP TO MAXWELL(AC PAYBACK)	9,500,000	9,500,000	0	0	0	0	MN/DOT	A15
2010	8	I 494	2785-337	RB	TH 5 TO 0.2 MI W OF GOLDEN TRIANGLE DR IN EDEN PRAIRIE-LANDSCAPING	300,000	240,000	0	0	60,000	0	MN/DOT	O6
2010	8	I 494	2785-338	MC	TH 169 INTERCHANGE FROM GOLDEN TRIANGLE DR TO W OF W BUSH LAKE RD IN BLOOMINGTON-LANDSCAPING	170,000	136,000	0	0	34,000	0	MN/DOT	O6
2010		I 494	2785-9077	BI	UNDER NICOLLET AVE & UNDER 2ND AVE PED BR IN RICHFIELD & BLOOMINGTON-REDECK BR 9077 & REPAIR STAIRS ON BR 9078	1,100,000	0	0	0	1,100,000	0	MN/DOT	S19
2010	7	I 494	8285-89	RB	AT TH 61 INTERCHANGE IN NEWPORT-LANDSCAPING	300,000	0	0	0	300,000	0	MN/DOT	O6

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2010		I 94	2780-64	RS	FROM WRIGHT/HENNEPIN CO LINE TO 0.2MI E OF I-494 IN MAPLE GROVE-CONCRETE PAVEMENT REPAIR, ETC	10,715,000	0	0	0	10,715,000	0	MN/DOT	S10
2010		I 94	2781-27003	BI	UNDER WHITNEY PED BR IN MPLS-REPLACE TIMBER DECK & WOODEN STAIRS	200,000	0	0	0	200,000	0	MN/DOT	S19
2010		I 94	2781-27549AA	BI	UNDER 42ND AVE N(CAMDEN BR) IN MPLS-REPAIR BR 27549A	400,000	0	0	0	400,000	0	MN/DOT	S19
2010		I 94	8281-02A	BI	WB OVER ST CROIX RIVER AT HUDSON-PAINT BR 9400	7,800,000	3,510,000	0	0	390,000	3,900,000	MN/DOT	S19
2010		I 94	8282-103	SH	AT W JUNCTION TH 95/CSAH 15 RAMP TERMINII IN WOODBURY, AFTON, LAKE ELMO, & W LAKELAND TWP-TRAFFIC SIGNAL INSTALLATION, DUAL LEFT TURN LANES, ETC($850K-SC)	1,200,000	356,310	0	0	843,690	0	MNDOT	S2
2010 O9		PED/BIKE	10-090-01	EN	FROM MAYER TO THE HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,305,400	1,044,320	0	0	0	261,080	CARVER COUNTY	
2010		PED/BIKE	107-090-05	EN	AT LONG MEADOW LAKE IN BLOOMINGTON-REPLACE BR 3145 ON OLD CEDAR AVE WITH A PED/BIKE BOARDWALK	3,210,000	1,070,000	0	0	0	2,140,000	BLOOMINGTON	O9
2010		PED/BIKE	141-090-26	EN	FROM MARSHALL ST NE TO MONROE ST NE IN MPLS-CONSTRUCT 18TH AVENUE NE TRAIL PHASE 2-LIGHTING, RETAINING WALLS, FENCING, SIGNAGE, ETC	1,337,500	1,070,000	0	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27	EN	FROM I-35W TO W RIVER PKWY IN MPLS-CONSTRUCT RIVERLAKE GREENWAY ALONG E 40TH AND 42ND ST INCLUDING TRAFFIC CALMING, LANDSCAPING AND STREETSCAPE AMENITIES	1,337,500	1,070,000	0	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	164-090-10	EN	WEST SIDE OF LEXINGTON PKWY FROM MINNEHAHA AVE TO ENERGY PARK DR IN ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	0	642,000	SAINT PAUL	O9

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2010		PED/BIKE	82-090-01	EN	ON HARDWOOD CREEK REGIONAL TRAIL IN FOREST LAKE-CONSTRUCT PED/BIKE BRIDGE 82523 OVER CSAH 2 (BROADWAY AVE)	952,909	762,327	0	0	0	190,582	WASHINGTON COUNTY	O9
2010		PED/BIKE	91-090-44	EN	ALONG HARRIET ISLAND IN ST. PAUL-CONSTRUCT 1,100 FEET OF HARRIET ISLAND REGIONAL PARK TRAIL CONN & DEVELOP CONNECTION TO LILYDALE REG TRAIL	1,337,500	1,070,000	0	0	0	267,500	ST PAUL PARK/REC	O9
2010 O9		PED/BIKE	91-090-47	EN	FROM THE PINE BEND BLUFFS TRAILHEAD TO 117TH ST IN INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,179,140	943,312	0	0	0	235,828	DAKOTA COUNTY	
2010		PED/BIKE	91-090-49	EN	AT BELTLINE BLVD IN ST LOUIS PARK-CONSTRUCT A BRIDGE ON THE HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL	1,284,000	1,027,200	0	0	0	256,800	THREE RIVERS PARK DISTRICT	O9
2010		RR	19-00136	SR	UPPER 71ST ST IN INVER GROVE HTS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		RR	27-00282	SR	MSAS 342, LYNDALE AVE IN MINNEAPOLIS-UPGRADE LENSES TO 12" LEDS	80,250	72,225	0	0	0	8,025	MNDOT	S1
2010		RR	27-00283	SR	CSAH 66, BROADWAY ST NE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	0	26,750	MNDOT	S1
2010		RR	27-00284	SR	MUN 1629, CEDAR LAKE BLVD IN MINNEAPOLIS-INSTALL	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		RR	27-00285	SR	CSAH 109, 85TH AVE IN BROOKLYN PARK-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	0	26,750	MNDOT	S1
2010		RR	27-00286	SR	MSAS 354, W 82ND ST IN BLOOMINGTON-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		RR	27-00287	SR	MUN 859, E ISLAND AVE IN MINNEAPOLIS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		RR	27-00288	SR	MUN 866, W ISLAND AVE IN MINNEAPOLIS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		RR	6201-80	SR	ON TH 5(W 7TH ST) AT ALTON ST IN ST PAUL-INSTALL CANTILEVERS & GATES, CLOSE ALTON ST	262,500	262,500	0	0	0	0	MNDOT	S1

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2010		RR	70-00119	SR	MUN 38, SCOTT ST IN SHAKOPEE-INSTALL FLASHERS	192,600	192,600	0	0	0	0	MNDOT	S1
2010		RR	70-00120	SR	MSAS 101, APGAR ST IN SHAKOPEE-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		TH 10	0215-59AC1	RC	AT HANSON BLVD IN COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007)	3,300,000	3,300,000	0	0	0	0	MN/DOT	E3
2010		TH 10	8202-28	SC	AT JCT TH 61 IN DENMARK TWP-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	250,000	0	MN/DOT	E2
2010		TH 100	163-090-02	BT	**MN241**TRAIL BRIDGE & PEDESTRIAN BRIDGE OVER TH 100 IN ST LOUIS PARK(2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	SAINT LOUIS PARK	AQ2
2010		TH 12	2713-97	AM	ON NORTH SIDE FROM HOWARD AVE TO CSAH 29 IN MAPLE PLAIN-CONSTRUCT FRONTAGE RD	300,000	0	0	0	300,000	0	MAPLE PLAIN	NC
2010		TH 120	6227-65	SC	AT CENTURY COLLEGE ENTRANCE IN WHITE BEAR LAKE/MAHTOMEDI-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 13	1901-151	SC	AT RIVER HILLS DR IN BURNSVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 13	1901-152	SC	AT DIFFLEY RD/CEDARBRIDGE AVE IN BURNSVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 13	7001-99	RD	FROM TH 282 TO CHOWEN AVE IN SAVAGE-REPAIR OF EROSION, CATCH BASINS, STORM SEWER, & CULVERTS	300,000	0	0	0	300,000	0	MN/DOT	NC
2010		TH 156	1912-55	SC	AT ARMOUR AVE IN S ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2010		TH 169	2750-57	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(AC PROJECT-PAYBACK IN 2009 & 2010)	52,400,000	0	0	35,920,000	8,980,000	7,500,000	MN/DOT	A10

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2010		TH 169	2750-57UG	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(URBAN GUARANTEE PORTION-AC PROJECT-PAYBACK IN 2009)	8,154,439	0	0	6,523,550	1,630,889	0	MN/DOT	A10
2010		TH 169	2772-81	SC	SB EXIT RAMP TO MEDICINE LAKE RD IN PLYMOUTH-RECONSTRUCT RAMP, EXTEND DECEL, ETC	700,000	0	0	0	700,000	0	MN/DOT	E3
2010		TH 169	7008-45AC1	MC	AT CR 64/TH 25 IN BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK)	10,000,000	10,000,000	0	0	0	0	MN/DOT	O4
2010		TH 242	02-596-08	RC	THRUSH STREET TO CRANE STREET IN COON RAPIDS-WIDEN TO A 4-LANE DIVIDED HWY-INTERSECTION IMPROVEMENTS, PED WKWY, ETC	8,110,600	5,885,000	0	0	0	2,225,600	ANOKA COUNTY	A15
2010		TH 25	7003-12	RD	FROM E FOREST ST TO UP RR IN BELLE PLAINE-EROSION REPAIR	685,000	0	0	0	685,000	0	MN/DOT	S9
2010		TH 284	1014-14	SC	AT CSAH 32(13TH ST) IN WACONIA-CONSTRUCT ROUNDABOUT	800,000	0	0	0	400,000	400,000	MN/DOT	E1
2010		TH 3	1921-82	SC	AT CR 58(170TH ST) IN EMPIRE TWP-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	1,000,000	0	0	0	1,000,000	0	MN/DOT	S7
2010		TH 36	82-596-03	MC	AT LAKE ELMO AVENUE (CSAH 17) IN LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS, ETC	4,239,340	3,391,472	0	0	0	847,868	WASHINGTON COUNTY	NC
2010		TH 5	1002-80	SH	AT POWERS BLVD/CSAH 17 IN CHANHASSEN-ADD NORTHBOUND TO EASTBOUND ACCELERATION LANE(INCLUDES $200K RS $$)	574,500	337,050	0	0	237,450	0	MNDOT	S2
2010		TH 5	8214-142	SC	FROM MANNING AVE IN LAKE ELMO TO 0.1 MI S OF 55TH ST IN BAYTOWN TWP-LEFT TURN LANES, RESURFACING, ETC	2,500,000	0	0	0	2,500,000	0	MN/DOT	E1

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2010		TH 5	8214-145	SH	AT JAMACA AVE/STILLWATER BLVD IN LAKE ELMO-CONSTRUCT ROUNDABOUT	684,800	616,320	0	0	68,480	0	MNDOT	S2
2010		TH 50	1923-11	RD	AT THE INTERSECTION WITH TH 20 IN DOUGLAS TWP-REPAIR PIPE & VAULT	325,000	0	0	0	325,000	0	MN/DOT	S7
2010		TH 51	6216-122	RS	FROM TH 36 IN ROSEVILLE TO I-694 IN ARDEN HILLS-BITUMINOUS MILL & OVERLAY, GUARDRAIL, ETC	3,540,000	0	0	0	3,540,000	0	MN/DOT	S10
2010	4	TH 52	6244-30RW	RW	FROM PLATO BLVD TO I-94-RIGHT OF WAY FOR THE REPLACEMENT OF THE LAFAYETTE BRIDGE	10,000,000	0	0	0	10,000,000	0	MNDOT	O4
2010		TH 55	2722-72	RS	EB FROM CSAH 116 IN MEDINA TO OLD ROCKFORD RD IN PLYMOUTH & WB FROM CSAH 116 IN MEDINA TO FERNBROOK IN PLYMOUTH-BITUMINOUS MILL & OVERLAY	2,800,000	0	0	0	2,800,000		MNDOT	S10
2010		TH 61	1913-66	SC	AT VERMILLION RD(CSAH 46/47) IN HASTINGS-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2010	9	TH 610	0217-22	TM	ON TH 610 FROM TH 169 IN BROOKLYN PARK TO TH 10 IN COON RAPIDS, AND ON TH 169 FROM I-94 TO TH 610 IN BROOKLYN PARK-INSTALL INCIDENT MANAGEMENT SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S7
2010		TH 62	2773-03	SC	FROM W JCT TH 212 IN EDEN PRAIRIE TO GLEASON RD IN EDINA-REPLACE LIGHTING	820,000	0	0	0	820,000	0	MN/DOT	S18
2010		TH 62	2774-7268	BI	UNDER PENN AVE, XERXES AVE, & PORTLAND AVE IN RICHFIELD-REPAIR DECKS ON BRS 7268, 27504, & 7269	1,200,000	0	0	0	1,200,000	0	MN/DOT	S19
2010		TH 65	0208-127	SC	EAST SIDE OF TH 65 FROM 153RD AVE TO 159TH AVE IN HAM LAKE-ACCESS CLOSURES, ETC($1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	0	1,300,000	0	MNDOT	E1
2010		TH 7	163-280-20	MC	AT WOODDALE AVE IN ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC INCLUDING A PED/BIKE X-ING ON THE BRIDGE	10,700,000	5,885,000	0	0	0	4,815,000	SAINT LOUIS PARK	NC

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2010		TH 7	2706-214	SC	AT SHADY OAK RD IN MINNETONKA-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 77	2758-66	SC	AT OLD SHAKOPEE RD(CSAH 1) RAMP TERMINII IN BLOOMINGTON-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 77	2758-67	SC	NORTH OF OLD SHAKOPEE RD(CSAH 1) IN BLOOMINGTON TO TH 62 IN RICHFIELD-REPLACE SIGNING	400,000	0	0	0	400,000	0	MN/DOT	O7
2010		TH 95	8208-33	SC	AT HUDSON RD IN AFTON & WOODBURY-TRAFFIC SIGNAL INSTALLATION, APPROACH LANES, ETC	1,125,000	0	0	0	1,000,000	125,000	MN/DOT	S7
2010		TH 95	8210-95	RS	FROM 0.2 MI N OF TH 97 IN NEW SCANDIA TWP TO 0.1 MI S OF NELSON ST IN STILLWATER-BITUMINOUS MILL & OVERLAY, ETC	5,265,000	0	0	0	5,265,000	0	MN/DOT	S10
2010		TH 952A	1908-75	SC	AT THOMPSON AVE IN W ST PAUL-REBUILD TRAFFIC	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 999	7000-05	RW	S OF 225TH ST AND E OF ABERDEEN AVE APPROX 3 MI S OF JORDAN-WETLAND MITIGATION	50,000	0	0	0	50,000	0	MN/DOT	NC
2010		TH 999	880M-ACM-10	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2010	450,000	0	0	0	450,000	0	MN/DOT	NC
2010		TH 999	880M-AM-10	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2010	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
2010		TH 999	880M-BI-10	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2009	510,000	0	0	0	510,000	0	MN/DOT	S19
2010		TH 999	880M-CA-10	CA	METRO SETASIDE - CONSULTANT DESIGN -2010	7,100,000	0	0	0	7,100,000	0	MN/DOT	NC
2010		TH 999	880M-NO-10	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2010	665,000	0	0	0	665,000	0	MN/DOT	O3
2010		TH 999	880M-PF-10	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2010	40,000	0	0	0	40,000	0	MN/DOT	O6
2010		TH 999	880M-PM-10	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2010	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2010		TH 999	880M-RB-10	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2010	100,000	0	0	0	100,000	0	MN/DOT	O6
2010		TH 999	880M-RS-10	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2010	2,800,000	0	0	0	2,800,000	0	MN/DOT	S10
2010		TH 999	880M-RW-10	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2010	8,000,000	0	0	0	8,000,000	0	MN/DOT	NC
2010		TH 999	880M-RX-10	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2010	4,500,000	0	0	0	4,500,000	0	MN/DOT	S10
2010		TH 999	880M-SA-10	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2010	15,000,000	0	0	0	15,000,000	0	MN/DOT	NC
2010		TH 999	880M-SC-10	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2010	240,000	0	0	0	240,000	0	MN/DOT	NC
2010		TH 999	880M-TE-10	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING ($0.44M), HYDRAULICS ($0.3M) PRESERVATION	740,000	0	0	0	740,000	0	MN/DOT	NC
2010		TH 999	880M-TM-10	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2010	275,000	0	0	0	275,000	0	MN/DOT	NC
2010		TH 999	8825-239	SC	ONE QUADRANT METROWIDE-RELAMP LIGHTING SYSTEM	400,000	0	0	0	400,000	0	MN/DOT	S18
2010		TH 999	8825-249	TM	METROWIDE-REFURBISH ELECTRICAL SERVICE TMS EQUIPMENT	50,000	0	0	0	50,000	0	MN/DOT	S7
2010		TH 999	8825-250	TM	METROWIDE-REFURBISH/UPGRADE SHELTER/CABINETS OF TMS SYSTEMS	200,000	0	0	0	200,000	0	MN/DOT	S7
2010		TH 999	8825-251	TM	METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	250,000	0	0	0	250,000	0	MN/DOT	S8
2010		TH 999	TRLF-RW-10	RW	REPAYMENT IN FY 2010 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	0	4,239,000	0	MN/DOT	NC

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		CMAQ	103-080-02	TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	8,881,000	5,885,000	0	0	0	2,996,000	CITY OF ANOKA	E6
2011 T1		CMAQ	CM-05-03B	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81-FY 2011	425,964	340,771	0	0	0	85,193	MET COUNCIL-MT	
2011 T1		CMAQ	CM-05-04B	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2011	322,156	257,725	0	0	0	64,431	MET COUNCIL-MT	
2011 E6		CMAQ	CM-05-10AC3	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	416,300	416,300	0	0	0	0	CITY OF RAMSEY	
2011		CMAQ	CM-07-2011	TM	METRO SETASIDE FOR CMAQ PROJECTS YET TO BE SELECTED FOR FY 2011	22,500,000	18,000,000	0	0	0	4,500,000	MET COUNCIL	NC
2011		CSAH	BIR-07-2011	BR	METRO SETASIDE FOR BRIDGE IMPROVEMENT/REPLACEMENT PROJECTS YET TO BE SELECTED FOR FY 2011	5,000,000	4,000,000	0	0	0	1,000,000	MET COUNCIL	NC
2011		CSAH	HSIP-07-2011	SH	METRO SETASIDE FOR HSIP(SAFETY) PROJECTS YET TO BE SELECTED FOR FY 2011	5,000,000	4,000,000	0	0	0	1,000,000	MET COUNCIL	NC
2011		CSAH	STPUG-07-2011	RC	METRO SETASIDE FOR STP URBAN GUARANTEE PROJECTS YET TO BE SELECTED FOR FY 2011(ADDITION $8M FOR TAB PAYBACK)	48,750,000	39,000,000	0	0	0	9,750,000	MET COUNCIL	NC
2011		CSAH 109	27-709-21AC	MC	ON WEAVER LAKE RD/85TH AVE IN MAPLE GROVE & BROOKLYN PARK FROM E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF A 4-LANE DIVIDED RDWY INCLUDING A PED/BIKE PATH(AC PAYBACK)	5,885,000	5,885,000	0	0	0	0	HENNEPIN COUNTY	A15

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All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		CSAH 17	02-617-18	RC	FROM CSAH 14 (MAIN ST) IN BLAINE TO 1,000 FT N OF CSAH 116(BUNKER LAKE BLVD) IN HAM LAKE-RECONSTRUCT TO A 6-LANE DIVIDED RDWY IN BLAINE AND A 4-LANE DIVIDED RDWY IN HAM LAKE INCLUDING PED/BIKE FACILITIES	7,297,400	5,837,920	0	0	0	1,459,480	ANOKA COUNTY	A15
2011		CSAH 19	27-619-19	BR	CSAH 19/NORTH SHORE DR OVER WEST ARM CHANNEL IN ORONO-REPLACE EXISTING BRIDGE #90480	470,800	376,640	0	0	0	94,160	HENNEPIN COUNTY	S19
2011		EN	EN-07-2011	EN	METRO SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2011	8,750,000	7,000,000	0	0	0	1,750,000	MET COUNCIL	NC
2011		I 35	0283-26	RS	FROM N JCT I-35E/I-35W IN COLUMBUS TWP TO 0.8 MI N OF TH 8 IN WYOMING TWP-PAVEMENT REHAB, MILL & OVERLAY, ETC	7,650,000	6,885,000	0	0	765,000	0	MN/DOT	S10
2011		I 35E	6281-13	SC	AT CR J IN WHITE BEAR TWP-CONSTRUCT ROUNDABOUTS AT RAMP TERMINII	2,000,000	0	0	0	1,000,000	1,000,000	MN/DOT	E1
2011		I 35W	1981-111	SC	FROM BURNSVILLE PKWY IN BURNSVILLE TO I-494 IN BLOOMINGTON-REPLACE SIGNING	450,000	0	0	0	450,000	0	MN/DOT	O7
2011		I 35W	2783-114	SC	FROM I-94 TO INDUSTRIAL BLVD IN MINNEAPOLIS-REPLACE SIGNING	350,000	0	0	0	350,000	0	MN/DOT	O7
2011		I 694	8286-64	BR	OVER UP RR & OVER TH 5 IN OAKDALE-REPLACE BRS 82805, 82806, 82807, 82808 & APPROACHES ($3.5M FROM 2009 BI & $5.1M FROM 2010)	8,600,000	7,740,000	0	0	860,000	0	MNDOT	S19
2011		I 694	8286-67	SC	AT CSAH 10(10TH ST/MINNEHAHA) IN OAKDALE-REPLACE LIGHTING SYSTEM	115,000	0	0	0	115,000	0	MN/DOT	S18
2011		I 94	2780-69	SC	AT TH 101 IN ROGERS-REPLACE LIGHTING SYSTEM	140,000	0	0	0	140,000	0	MN/DOT	S18
2011		I 94	2780-73	NO	FROM 91ST AVE TO 92ND PLACE N IN MAPLE GROVE-CONSTRUCT NOISE WALL ON EAST SIDE	800,000	0	0	0	800,000	0	MN/DOT	O3

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		I 94	2780-78	SC	FROM SB TH 101 TO WB I-94 IN ROGERS-CONSTRUCT ACCELERATION LANE	600,000	0	0	0	600,000	0	MN/DOT	S6
2011		I 94	2781-27734	BI	UNDER PED BR, SHINGLE CRK PKWY, 694 ON-RAMP,HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH & OVER TH 252 IN BROOKLYN CENTER & MPLS-PARTIAL PAINT BRS 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807, & 27808(USING 2010 BI $$)	2,290,000	2,061,000	0	0	229,000	0	MN/DOT	S19
2011		I 94	2781-27861	BI	WB OFF RAMP OVER LRT & CITY ST; WB OFF RAMP OVER I-35W IN MPLS-REDECK BR 27861 & REPAIR DECK ON BR 27877	710,000	0	0	0	710,000	0	MN/DOT	S19
2011		I 94	2781-417	SC	AT SHINGLE CREEK PKWY RAMP TERMINII IN BROOKLYN CENTER-REBUILD TRAFFIC SIGNALS	500,000	0	0	0	225,000	275,000	MN/DOT	E2
2011		I 94	2781-420	RD	ON I-94 FROM LORING PARK TO I-35W COMMONS & ON I-35W FROM 39TH ST TO MISS RIVER-REPAIR STORM SEWER TUNNEL	6,800,000	0	0	0	4,617,200	2,182,800	MN/DOT	NC
2011		RR	RRS-07-2011	SR	METRO SETASIDE FOR RAIL SAFETY PROJECTS YET TO BE SELECTED FOR FY 2011	2,500,000	2,000,000	0	0	0	500,000	MN/DOT	NC
2011		TH 10	0215-59AC2	RC	AT HANSON BLVD IN COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007)	3,200,000	3,200,000	0	0	0	0	MN/DOT	E3
2011		TH 10	0215-64	SC	AT 7TH AVE RAMPS IN ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2011		TH 100	2735-187	SC	FROM W 50TH ST IN EDINA TO TH 55 IN GOLDEN VALLEY-REPLACE SIGNING	450,000	0	0	0	450,000	0	MN/DOT	O7
2011		TH 12	2713-88	SC	CSAH 83 TO BOUNDARY AVE IN MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC($1.5M-ACCESS MGMT PROJECT)	1,900,000	0	0	0	1,900,000	0	MN/DOT	S16

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		TH 120	6227-57	SC	I-94 TO CONWAY AVE IN MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC(INCLUDES $1.53M ACCESS MANAGEMENT FUNDS)	2,835,400	1,044,320	0	0	1,791,080	0	MN/DOT	E1
2011		TH 156	1912-56	SC	AT GRAND AVE IN SOUTH ST PAUL-REBUILD TRAFFIC	200,000	0	0	0	100,000	100,000	MN/DOT	E2
2011		TH 169	2750-57AC1	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(AC PAYBACK)	23,500,000	23,500,000	0	0	0	0	MN/DOT	A10
2011		TH 169	2750-57UGAC	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(URBAN GUARANTEE PORTION-AC PAYBACK)	6,523,550	6,523,550	0	0	0	0	MN/DOT	A10
2011		TH 169	7008-45AC2	MC	AT CR 64/TH 25 IN BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK & OTHER-DEBT MGMT)	10,000,000	1,750,000	0	0	0	8,250,000	MN/DOT	O4
2011		TH 252	2748-56	TM	NB ENT RAMP FROM I-694 IN BROOKLYN CENTER TO TH 610 IN BROOKLYN PARK-REHAB SHOULDERS FOR BUS USAGE	2,165,000	0	0	0	2,165,000	0	MN/DOT	S4
2011		TH 284	1014-15	SC	AT E 10TH ST IN WACONIA-CONSTRUCT ROUNDABOUT	800,000	0	0	0	400,000	400,000	MN/DOT	E1
2011		TH 36	6212-159	SC	AT HAMLINE AVE/COMMERCE ST IN ROSEVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	31,250	218,750	MN/DOT	E2
2011		TH 41	1008-65	SC	AT 4TH ST IN CHASKA-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2011		TH 52	1905-29	SC	FROM TH 50 TO CSAH 47 IN HAMPTON-CONSTRUCT FRONTAGE RD(ACCESS MANAGEMENT FUNDS)	1,180,000	0	0	0	1,040,000	140,000	MN/DOT	NC

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		TH 52	1907-70	RS	0.5 MI S OF S JCT TH 55 TO N JCT TH 55 IN ROSEMOUNT & INVER GROVE HTS-BITUMINOUS OVERLAY, CONCRETE REHAB, ETC	4,575,000	3,660,000	0	0	915,000	0	MN/DOT	S10
2011	4	TH 52	1928-19015	BI	AT LOCATIONS FROM I-494 IN INVER GROVE HTS TO BELVEDERE ST IN ST PAUL-DECK REPAIR ON BRS 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856, & 62044	1,250,000	1,000,000	0	0	250,000	0	MN/DOT	S10
2011	4	TH 52	1928-19025	BI	PED BR@LEWIS ST, OVER CONCORD, PED BR@WINIFRED, & OVER EATON ST-PAINT BRS 19025, 62045,	1,610,000	1,288,000	0	0	322,000	0	MN/DOT	S10
2011		TH 52	1928-53	SC	AT 80TH ST(CSAH 28) IN INVER GROVE HTS-INSTALL TRAFFIC SIGNALS(OR ROUNDABOUTS)	500,000	0	0	0	250,000	250,000	MN/DOT	E2
2011	4	TH 52	6244-30	BR	FROM PLATO BLVD TO I-94-REPLACE BRIDGE 9800(LAFAYETTE) & APPROACHES(AC PROJECT-PAYBACKS IN 2012 & 2013)	185,000,000	44,000,000	0	104,000,000	37,000,000	0	MN/DOT	S19
2011	4	TH 52	6244-62026	BI	OVER EATON & UP RR, & OVER CONCORD ST IN ST PAUL-REDECK BRS 62026 & 62045	6,290,000	5,032,000	0	0	1,258,000	0	MN/DOT	S10
2011	4	TH 52	6244-62027	BI	OVER PLATO BLVD IN ST PAUL-REDECK BR 62027	1,000,000	800,000	0	0	200,000	0	MN/DOT	S10
2011		TH 55	1910-43	RS	FROM 0.25 MI S OF PINE BEND TR IN ROSEMOUNT TO 0.3 MI W OF JACOB AVE IN NININGER TWP-BITUMINOUS MILL & OVERLAY	4,080,000	0	0	0	4,080,000	0	MN/DOT	S10
2011		TH 61	1913-67	SC	AT 4TH ST IN HASTINGS-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	100,000	100,000	MN/DOT	E2
2011		TH 61	6222-151	SC	AT CO RD F/ASH ST IN WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	254,000	0	0	0	127,000	127,000	MN/DOT	E2
2011		TH 61	6222-159	SC	AT BEAM AVE IN MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	121,329	0	0	0	121,329	0	MN/DOT	E2

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		TH 61	6222-161	RS	FROM 0.2 MI S OF ROSELAWN AVE IN MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE IN WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY, BUS SHOULDERS, GUARDRAIL, ETC	7,625,000	6,100,000	0	0	1,525,000	0	MN/DOT	S10
2011		TH 62	2775-14	SC	AT TH 77 IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM	435,000	0	0	0	435,000	0	MN/DOT	S18
2011		TH 7	2706-217	SC	AT BAKER RD & AT LAKE ST EXT IN MINNETONKA-REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MN/DOT	S18
2011		TH 77	1925-43	SC	AT DIFFLEY RD IN EAGAN-REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2011		TH 77	2758-27062	BI	UNDER OLD SHAKOPEE RD(CSAH 1) IN BLOOMINGTON-REPAIR DECK ON BR 27062	500,000	0	0	0	500,000	0	MN/DOT	S19
2011		TH 999	880M-ACM-11	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2011	340,000	0	0	0	340,000	0	MN/DOT	NC
2011		TH 999	880M-AM-11	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	4,500,000	0	0	0	4,500,000	0	MN/DOT	NC
2011		TH 999	880M-BI-11	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	3,640,000	0	0	0	3,640,000	0	MN/DOT	NC
2011		TH 999	880M-CA-11	CA	METRO SETASIDE - CONSULTANT DESIGN -2011	7,600,000	0	0	0	7,600,000	0	MN/DOT	NC
2011		TH 999	880M-ITS-11	TM	METRO SETASIDE FOR ITS PROJECT FOR FY 2011	500,000	0	0	0	500,000	0	MN/DOT	NC
2011		TH 999	880M-NO-11	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2011	1,200,000	0	0	0	1,200,000	0	MN/DOT	NC
2011		TH 999	880M-PF-11	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2011	40,000	0	0	0	40,000	0	MN/DOT	NC
2011		TH 999	880M-PM-11	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2011	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2011		TH 999	880M-RB-11	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	0	100,000	0	MN/DOT	NC
2011		TH 999	880M-RS-11	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2011	2,165,000	0	0	0	2,165,000	0	MN/DOT	NC

TABLE A-20
All Projects by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2011		TH 999	880M-RW-11	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	2,000,000	0	0	0	2,000,000	0	MN/DOT	NC
2011		TH 999	880M-RX-11	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2011		TH 999	880M-SA-11	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	12,500,000	0	0	0	12,500,000	0	MN/DOT	NC
2011		TH 999	880M-SC-11	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	4,400,000	0	0	0	4,400,000	0	MN/DOT	NC
2011		TH 999	880M-TE-11	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING($0.47M-SIGNALS & $0.4M-SIGNING) & HYDRAULICS PRESERVATION PROJECTS FOR FY 2011	870,000	0	0	0	870,000	0	MN/DOT	NC
2011		TH 999	880M-TM-11	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	1,250,000	0	0	0	1,250,000	0	MN/DOT	NC
2011		TH 999	8825-277	SC	SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S18
2011		TH 999	TRLF-RW-11	RW	REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	3,107,000	0	0	0	3,107,000	0	MN/DOT	NC
				Totals		2,045,680,533		178,000,694		456,660,082			
							918,570,518		206,890,715		266,996,324		

Twin Cities Metropolitan Area
2008 - 2011 Transportation Improvement Program

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007	O1	BB x	62-030-09	TR	CENTRAL CORRIDOR LRT- PRELIMINARY ENGINEERING	5,625,000	4,500,000	0	0	0	1,125,000	RAMSEY COUNTY	
2007		CITY	107-020-51	RC	E BUSH LK RD FROM GR VALLEY DR TO 84TH & ON 84TH FROM E BUSH LK RD TO 8500 84TH, GEOMETRIC,TRAF CONTROL, TRAF MGMT, ETC IMPROVEMENTS	7,300,000	4,143,228	0	0	0	3,156,772	BLOOMINGTON	E2
2007		CITY	141-080-30	RC	HERITAGE PARK VAN WHITE MEMORIAL BLVD-LIGHTING, SIGNALS, PED/BIKE FACILITIES, ETC (AFFORDABLE HOUSING PROJECT)	1,853,281	1,482,625	0	0	0	370,656	MINNEAPOLIS	AQ2
2007		CITY	141-080-33	RC	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD, GRADING, SURFACING, BRS 27B01, 27B02, 27B31, ETC	10,670,000	0	0	0	0	7,470,000	MINNEAPOLIS	NC
2007		CITY	192-131-01	PL	**MN194**CORRIDOR DESIGN WORK, I-94 AND RADIO DRIVE IN WOODBURY(AC PROJECT-PAYBACK IN 2008,2009)	426,725	0	205,380	136,000	0	85,345	WOODBURY	O2
2007	E1	CITY	62-665-42	SH	WHITE BEAR AVE AT MARYLAND AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	711,660	640,494	0	0	0	71,166	RAMSEY COUNTY	
2007		CMAQ	70-596-01	TR	SITE PREPARATION TO CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE(AC PROJECT-PAYBACK IN FY 2009)	175,000	0	0	140,000	0	35,000	SCOTT COUNTY	E6
2007		CMAQ	70-596-02	TR	CONSTRUCT 500 STALL PARK-N-RIDE SURFACE LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE(AC PROJECT-PAYBACK IN FY 2009)	1,806,300	0	0	1,125,040	0	681,260	SCOTT COUNTY	E6
2007		CMAQ	91-595-18	TR	NEAR TH 101/TH 212, PASSENGER STATION,PARK/RIDE STALLS, ETC	5,800,000	1,565,652	0	0	0	4,234,348	SOUTHWEST METRO TRANSIT COMMISSION	E6

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007 E6		CMAQ	CM-05-10	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS-9(AC PROJECT-PAYBACK IN 2009, 2010, 2011)	1,551,398	0	0	1,241,118	0	310,280	CITY OF RAMSEY	
2007		CMAQ	CM-2-03	TM	RTDM & COMMUTER ALT PROGRAMS INCL FUNDS FOR METRO COMMUTER SERV, DOWNTOWN MPLS TMO, ST PAUL TMO, ST PAUL MIDWAY TMO, AND I-494 CORRIDOR COALITION	3,808,750	3,047,000	0	0	0	761,750	MET COUNCIL	AQ1
2007		CSAH 11	114-010-14	RC	HANSON BLVD (CSAH 11/ 78) AT TH 10 INTERCHANGE IN COON RAPIDS, RECONSTRUCT TO A SINGLE-POINT DIAMOND, REPLACE TH 10 BRIDGE, AND 0.39 MI OF CSAH 11	15,000,000	6,094,000	0	0	0	8,906,000	COON RAPIDS	E3
2007		CSAH 13	82-613-21	RC	ON RADIO DR(CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD(CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH	14,579,104	4,706,784	0	0	0	9,872,320	WASHINGTON COUNTY	A10
2007		CSAH 14	02-614-24	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC	14,300,000	6,523,550	0	0	0	7,776,450	ANOKA COUNTY	E1
2007		CSAH 14	02-614-29	PL	**MN159**AT I-35E/MAIN ST INTERCHANGE IN LINO LAKES-PRELIMINARY DESIGN FOR RECONSTRUCTIN OF INTERCHANGE(AC PROJECT-PAYBACK IN 2008, 2009)	853,450	0	410,760	272,000	0	170,690	ANOKA COUNTY	E3
2007		CSAH 19	82-619-14	EN	I-94 S FR RD IN WOODBURY TO LAKE ELMO PARK IN LAKE ELMO, RECONSTRUCT TRAIL ALONG CSAH 19 & CONSTRUCT TRAIL LINK S FR RD TO N FR RD AT I-94	261,000	208,800	0	0	0	52,200	WASHINGTON COUNTY	O9
2007		CSAH 19	82-619-18	SH	CSAH 19 (KEATS AVE) AND I-94 NORTH RAMPS-TRAFFIC SIGNAL & INTERCONNECT SYSTEM INSTALLATION	630,000	567,000	0	0	0	63,000	WASHINGTON COUNTY	S2
2007		CSAH 2	82-602-13	PL	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-CORRIDOR DESIGN(AC PROJECT-PAYBACK IN 2008 & 2009)	800,000	0	0	640,000	0	160,000	WASHINGTON COUNTY	O4

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		CSAH 21	70-621-23	RC	**MN161**RECONSTRUCTION OF CSAH 21 FROM FRANKLIN TR TO ADELMANN ST IN PRIOR LAKE(AC PROJECT-PAYBACK IN 2008,2009)	2,731,039	0	1,314,431	870,400	0	546,208	SCOTT COUNTY	E6
2007		CSAH 3	27-603-33	EN	DUPONT AVE TO BLAISDELL AVE IN MINNEAPOLIS, LAKE STREET STREETSCAPE IMPROVEMENT	10,650,000	644,224	0	0	0	10,005,776	HENNEPIN COUNTY	O9
2007 A10		CSAH 42	19-642-42	RC	ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MGMT, ETC	17,350,000	6,094,000	0	0	0	11,256,000	DAKOTA COUNTY	
2007 A10		CSAH 42	19-642-42A	RC	GLENDALE RD IN SAVAGE TO CSAH 5 IN BURNSVILLE, RECONSTRUCT(2004 APPROPRIATIONS ACT)	250,000	0	0	0	0	0	DAKOTA COUNTY	
2007		CSAH 49	02-649-01	BR	CSAH 49 OVER RICE CREEK IN LINO LAKES, REPLACE BR 4711(SELECTED FOR REGIONAL BIR $$, BUT BEING DONE WITH 100% BR BONDS)	0	0	0	0	0	0	ANOKA COUNTY	S19
2007		CSAH 5	27-605-22	BR	CSAH 5, MINNETONKA BLVD OVER HUTCHINSON SPUR TRAIL, REPLACE BR 27501	2,100,000	189,776	0	0	0	1,910,224	HENNEPIN COUNTY	S19
2007 E3		CSAH 65	62-665-45	PL	**MN135**AT I-694/WHITE BEAR AVE INTERCHANGE IN WHITE BEAR LAKE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION(AC PROJECT-PAYBACK IN 2008, 2009)	426,725	0	205,380	136,000	0	85,345	RAMSEY COUNTY	
2007		CSAH 73	27-673-08	BR	HOPKINS CROSSROAD OVER BNSF RR, REPLACE BR 27518	2,325,000	910,000	0	0	0	1,415,000	HENNEPIN COUNTY	S19
2007		CSAH 78	02-678-16	RC	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER, RECONSTRUCT TO 4 LANES, SIGNALS, ETC	10,300,000	4,744,400	0	0	0	5,555,600	ANOKA COUNTY	A10
2007		EN	160-020-17	EN	LONG LAKE RD TO LEXINGTON AVE IN ROSEVILLE, STREETSCAPE CONSTRUCTION	2,150,000	1,186,100	0	0	0	963,900	ROSEVILLE	O6
2007		EN	164-595-05	EN	CHESTNUT PLAZA MISSISSIPPI RIVER CONNECTION	1,798,680	1,186,100	0	0	0	612,580	ST PAUL PARK/REC	O6

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007	2	I 35E	6280-304AC1	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK-$23M OF DIST C 2008 PAYBACK MADE BY METRO IN 2007-INCREASE METRO 2008 TARGET)	52,900,000	52,900,000	0	0	0	0	MN/DOT	A10
2007		I 35W	0280-54	NO	ON THE E SIDE FROM OPAL ST NE TO SUNSET AVE NE IN BLAINE-CONSTRUCT NOISE WALL	564,009	0	0	0	564,009	0	MN/DOT	O3
2007		I 35W	0280-55	AM	AT CSAH 23(LAKE DRIVE) IN LINO LAKES-RAMP REALIGNMENT, TRAFFIC SIGNAL & INTERCHANGE MODIFICATIONS	576,000	0	0	0	576,000	0	MN/DOT	E3
2007	3	I 35W	2782-281	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS, GRADING, SURFACING, BRS, ETC & HOV LANE(AC PROJECT, PAYBACK IN 2008 THRU 2010)	288,306,282	25,528,000	0	189,000,000	56,838,282	16,940,000	MN/DOT	A10
2007		I 35W	2782-299	TR	AT 98TH ST IN BLOOMINGTON-PARK & RIDE LOT EXPANSION(BAP TRANSIT ADVANTAGE PROJECT)	1,500,000	0	0	0	0	1,500,000	MNDOT	E6
2007		I 35W	2783-107	RS	MISSISSIPPI RIVER BR 9340 TO STINSON BLVD IN MPLS-CONCRETE REHABILITATION, LIGHTING, GUARDRAIL, ETC	5,607,504	5,046,754	0	0	560,750		MNDOT	S10
2007		I 35W	2783-27873A	BI	TH 55, WASHINGTON AVE, 3RD, & JOHNSON ST IN MPLS-REPAIR RAILING & DECK ON BRS 27873, 27874, 27879, 27879A, 27902, 27903, 27880, 27880A; REPAIR DECK ON 27887 & 27888	1,702,515	1,532,263	0	0	170,252	0	MN/DOT	S19
2007		I 35W	2783-9340E	BI	OVER MISSISSIPPI RIVER IN MPLS-REPLACE OVERLAY, JOINTS, REPAIR ANTI-ICING, ETC ON BR 9340	2,398,959	2,159,063	0	0	239,896		MNDOT	S19
2007		I 394	2789-125	SC	FROM PENN AVE TO DOWNTOWN MPLS-SIGNING REPLACEMENT	278,762	250,886	0	0	27,876	0	MN/DOT	O8

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		I 394	2789-126	TM	FROM DUNWOODY TO I-94 AND ON I-94 FROM TH 55 TO THE LOWRY TUNNEL IN MPLS-REFURBISH SHELTER, SITE ACCESS, AND TRUNK FIBER OPTIC CABLE	412,978	0	0	0	412,978	0	MN/DOT	S7
2007	8	I 494	2785-339	RB	W BUSH LAKE RD TO E BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	146,770	117,416	0	0	29,354	0	MN/DOT	O6
2007	8	I 494	2785-340	RB	E BUSH LAKE RD TO TH 100 IN BLOOMINGTON, LANDSCAPING	248,816	199,053	0	0	49,763	0	MN/DOT	O6
2007		I 494	2785-346	RS	34TH AVE TO FRANCE AVE IN BLOOMINGTON, MILL & OVERLAY	269,571	0	0	0	269,571	0	MN/DOT	S10
2007		I 494	2785-356	TM	FROM I-35W TO FRANCE AVE IN BLOOMINGTON-INSTALL FIBER OPTIC TRUNK COMMUNICATIONS CABLE	0	0	0	0	0	0	MN/DOT	S7
2007		I 694	8286-62	SC	AT TH 36 IN PINE SPRINGS-REPLACE LIGHTING SYSTEM	412,103	0	0	0	412,103	0	MN/DOT	S18
2007		I 94	2781-27726BA	BI	UNDER DUNWOODY, I-394, RAMPS@394, OVER LYNDALE & RR, OVER GLENWOOD & RR; I-394 UNDER PENN & OVER DUNWOODY & FILL-DECK REPAIR ON BRS 27726,27726A, 27726B,27727,27727A,27727B,27728, 27792,27793,27794,27799,27799L, 27799R,27831, 27831(ABCD), & 27758(OTHER FUN	3,683,352	3,315,017	0	0	368,335	0	MN/DOT	S19
2007		I 94	2781-409	NO	ON THE S SIDE ALONG 63RD LANE N & W OF DUPONT AVE N IN BROOKLYN CENTER-CONSTRUCT NOISE WALL	417,407	0	0	0	417,407	0	MN/DOT	O3
2007		I 94	2781-422	BI	OVER GLENWOOD AVE & RR, RAMPS, & UNDER TH 55 IN MPLS, PAINT BRS 27726A, 27726B, 27728, 27727A, 27727B, 27727, & 27785	1,998,990	1,799,091	0	0	199,899	0	MN/DOT	S19
2007		I 94	8282-102	AM	AT CSAH 19 N RAMP TERMINAL IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION & CHANNELIZATION	32,400	0	0	0	32,400	0	WASHINGTON COUNTY	E2

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		MSAS 164	155-164-11	SH	ON FERNBROOK LN(MSAS 164) FROM 27TH AVE TO 34TH AVE IN PLYMOUTH-CHANNELIZATION, ADDITIONAL LANES, TRAFFIC SIGNAL, ETC	2,600,000	918,720	0	0	0	1,681,280	PLYMOUTH	S2
2007		PED/BIKE	127-090-04	EN	TH 47 TO BNSF RR IN FRIDLEY, 85TH AVE TRAIL	1,130,000	904,000	0	0	0	226,000	FRIDLEY	AQ2
2007		PED/BIKE	141-090-18	BT	19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE, NORTHEAST MINNEAPOLIS BIKE TRAIL	2,000,000	1,600,000	0	0	0	400,000	MINNEAPOLIS	AQ2
2007		PED/BIKE	141-090-29	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES	5,312,500	0	0	0	0	0	MINNEAPOLIS	AQ2
2007		PED/BIKE	91-090-31	EN	37TH AVE NE TO STINSON PKWY IN MPLS, ST ANTHONY PKWY BIKE TRAIL	1,130,354	904,283	0	0	0	226,071	MPLS PARK/REC BOARD	AQ2
2007		PED/BIKE	91-090-34	EN	COMO REGIONAL PARK PED/BIKE TRAIL, CONSTRUCT TRAIL & MISC IMPROVEMENTS	948,880	759,104	0	0	0	189,776	ST PAUL PARK/REC	AQ2
2007		PED/BIKE	91-090-37	EN	HARDWOOD CREEK REG TRAIL NEAR FOREST LAKE, CONSTRUCT A TRAILHEAD FACILITY ADJ TO TRAIL WITH PARKING, RESTROOMS, LIGHTING AND INFO KIOSKS	277,000	221,600	0	0	0	55,400	WASHINGTON COUNTY	O9
2007		PED/BIKE	91-090-51	PL	**MN181**BIKE TR/BRIDGE OVER RR AND WARNER RD FROM BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL IN ST PAUL-PRELIMINARY ENGINEERING	400,000	0	320,000	0	0	80,000	SAINT PAUL	AQ2
2007		RR	19-00134	SR	UP@CNTY 73, AKRON AVE, ROSEMOUNT, INSTALL SIGNALS & GATES	193,900	174,510	0	0	0	19,390	MN/DOT	S1
2007		RR	27-00268	SR	UP@ZANE AVE, MSAS 408, GOLDEN VALLEY, INSTALL SIGNALS & GATES	193,900	174,510	0	0	0	19,390	MN/DOT	S1
2007		RR	27-00270	SR	BNSF@27TH AVE NE, MPLS, INSTALL SIGNALS & GATES	193,900	174,510	0	0	0	19,390	MN/DOT	S1
2007		RR	27-00271	SR	UP@MEDICINE LAKE DR, PLYMOUTH, INSTALL SIGNALS & GATES	193,900	174,510	0	0	0	19,390	MN/DOT	S1
2007		RR	27-00276	SR	CSAH 17, FRANCE AVE S-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		RR	27-00289	SR	CONSOLIDATION OF TERRITORIAL RD & HOLLY LN X-INGS TO NEW X-ING AT LAWNDALE LANE IN DAYTON	240,750	240,750	0	0	0	0	MNDOT	S1
2007		RR	62-00192	SR	MNNR@TERMINAL RD., ROSEVILLE, INSTALL SIGNALS & GATES	193,900	174,510	0	0	0	19,390	MN/DOT	S1
2007		RR	62-00197	SR	UP@WITHAM AVE, ST. PAUL-INSTALL SIGNALS & GATES	203,000	182,700	0	0	0	20,300	MN/DOT	S1
2007		RR	62-00198	SR	MNNR@LONG LAKE RD., ROSEVILLE-INSTALL CANTILEVERS & GATES	277,000	249,300	0	0	0	27,700	MN/DOT	S1
2007 O4		TH 10	199-010-09	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PROJECT-PAYBACK IN 2008, 2009)	853,450	0	410,760	272,000	0	170,690	CITY OF RAMSEY	
2007		TH 10	6205-36	SC	AT CSAH 96 IN ARDEN HILLS-REBUILD TRAFFIC SIGNAL	289,000	0	0	0	144,500	144,500	MNDOT	E2
2007		TH 100	2733-85	SC	AT 70TH ST RAMPS IN EDINA-TRAFFIC SIGNAL REBUILD	351,916	0	0	0	188,689	163,227	MN/DOT	E2
2007		TH 100	2735-180	MC	39TH AVE N TO TWIN LAKES, LANDSCAPING	413,425	330,740	0	0	82,685	0	MN/DOT	O6
2007		TH 100	2735-186	SC	TH 55 TO DULUTH ST IN GOLDEN VALLEY-SOUTHBOUND AUXILIARY LANE	100,000	0	0	0	100,000	0	MN/DOT	S6
2007		TH 100	2735-188	TR	AT DULUTH ST IN GOLDEN VALLEY-PARK & RIDE LOT(BAP TRANSIT ADVANTAGE PROJECT)	0	0	0	0	0	0	MNDOT	E6
2007		TH 100	2755-80	MC	TWIN LAKES TO 50TH AVE N, LANDSCAPING	213,012	170,409	0	0	42,603	0	MN/DOT	O6
2007		TH 101	1009-16	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, REALIGNMENT & CONSTRUCT TO 4-LANES	2,952,891	0	0	0	1,919,488	1,033,403	MN/DOT	E1
2007	1	TH 12	2713-83	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC (AC PROJECT, PAYBACKS IN 2008 & 2009)	35,677,126	9,541,701	0	19,000,000	7,135,425	0	MN/DOT	A10
2007		TH 12	2713-87	RB	WAYZATA BLVD IN WAYZATA TO CSAH 6 IN ORONO, LANDSCAPING	287,569	230,055	0	0	57,514	0	MN/DOT	O6
2007		TH 120	6227-63	SC	AT I-694 RAMPS IN OAKDALE, MAHTOMEDI, & WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	225,827	0	0	0	225,827	0	MN/DOT	E2

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		TH 13	1901-153	RD	AT SW QUADRANT OF TH 77 IN EAGAN-GRADING & CLEANING OF NOLAND POND	328,599	0	0	0	328,599	0	MN/DOT	NC
2007		TH 13	7001-97	SC	AT CSAH 12(170TH ST SW) IN PRIOR LAKE-RECONSTRUCT INTERSECTION, CHANNELIZE, ACCESS CLOSURES, ETC(ACCESS MANAGEMENT PROJECT)	860,000	0	0	0	860,000	0	MNDOT	E1
2007		TH 149	1916-25	RC	WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT TO A 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC(INCLUDES $0.6M OF FY 2007 & $0.6M OF FY 2008 ACCESS MANAGEMENT FUNDS)MATCH FOR 195-010-07	2,217,800	0	0	0	2,217,800	0	EAGAN	E1
2007		TH 149	195-010-07	RC	WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC(TIED TO	8,925,000	6,094,000	0	0	0	2,831,000	EAGAN	A10
2007		TH 169	2750-57R	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES-RR AGREEMENT	1,000,000	800,000	0	0	200,000	0	MN/DOT	A10
2007		TH 169	2772-79	TM	FROM ANDERSON LAKES PKWY TO I-494 IN BLOOMINGTON AND FROM TH 62 IN EDINA TO I-394 IN GOLDEN VALLEY-INSTALL FIBER OPTIC COMMUNICATIONS CABLE	374,007	0	0	0	374,007	0	MN/DOT	S7
2007		TH 169	2776-05	MC	FROM PIONEER TR TO ANDERSON LAKES PKWY IN BLOOMINGTON & EDEN PRAIRIE-LANDSCAPING	83,990	0	0	0	83,990	0	MNDOT	O6
2007		TH 169	7005-80	TR	AT CSAH 18 IN SHAKOPEE-PARK & RIDE LOT(BAP TRANSIT ADVANTAGE PROJECT)	1,500,000	0	0	0	0	1,500,000	MNDOT	E6
2007		TH 19	4003-18M	SC	AT CSAH 37 IN NEW PRAGUE-CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION AND AT 1ST AVE(CSAH 60) IN NEW PRAGUE-METRO'S PARTICIPATION IN ATP 7 SP 4003-18	835,000	0	0	0	835,000	0	MN/DOT	E2

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		TH 21	7002-42	AM	AT 6TH ST/CSAH 37 IN NEW PRAGUE-REALIGN INTERSECTION, CHANNELIZE, ETC	143,640	0	0	0	143,640	0	NEW PRAGUE	E1
2007		TH 212	1013-80	RS	2.2 MI E OFTH 284 IN COLOGNE TO TH 41 IN CHASKA-BITUMINOUS MILL & OVERLAY	2,268,882	1,815,106	0	0	453,776		MNDOT	S10
2007		TH 212	1013-82	AM	FROM 1ST ST TO CREEK RD IN CHASKA-ACCESS CLOSURE@1ST ST, CHANNELIZATION @CR 140/HICKORY, ETC	800,000	0	0	0	800,000	0	CHASKA	E1
2007	6	TH 212	1017-12AC1	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK)	60,700,000	60,700,000	0	0	0	0	MN/DOT	A10
2007		TH 212	1017-14	TR	AT TH 41 IN CHASKA-PARK & RIDE LOT(BAP TRANSIT ADVANTAGE PROJECT	1,000,000	0	0	0	0	1,000,000	MNDOT	E6
2007		TH 212	1017-15	TR	AT TH 101 IN CHANHASSEN-PARK & RIDE LOT(BAP TRANSIT ADVANTAGE PROJECT)	3,170,000	0	0	0	0	3,170,000	MNDOT	E6
2007		TH 242	0212-48	AM	AT HANSON BLVD IN COON RAPIDS-TRAFFIC SIGNAL & INTERSECTION RECONSTRUCTION	126,576	0	0	0	126,576	0	ANOKA COUNTY	E2
2007 E1		TH 252	2748-51	AM	FROM 73RD AVE TO BROOKDALE DR IN BROOKLYN PARK-ADD SB LANE, TRAFFIC SIGNAL REVISIONS, ETC(	604,000	0	0	0	604,000	0	BROOKLYN PARK	
2007		TH 284	1014-12	AM	S OF SIERRA PKWY TO N OF 15TH ST IN WACONIA-CHANNELIZE & ROUNDABOUT AT 15TH ST($594K-AM; $250K-SC)	844,000	0	0	0	844,000	0	WACONIA	E1
2007		TH 36	151-010-02	RC	3RD ST TO CHARLES ST IN N ST PAUL, GRADING, SURFACING, MARGARET ST BR 62097 OVER TH 36, BR 62J12, FRONTAGE RDS, ETC	9,110,750	7,288,600	0	0	0	1,822,150	NORTH ST PAUL	E3
2007		TH 36	151-090-01	EN	OVER TH 36 BETWEEN 3RD ST AND MARGARET, PEDESTRIAN BRIDGE 62096 & APPROACH TRAIL	1,289,225	1,031,380	0	0	0	257,845	NORTH ST PAUL	O9

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007 E3		TH 36	6211-81	MC	**MN138**RECONSTRUCT TH 36 FROM EXPRESSWAY TO FREEWAY IN N ST PAUL-TIED TO 151-090-01, 151-010-02, 62-596-01(AC PROJECT-PAYBACKS IN 2008,2009)	10,533,123	0	2,464,559	1,632,000	0	6,436,564	RAMSEY COUNTY	
2007		TH 36	6211-81RW	RW	TH 120 TO MCKNIGHT RD IN NORTH ST PAUL-RIGHT OF WAY FOR CONSTRUCTION OF INTERCHANGES, ETC	6,000,000	0	0	0	6,000,000	0	MN/DOT	O4
2007		TH 36	6211-83	AM	TO 12TH AVE IN NORTH ST PAUL-CONSTRUCT SLIP RAMP	420,000	0	0	0	420,000	0	MN/DOT	E1
2007		TH 36	62-596-01	MC	AT MCKNIGHT RD IN NO ST PAUL-CONSTRUCT INTERCHANGE(2005 APPROPRIATIONS ACT)	737,946	0	0	0	0	0	NORTH ST PAUL	E3
2007		TH 36	8214-114AA	PL	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, AND ACQUIRE	1,534,779	0	1,227,823	0	306,956	0	MNDOT	A30
2007		TH 47	0205-89	SC	AT 81ST AVE IN FRIDLEY-TRAFFIC SIGNAL REBUILD & EXTEND TURN LANE($50K-SC, $125K-TRAF PRES)	423,970	0	0	0	333,970	90,000	MN/DOT	E2
2007		TH 5	1002-84	SC	AT TH 41 IN CHANHASSEN-REBUILD TRAFFIC SIGNAL	216,790	0	0	0	216,790		MNDOT	E2
2007		TH 5	8825-184	RS	MUNSTER AVE IN ST PAUL TO TH 120 IN MAPLEWOOD-BITUMINOUS MILL & OVERLAY, ETC	2,756,280	0	0	0	0		MNDOT	S10
2007		TH 51	6215-62011A	BI	OVER PIERCE BUTLER, BNSF RR, ENERGY PARK DR,COMO AVE, & TH 36 IN ST PAUL & ROSEVILLE, REPAIR DECKS ON BRS 62011, 62012, 62013, 62014, 62015, 9012, & 9013	1,176,790	941,432	0	0	235,358	0	MN/DOT	S19
2007		TH 51	6215-88	AM	AT ST ANTHONY AVE & CONCORDIA AVE IN ST PAUL-TRAFFIC SIGNAL MODIFICATIONS	315,000	0	0	0	315,000	0	MN/DOT	E2
2007		TH 52	1907-71	AM	FROM INVER GROVE TR TO CONCORD BLVD IN INVER GROVE HEIGHTS-ACCESS CLOSURES, CONSTRUCT EAST FR RD, ETC (FUNDED FROM OPERATING BUDGET)	594,000	0	0	0	0	594,000	MN/DOT	NC

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		TH 55	2722-53	AM	AT CR 116 IN MEDINA-INTERSECTION IMPROVEMENTS	39,291	0	0	0	39,291	0	HENNEPIN COUNTY	E1
2007		TH 55	2722-77	AM	PIONEER TRAIL TO ROLLING HILLS RD IN CORCORAN-ACCESS CLOSURES & NORTH FRONTAGE RD CONSTRUCTION	594,000	0	0	0	594,000	0	CORCORAN	NC
2007		TH 55	2751-49	RS	E OF TH 100 TO HUMBOLDT AVE IN MINNEAPOLIS-MILL & BITUMINOUS OVERLAY	1,862,577	0	0	0	1,862,577	0	MN/DOT	S10
2007		TH 61	6222-153	AM	FROM CSAH 65 TO TH 96 IN WHITE BEAR LAKE-CORRIDOR ACCESS IMPROVEMENT, SIGNAL INSTALLATION	165,891	0	0	0	165,891	0	MN/DOT	E2
2007		TH 61	6222-158	TR	FROM CO RD C TO BEAM AVE IN MAPLEWOOD-CONSTRUCT BUS ONLY SHOULDER	129,903	0	0	0	129,903	0	MNDOT	S4
2007 E1		TH 61	8205-117	AM	AT JAMAICA AVE IN COTTAGE GROVE-CONSTRUCT ROUNDABOUTS AT RAMP TERMINII & FRONTAGE RD	594,000	0	0	0	594,000	0	COTTAGE GROVE	
2007		TH 62	2774-7264	BI	OVER VALLEY VIEW RD, TH 77, & 28TH AVE; UNDER PED AT 14TH AVE, PED AT 40TH AVE, & 43RD AVE; TH 121 UNDER PED AT 61ST IN EDINA, RICHFIELD, & MPLS-PAINT BRS 7264,7265,27021,27022,27521,27061,27535,27530, & 27524	841,368	0	0	0	841,368	0	MN/DOT	S19
2007		TH 65	0208-122	TR	IN EAST BETHEL, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	0	200,000	MET COUNCIL - MT	E6
2007		TH 65	0208-123RW	MC	AT TH 242 IN BLAINE-RW FOR CONSTRUCTION OF INTERCHANGE(SAPP PROJECT & $4.6M OF TRLF FUNDS)	15,000,000	0	0	0	10,400,000	4,600,000	MN/DOT	O4
2007		TH 65	0208-128	AM	FROM ANDOVER BLVD/147TH AVE TO CENTRAL/149TH AVE IN HAM LAKE-ACCESS CLOSURES & WEST FRONTAGE RD CONSTRUCTION	550,000	0	0	0	550,000	0	HAM LAKE	NC
2007		TH 95	8208-32	RS	CSAH 18(BAILEY RD) IN WOODBURY/AFTON TO TH 61 IN COTTAGE GROVE/DENMARK TWP-BITUMINOUS MILL & OVERLAY	2,014,846	0	0	0	2,014,846		MNDOT	S10

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		TH 96	8211-33	RD	FROM STONEBRIDGE TRAIL TO TH 95 IN STILLWATER-EROSION REPAIRS	227,227	0	0	0	227,227		MNDOT	S9
2007		TH 999	1000-09	RW	NEAR TH 5/CO RD 18 IN THE CITY OF CHANHASSEN-CONSTRUCT 2 WETLAND MITIGATION SITES	310,605	0	0	0	310,605	0	MNDOT	O6
2007		TH 999	2700-46	RW	NE QUADRANT OF CR 92 & CR 11 IN INDEPENDENCE-CONSTRUCT WETLAND	89,322	0	0	0	89,322	0	MNDOT	O6
2007		TH 999	880M-AM-07	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2007	112,119	0	0	0	112,119	0	MN/DOT	NC
2007		TH 999	880M-BI-07	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2007	1,000,000	0	0	0	1,000,000	0	MN/DOT	S19
2007		TH 999	880M-CA-07	CA	METRO SETASIDE - CONSULTANT DESIGN -2007	7,500,000	0	0	0	7,500,000	0	MN/DOT	NC
2007		TH 999	880M-PF-07	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2007	40,000	0	0	0	40,000	0	MN/DOT	O6
2007		TH 999	880M-PM-07	PM	METRO SETASIDE - PREVENTIVE MAINTENANCE - FY 2007	4,510,000	0	0	0	4,510,000	0	MN/DOT	NC
2007		TH 999	880M-RB-07	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2007	100,000	0	0	0	100,000	0	MN/DOT	O6
2007		TH 999	880M-RW-07	RW	METRO SETASIDE - RIGHT OF WAY - FY 2007	9,100,000	0	0	0	9,100,000	0	MN/DOT	NC
2007		TH 999	880M-RX-07	RX	METRO SETASIDE - ROAD REPAIR - FY 2007	5,600,000	0	0	0	5,600,000	0	MN/DOT	S10
2007		TH 999	880M-SA-07	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2007	16,000,000	0	0	0	16,000,000	0	MN/DOT	NC
2007		TH 999	880M-TE-07	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING, SIGNING, SIGNALS, CULVERTS,ETC) - FY 2007	400,000	0	0	0	400,000	0	MN/DOT	NC
2007		TH 999	880M-TM-07	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2007	725,000	0	0	0	725,000	0	MN/DOT	NC
2007		TH 999	880M-TR-07	TM	METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2007	450,000	0	0	0	450,000	0	MN/DOT	S7

TABLE A-21
Projects Obligated in Previous Fiscal Year

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA $	Demo	AC $	State $	Other $	Agency	AQ
2007		TH 999	8825-113	SC	VARIOUS LOCATIONS ON THE I-94/I-494/I-694 RING, REPLACE CROSS-STREET AND RAMP SIGNING	617,051	553,726	0	0	63,325	0	MN/DOT	O8
2007		TH 999	8825-210	SC	METROWIDE-RELAMP ONE QUADRANT	428,600	0	0	0	428,600	0	MN/DOT	S18
2007		TH 999	8825-216	RD	ON TH 13 E OF LILYDALE RD IN MENDOTA HTS & N OF I-494/E OF TH 52 IN INVER GROVE HTS-DRAINAGE STRUCTURES	268,906	0	0	0	268,906	0	MNDOT	NC
2007		TH 999	8825-241	TM	METROWIDE-CONSTRUCT FIBER OPTIC VAULT DRAINS	20,730	0	0	0	20,730	0	MN/DOT	S7
2007		TH 999	8825-242	TM	METROWIDE-REFURBISH ELECTRICAL SERVICE TMS EQUIPMENT	50,250	0	0	0	50,250	0	MN/DOT	S7
2007		TH 999	TRLF-RW-07	RW	REPAYMENT IN FY 2007 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,881,000	0	0	0	3,881,000	0	MN/DOT	NC
				Totals		749,118,063		6,559,093		154,834,028			
							237,867,682		214,464,558		123,135,976		

Appendix B.
Conformity Documentation
Of the *2008-2011 Transportation Improvement Program* to the 1990 Clean Air Act Amendments

March 30, 2007

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93*, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2008-2011 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

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

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the USEPA on February 1, 2005. This appendix describes the procedures used to analyze the 2008-2011 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the 2008-2011 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2008-2011 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

CONTENTS

I. CONFORMITY OF THE 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

A quantitative analysis of CO emissions impact of the regionally significant projects listed in the TIP was prepared. The analysis included the projects listed in Tables B-1 through B-4. The analysis shows that daily CO emissions in tons/day for the milestone years of 2009, 2015, 2020 and 2030 are below the new regional CO motor vehicle emissions budget, which was revised in 2005 (see Table B-6). This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation* (§93.105, §93.112). The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (Mn/DOT) and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

- *Regionally significant and exempt projects* (§93.126, §93.127). The quantitative analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.

- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MN/DOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP and are included in the air quality analysis. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.

- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework.* This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published March 15, 2007; this latest version was used in the 2008-2011 TIP air quality analysis (see Table B-5).

- *Horizon years; Motor vehicle emissions budget* (§93.118). The motor vehicle emissions budget test was prepared for the following horizon years: 2009, 2015, 2020 and 2030. The first year of this set is the year for which the current conformity budget was established in the August 2004 "Revision of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan" approved by EPA, and is also ten years after the approval of the previous Maintenance Plan. The last year of this set is the last year of the TPP, the current long-range transportation Plan for the region. No two horizon years within the 2008-2030 forecast period are more than ten years apart.

- *Network-based travel model* (§93.122 per §93.118). In accordance with past practices, the Regional Travel Demand Forecast Model (RTDFM) was used to develop forecasts of travel on the region's roadway system based upon the planning assumptions referred to above. Factors were developed to reconcile and calibrate network-based estimates of VMT to Highway Performance Monitoring System (HPMS) estimates of vehicle-miles-traveled for 2000, the validation base year. These factors were then applied to model estimates of future VMT.

- *Latest emissions model* (§93.111). The latest emissions model approved by EPA, MOBILE 6.2, was used to estimate regional emissions based upon the VMT estimates output by the RTDFM described above. CO emissions were calculated in a manner consistent with the methodology presented in the August 2004 "Revision of the Minneapolis-St. Paul Carbon Monoxide

Maintenance Plan" documentation. Example emissions model output files were reviewed by MPCA as part of the inter-agency consultation process.

Other conformity requirements have been addressed as follows:

- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of the TEA-21 metropolitan planning rule 23 CFR part 450, Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council has reviewed the Plan and certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- The Plan includes the 2008-2011 Transportation Improvement Program projects. Moreover, any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

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

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

Solicitation of comments on the TIP is done by notice of a public hearing and a 45-day comment period. The TIP is adopted after the 45-day public comment period and revised as needed in response to comments received. A public hearing is held by the TAB on the TIP during the public comment period. A copy of the TIP is available to download from the Council's web site. A draft document for public comment and technical information are available at no charge to the public through requests to the Council's Data Center. The Data Center serves approximately 12,000 clients annually. The TIP public comment period and public hearing date are announced on the Council's web site. The draft plan document can also be accessed through the web site. The public can contact the Council's transportation department directly by phone using a contact phone number posted on the web site.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA and Mn/DOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the plan. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, Mn/DOT and the FHWA. The following is a list of interagency meetings held and scheduled in 2007 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

2008-2011 TIP Adoption Schedule

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
February 26	❑ Review TIP schedule for conformity analysis ❑ Review draft project list prepared by MN/DOT to begin conformity analysis ❑ Review draft project list from Regional Solicitation	Interagency Conformity Coordination Group	❑ Begin TIP review and adoption process
March 8	TIP Schedule/Public input process	MC Staff	❑ Transmit TIP adoption schedule to F&PC
March 15	TIP Schedule/Public input process	TAC – F&PC	❑ Review and accept TIP adoption schedule
April 4	TIP Schedule/Public input process	TAC	❑ TAC reviews TIP schedule, recommends to TAB
April 12	Draft 2008-2011 TIP	MC Staff	❑ Mail to TAC F&PC ❑ Mail to MPCA to start conformity review
April 18	TIP Schedule	TAB	❑ Reviews and adopts TIP schedule and public input process
April 19	Draft 2008-2011 TIP	TAC – F&PC	❑ Recommend to TAC
May 2	Draft 2008-2011 TIP	TAC	❑ Recommends to TAB for purpose of public meeting and comment
May 16	Draft 2008-2011 TIP	TAB	❑ Adopts Draft TIP and sets public hearing date ❑ MPCA letter of comment included ❑ Public comment period starts ❑ Input process – notice in State Register
June 20	Public Hearing	TAB	❑ TAB conducts public hearing
July 2	45 – day public comment period ends		
July 12	Prepare Public Hearing Report Draft TIP revised to address public comment	MC staff and TAB staff prepares	❑ Mail to TAC F&PC
July 19	Public Hearing Report and Final TIP	TAC F&PC	❑ Review and recommend
August 1	Public Hearing Report and Final TIP	TAC	❑ Review and recommend
August 15	Public Hearing Report and Final TIP	TAB	❑ Adopts Public Hearing Report and Final TIP and forwards to MC.

III. DESCRIPTION OF EMISSIONS ANALYSIS METHODOLOGY, ASSUMPTIONS

A. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2008-2011 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

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

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

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:

    a. A determination of categorical exclusion: or
    b. A finding of no significant impact: or
    c. A final Environmental Impact Statement for which a record of decision has been issued.

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

    a. Safety projects that eliminated hazards or improved traffic flows.
    b. Mass transit projects that maintained or improved the efficiency of transit operations.
    c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
    d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

The inter-agency consultation group, including representatives from Mn/DOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2008-2011 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects previously selected through the Council's Regional Solicitation process;
- Major Projects from Mn/DOT's ten-year work program; and
- Regionally significant projects (regardless of funding sources) which are currently:
    - under construction, or;
    - undergoing right-of-way acquisition, or;
    - come from the first year of a previously conforming TIP (2007-2010), or;
    - have completed the NEPA process.

Each project was assigned to a horizon year (2009 or 2015) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2009 is shown in Table B-1. These projects were coded into the 2009 RTDFM network using available project plans and maps.

2030 Transportation Policy Plan; Adopted December 15, 2004

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2008-2011 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-2 through B-5. These projects were coded into the RTDFM networks using available project plans and maps.

Given the long -term nature of the projects listed in the plan, no major studies have yet been completed to evaluate their alternatives unless otherwise noted. For air quality modeling purposes only, a worst case build alternative was identified and applied to each project where a major investment study has not been completed. This alternative is the addition of one mixed -use lane for vehicle traffic in each direction.

Wright County and City of New Prague Projects

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO maintenance area established in October 1999. However, since neither the county nor the city are part of the Seven County Metropolitan Area, Wright County and New Prague projects were not coded into the Seven-County regional transportation model. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant projects identified are added to the Seven-County region's emissions total.

No regionally significant projects are currently planned or programmed for the City of New Prague during the time period of this plan. Five Wright County projects were considered in the regional air quality analysis:

- TH 23 from TH 95 E. of St. Cloud to TH 25 in Foley; 2 to 4 lane expansion (2015)
- TH 25 from TH 55 in Buffalo to beginning 4-lane in Monticello; 2 to 4 lane expansion (2015)
- New river crossing south of Clearwater (2020)
- TH 55 from Annandale to Rockford; construct to four lanes (2030)
- I-94 from Rogers to Monticello; construct to six lanes (2030)

Table B-1
Regionally Significant TIP Projects
2009 Action Scenario

Route	Description	Agency	MN/DOT Project Number/Comments
CSAH 8	ON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES - RECONSTRUCT TO 4-LANE ROADWAY, PARK/RIDE	WASHINGTON COUNTY	82-608-07
TH 12	CO RD 6 TO WAYZATA BLVD – RECONSTRUCT TH 12 WITH INTERCHANGES AT COUNTY ROAD 6 AND AT WAYZATA BLVD.	MN/DOT	2713-83
CSAH 13	ON RADIO DR (CSAH 13) FROM SOUTH OF PIONEER DR/AFTON RD. TO SOUTH OF BAILY RD(CSAH 18) – RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH	WASHINGTON COUNTY	82-813-22
CSAH 25	ON CENTURY AVE(CSAH 25) IN FROM WOODBINE AVE TO VALLEY CREEK RD(CASH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH SIGNALS,ETC.	WASHINGTON COUNTY	82-625-02
CR 28	TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HEIGHTS - CONSTRUCT 4-LANE ROADWAY	DAKOTA COUNTY	19-596-03
CSAH 42	ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MANAGEMENT, ETC.	DAKOTA COUNTY	19-642-42
CSAH 60	CSAH 60 & CSAH 21 FROM KENYON AVE IN LAKEVILLE TO E OF THE CREDIT RIVER IN SCOTT CO - RECONSTRUCT TO 4-LN RDWY	DAKOTA COUNTY	19-660-05
TH 61	VICINITY OF ST PAUL PARK - RECONSTRUCT, INTERCHANGE, FR RDS, BRS	MN/DOT	8205-100 ; Part of Wakota Bridge project
CSAH 61	NORTH OF BREN RD TO SOUTH OF CSAH 3 - RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	27-661-34
CSAH 70	ON CSAH 70 FROM 0.6 MILE WEST OF I-35 TO 0.4 MILE OF I-35 IN LAKEVILLE –RECONSTRUCT INTERCHANGE AT 1-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-670-08
CSAH 78	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER - RECONSTRUCT TO 4 LANES, SIGNALS	ANOKA COUNTY	02-678-16
CSAH 101	TH 7 TO CSAH 5 IN MINNETONKA - RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	27-701-10
CSAH 116	ON BUNKER LAKE BLVD.(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD (CSAH 52) FROM BUNKER LAKE BLVD TO CASH 14 IN HAM LAKE AND BLAINE- RECONSTRUCT SEGMENTS FROM 2-LANE RURAL TO 4-LANE DIVIDED RDWY, TRAIL, ETC	ANOKA COUNTY	02-652-0
TH 149	FROM WESCOTT RD TO TH 55 IN EAGAN-RECONSTRUCT FROM EXISTING 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY. PED/BIKE PATH, TRAFFIC SIGNAL, ETC.	EAGAN	178-010-02 178-010-02L
TH 169	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK - CONSTRUCT INTERCHANGE, BR, PARK/RIDE	MN/DOT	2750-57
TH 212	CSAH 4 IN HENNEPIN CO TO CR 147 IN CARVER CO – CONSTRUCT NEW FREEWAY	Mn/DOT	-

Table B-1
Regionally Significant TIP Projects
2009 Action Scenario

I- 35E/I-694	WEST OF JCT. WITH I-694 TO EAST OF JCT WITH 1-694, GRADING, SURFACING, BRIDGES,WEAVE CORRECTION, ADD 3RD LANE	MN/DOT	6280-317, 6280-304 "Unweave the weave"
I- 35W	66TH ST TO 42nd ST. – GRADING, SURFACING, BR IDGE AND HOV LANE AND ON TH 62 FROM XERXES AVE. TO PORTLAND AVE. – RECONSTRUCT, HOV LANES	MN/DOT	2782-281 "Crosstown"
I- 494	TH 212 TO TH 55, GRADING, SURFACING, ADD 3RD LANE EACH DIRECTION	Mn/DOT	2785-304
I- 494	WAKOTA BRIDGE FROM TH 61 TO TH 56 - REPLACE BRIDGE AND ADD LANE IN EACH DIRECTION	MN/DOT	"Wakota Bridge"
TH 610	REALIGN CSAH 81 IN THE VICINITY OF TH 610 - GRADING,SURFACING ,BRIDGE	MN/DOT	2771-31
TH 610	AT ZACHARY LANE - CONSTRUCT OVERPASSES, PARK/RIDE	MN/DOT	2771-32
CITY	ON 4TH AVE FROM 20TH ST TO 2ND ST- RECONSTRUCTION & CONST ENG	NEWPORT	98-080-14 Part of Wakota Bridge project
CITY	ON 7TH AVE IN SAINT PAUL PARK - RECONSTRUCT	MN/DOT	184-108-01 Part of Wakota Bridge project
CSAH 61	BREN ROAD TO CSAH 3 – RECONSTRUCT TO 4-LANES	HENNEPIN COUNTY	
CSAH 23	147TH ST TO 160TH ST – CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	
CSAH 30	CSAH 101 TO DUNKIRK LANE – RECONSTRUCT TO 4-LANE DIVIDED ROADWAY	MAPLE GROVE	
CSAH 81	CSAH 81 REALIGNMENT SOUTH OF INTERSECTION WITH I-94 EASTBOUND RAMPS	ROGERS	
CSAH 18	UPPER 5TH ST N TO 7TH ST S – RECONSTRUCT TO DIVIDED 2-LANE ROADWAY WITH TURN LANES	WASHINGTON COUNTY	

Table B–2
Regionally Significant TIP Projects
2015 Action Scenario

Route	Description	Agency	MN/DOT Project Number/Comments
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MN/DOT	8605-44
TH 23	FROM E OF ST. CLOUD TO TH 25 IN FOLEY – 2 TO 4 LANE EXPANSION	MN/DOT	
CSAH 116	SUNFISH LAKE BOULEVARD TO GERMANIUM ST – RECONSTRUCT TO FOUR LANES	ANOKA COUNTY	
CSAH 23	147TH ST TO 160TH ST – CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	
CSAH 109	MAIN ST TO JEFFERSON HWY – CONSTRUCT 4-LANE DIVIDED ROAD	HENNEPIN COUNTY	
CSAH 17	CSAH 14 (MAIN ST) TO CSAH 116 (BUNKER LAKE BLVD) – RECONSTRUCTION TO SIX-LANE ROADWAY IN BLAINE AND FOUR-LANE ROADWAY IN HAM LAKE	ANOKA COUNTY	
CSAH 2	19TH ST SW TO 12TH ST SW AND THE I-35 INTERCHANGE – RECONSTRUCTION	WASHINGTON COUNTY	
CSAH 21	CSAH 16 TO CSAH 18 – RECONSTRUCTION	SCOTT COUNTY	
CSAH 81	TH 100 TO CSAH 10 – RECONSTRUCT TO 6-LANE URBAN DIVIDED ROADWAY	HENNEPIN COUNTY	
TH 242	THRUSH ST TO CRANE ST – RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, INTERSECTION IMPROVEMENTS AND ACCESS MANAGEMENT	ANOKA COUNTY	

Table B- 3
Regionally Significant TIP Projects
2020 Action Scenario

Route	Description	Agency	Mn/DOT Project Numbers – comments
I- 35E	FROM I-94 TO MARYLAND AVE, REPLACE CAYUGA BRIDGE, CONNECT PHALEN BLVD	Mn/DOT	6280-308
TH 100	FROM 36TH AVENUE TO CEDAR LAKE ROAD – ADD 3RD LANE,RECONSTRUCT	MN/DOT	2734-33
TH 610	US 169 TO I-94; BUILD 4-LANE FREEWAY	Mn/DOT	-
I-494	TH 55 TO I- 94 - CORRIDOR IMPROVEMENTS, ADD HOV/MIXED USE LANE, BUS SHOULDERS	Mn/DOT	2785-330
	NEW RIVER CROSSING SOUTH OF CLEARWATER	Mn/DOT	

Table B– 4
Regionally Significant TIP Projects
2030 Action Scenario

Route	Description	Agency	Mn/DOT Project Numbers - Comments
TH 36	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HTS-REPLACE BR 4654 & APPROACHES (STAGE 1)	MN/DOT	8217-12 "Stillwater Bridge"
TH 61	REPLACE WITH 4 LANE BRIDGE ON US 61 OVER THE MISSISSIPI RIVER AT HASTINGS	Mn/DOT	-
TH 252	73RD AVE TO TH 610 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-35W	AT LAKE ST IN MPLS, RECONSTRUCT, ADD INTERCHANGE	MN/DOT	2782-278
I-35W	ADDITION OF A HOV LANE ON I-35W FROM 46TH ST. NORTH TO DOWNTOWN MPLS., ALONG WITH THE LAKE ST. ACCESS PROJECT	Mn/DOT	-
I-35E	MARYLAND TO I- 694 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-35E	TH 110 TO TH 55 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-94	FROM ROGERS TO MONTICELLO – WIDEN TO 6 LANES	Mn/DOT	
I-494	TH 77 TO TH 100 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS FROM EAST BUSH LAKE RD. TO 34TH AVE.	Mn/DOT	-
I-694	FROM EAST OF LEXINGTON AVE. TO JUNCTION I-35E ; GRADING, SURFACING , ADD 3RD LANE	Mn/DOT	-
I-694	E JCT I-35E to TH36 – CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-694	FROM I-35W TO LEXINGTON AVENUE – ADD 3RD LANE, MODIFY INTERCHANGE AT TH 10/51	MN/DOT	-
TH 55	FROM ANNANDALE TO ROCKFORD; WIDEN TO 4-LANES	Mn/DOT	-
TH-36	I-35W to I-35E – ADD THIRD LANE	Mn/DOT	-

B. TRAVEL FORECASTING MODEL OVERVIEW

The following provides a summary of the traffic forecast models used in the air quality analysis. Detailed technical information on the models are found in technical memorandums developed as part of the 2000 Travel Behavior Inventory. The information is available through the Council's web site or the Metropolitan Transportation Services Division.

The RTDFM is broadly based upon the classical "four-step" family of travel demand models, with some added features that implement Conformity Rule analysis requirements. Exhibit B-2 illustrates the flow of the sub-models used in the RTDFM; these are described in further detail below. All sub-models were calibrated using of the 2000 Travel Behavior Inventory Home Interview Survey, which provides a database of observed daily trips by origin, destination, purpose, and mode.

Highway Model Network

Travel analysis zones (TAZ's) are used in the travel demand modeling process as a common geographic unit for data summary. The system of TAZ's covers the entire seven-county Twin Cities Metropolitan Area, plus the adjoining collar counties. All home-interview data and selected other trip and socioeconomic data were compiled by TAZ. In addition, the TAZ system forms the geographic framework for coding highway and transit networks. Each TAZ is linked to all others by the highway network, and within the region's core, most are linked to one another by the transit network as well. The most significant application of the TAZ is as the geographic unit used by the models to predict attractions and productions of person-trips.

The year 2000 zone system consists of 1201 zones within the 7-county region (Anoka, Dakota, Carver, Hennepin, Ramsey, Scott, and Washington), 35 "inner" external station zones around these 7 counties, 364 zones in the 13 collar or ring counties (Chisago, Isanti, Mille Lacs, Sherburne, Wright, McLeod, Sibley, LeSueur, Rice, Goodhue, Pierce, WI; St. Croix, WI; and Polk, WI) and 32 zones representing "outer" external stations around the ring counties. Internal zone boundaries most often lie along major highways or arterial streets or on any other significant physical boundary that shapes and directs trip movements, such as a large lake or major river. County boundaries also form edges of zones where appropriate. An external station is a point at the edge of the twenty-county area where vehicle trips leave and/or enter the twenty-county area.

The development of the 2000 highway network was completed by the Council with assistance from Mn/DOT and the transportation departments of counties and cities. Future year projects were added to this base to create future year networks including roadway condition information for all horizon years. Every TAZ is classified by area type (e.g. Rural, Developing, Developed, Residential Core, Business Core and Outlying Business Center), and every roadway link is assigned the same area type as the TAZ within which it lies (using GIS). These area types are then combined with facility types to create a matrix of assumed speeds and capacities based upon the 2000 Travel Behavior Inventory (TBI) highway speed and capacity survey. Facility types are categories of roads which operate in a similar manner, including the following:

1. Metered Freeway	6. Undivided Arterial
2. Unmetered Freeway	7. Collector
3. Metered Ramp	8. HOV
4. Unmetered Ramp	9. Centroid Connector
5. Divided Arterial	10. HOV Ramp

A revision completed in December 2005 added two new fields to the highway network. One of these is used to assign differential capacities by time of day to HOV facilities on I-394 and I-35W, while the other is used to store manually coded default speeds for freeways, which are set at 10% above observed posted speed limits.

Trip Generation Model

The traffic forecasts used to calculate the CO emissions listed in Table B-7 are based on the most recent socioeconomic data prepared by the Council for the 2030 Regional Framework. The Trip Generation Model produces total trip productions and attractions by purpose for each transportation analysis zone based on the population, number of households, employment level and socio-economic characteristics of each zone, including estimated auto ownership. Table B-5 lists the assumed population, household, and employment totals by year for the seven-county metro area, based upon the *2030 Regional Development Framework*, revised March 15, 2007.

Table B-5. METROPOLITAN AREA FORECAST SUMMARY

	1990	2000	2015	2020	2030
Population	2,288,729	2,642,062	3,169,500	3,334,000	3,608,000
Households	875,504	1,021,459	1,280,000	1,362,000	1,492,00
Employment	1,272,773	1,563,245	1,903,000	1,990,000	2,124,000

Destination Choice Model

The Destination Choice Model (also known as the trip distribution model) estimates the probability of selecting a particular destination zone, given a particular zone of origin, as defined by the regional network and zone system. This sub-model estimates the number of person-trips to be anticipated between any two zones in the regional model on an average weekday, regardless of mode. The probability of selecting any particular destination zone is a decreasing function of the composite impedance to said zone, calculated using a "logsum" combination of level of service and cost variables extracted from the congested highway and transit networks, computed in a manner consistent with the mode choice model described below.

Mode Choice Model

The Mode Choice Model applies a hierarchical nested logit model to estimate the percentage of trips by purpose assigned to non-motorized (bicycle/pedestrian), transit, single-occupancy-vehicle (SOV) and high-occupancy-vehicle (HOV) travel modes. For a given trip and market segment, weighting factors are applied to level of service and cost values extracted from the congested highway and transit networks to compute an overall "utility" associated with each alternative mode available. The difference between these utilities is used to calculate the probability of selecting each alternative mode, using a mathematical formulation that ensures that the probabilities of all alternatives add to one. Different parameters are used for off-peak and peak trips by purpose, including home-based work, home-base other and non-home-based trips (the last of these being further sub-divided into work-related and non-work related trip types). Home-based trips destined to the University of Minnesota are dealt with separately, in a special combination destination/mode choice model.

Diurnal Factoring Model

The Diurnal Factoring Model (also known as the Temporal Distribution Model) splits the daily trip tables into 24 time segments to replicate the peak and off-peak period travel shares observed in the 2000 TBI. This permits the network to be reasonably sensitive to peak and off-peak travel congestion as required by §93.122 of the Conformity Rule.

Assignment Model

The Assignment Model assigns vehicle trips to capacity restrained equilibrium shortest paths built from the individual links of the highway system. Initially, all speeds are set to free-flow (uncongested) values, and all trips are assigned to the shortest path between their respective origins and destinations. Then, the speeds on each link are reduced to reflect the effects of congestion, and the set of shortest paths is re-

calculated based upon the congested travel times. A percentage of the trips are assigned to these congested paths, and the process is repeated iteratively until user equilibrium is reached. Congested speeds are a decreasing function of the volume-to-capacity ratio, so that the final congested travel time is influenced by utilization levels as well as distances and posted speeds. The delay function used to adjust link speeds is based upon a conical function calibrated using 2000 Travel Behavior Inventory Highway Speed Survey data, rather than the default Bureau of Public Roads equation.

The I-394 MnPASS lanes, which opened in May 2005, are also taken into account in the highway assignment step of the regional travel demand model by using dynamic toll tables (provided by MnDOT) and the estimated sample distribution of I-394 corridor drivers' willingness to pay for time savings (derived from a research study by the University of Minnesota). This route diversion approach is common throughout the traffic and revenue forecasting industry. It is assumed that these lanes will continue operation into the future, and that the current relationship between congestion levels and toll rates reflected in the aforementioned dynamic toll tables will remain the same in real terms through 2030.

External Travel Model

A parallel four-step process is performed for the counties surrounding the seven-county Metro to address the effects of improvements within the Council jurisdiction area on travel crossing the seven-county boundary. This process includes simplified trip generation, distribution, and mode choice steps, as well as an external station choice step which determines which roadways crossing the boundary are used by externally-based vehicle trips. The external travel model is not intended to address the effects of improvements outside the seven-county area on vehicle travel in the "collar" counties. A separate "Collar County Travel Demand Model" has been created for this purpose by Mn/DOT and is under evaluation for potential air quality analysis use in the Wright County portion of the CO maintenance area. No network-based modeling was used to analyze the impacts of Wright County projects for the 2008-2011 TIP.

Method of Successive Averages Model Loop

In accordance with §93.122 of the Conformity Rule, which specifies that, "zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes," the Regional Travel Demand Forecast Model includes a feedback loop which extracts congested level of service and cost values from the assignment step and inputs these to prior steps. The entire model is run iteratively and volumes from each iteration are averaged together until input and output travel times are in reasonable agreement with one another. Typically 3-4 model iterations are required to reach the assumed 2% link volume convergence criterion; the feedback loop and convergence check process is automated using a batch file.

C. AIR QUALITY MODELING

The MOBILE 6.2 model is used to produce carbon monoxide emission factors from mobile sources for the region. Sample input and output files for MOBILE 6.2 are in Exhibit B-3. Daily mobile source CO air pollution was calculated based on emission factors from MOBILE 6.2 (in grams per vehicle mile), applied to vehicle miles of travel (VMT) aggregated by county and road facility type. The model also accounts for travel on centroid connectors (which serve as proxies for local roads), as well as intra-zonal travel. Adjustment factors were implemented to ensure consistency with 2000 Highway Performance Measures System (HPMS) data and to adjust for the use of January CO rates. Further information on the recalculation of the regional Motor Vehicle Emissions Budget (MVEB) shown in Table B-7 is in the *Revision of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan* prepared in August 2004 by Sonoma Technology, Inc. for the MPCA. The revised maintenance plan was submitted to the USEPA by the MPCA in October 2004 to revise the SIP.

The series of models currently used are not capable of analyzing individual travel demand management strategies. This type of analysis must be performed "off-model" by applying CO reduction estimate techniques developed to analyze the benefits of CMAQ-type projects.

Table B-6 lists the input values applied by the MOBILE 6.2 model.

Table B-6

MOBILE 6.2 INPUT VALUES

The EPA-MOBILE 6.2 model produced the vehicular CO emissions for the inventory using the following input values:

Passenger/light vehicle Registration	2004, 7-county area
Heavy Duty Trucks	MOBILE 6 Default
Gasoline volatility	13.4 RVP
Minimum temperature	16 degrees F.
Maximum temperature	38 degrees F.
Altitude	low altitude

D. CONFORMITY EMISSIONS BUDGET TEST

The conformity test as defined in Section 93.118 requires that the CO emissions calculated in the conformity analysis for the plan and the TIP must be equal to or less than the CO MVEB for the region, 1,961 short tons/day. The budget is assumed to remain constant throughout the 25-year planning period of the plan.

The Action Scenario as described in the Conformity Rules Section 93.119(g) and referenced in Section 93.122(a)(5), is the future transportation system that would result from the implementation of the plan and other regionally significant projects to start construction in the time frame of the TIP.

The results of the emissions budget conformity test for the plan are shown in Table B-1. CO emissions from motor vehicle sources remain below the MVEB for the analysis milestone years 2009, 2015, 2020 and 2030. The emissions can be reasonably expected to remain below the emissions budget for the following reasons:

1. Continued improvement in auto emissions controls systems and the ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the January 2005 amendment to the SIP.

2. A regional commitment to continue capital investments to maintain and improve the operational efficiencies of the highway and transit systems.

3. Adoption of a regional long-term *2030 Regional Development Framework.* The Development Framework strategies support land use patterns that efficiently connect housing, jobs, retail centers and civil uses with neighborhoods, urban and rural centers and transit oriented development along transit corridors. A land use development pattern is expected to emerge that is more compact, mixed-use and pedestrian-friendly particularly along designated transitway corridors. Further, the Council has the authority by state statute to periodically review local comprehensive plans for consistency with regional plans and conformity to regional systems such as transportation and sewers, make capital investments for the regional sewer collection and treatment system and the metropolitan transit system which it operates, and approve design and capital investments on principal arterials. These capital investments are programmed to implement the regional land use and system plans. Also by statute, the Council must approve significant regional highways proposed for construction by Mn/DOT. A memorandum of understanding between the Council and MnDOT commits both agencies to pursuing innovative strategies for reducing passenger delay and growth in vehicle-miles-traveled such as congestion pricing.

4. Extensive CO air quality emissions modeling by the MPCA, accepted by the EPA as part of the documentation for the redesignation request, demonstrated that the National Ambient Air Quality standards can be met without the operation of a regional vehicle inspection maintenance program.

5. The continued involvement of local governmental units in the regional 3C transportation planning process allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses and more compact development patterns as part of a coordinated regional growth management strategy.

The model results in a decrease in CO emissions from 2015 to 2020 and then an increase from 2020 to 2030. This is because reductions in the rate of CO emissions have been decreasing at a faster pace than vehicle-miles traveled (VMT) has been increasing in the region, such that overall CO emissions have been declining. This trend should continue between 2015 and 2020, but will reverse between 2020 and 2030 as the degree of improvement in CO emissions rates is expected to level off while VMT will continue to increase.

An attainment area for PM-10 is located in the City of St. Paul. The attainment designation is based on an USEPA approved MPCA plan to bring this area into attainment. The previous non-attainment designation was not due to transportation sources.

IV. ESTIMATED FUTURE EMISSIONS IN THE TWIN CITIES CARBON MONOXIDE MAINTENANCE AREA

The USEPA, in response to a MPCA request, redesignated the Twin Cites seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. The results of the emissions analysis is shown in Table B-6.

TABLE B-6
CO EMISSION BUDGET CONFORMITY TEST
PLAN ACTION SCENARIOS DAILY CO EMISSIONS FOR ANALYSIS MILESTONE YEARS 2009, 2015, 2020, 2030 (Short Tons/day)

NETWORK	2009	2015	2020	2030
BASELINE EMISSIONS BUDGET (MVEB)	1,961	1,961	1,961	1,961
ACTION (BUILD) SCENARIO	1,401	1,197	1,146	1,216
CO EMISSIONS BELOW THE EMISSIONS BUDGET	560	764	815	745

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

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

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

- **Vehicle Inspection and Maintenance Program** (listed in Transportation Control Plan as a potential strategy for hydrocarbon control with CO benefits). This program became operational in July 1991 and was terminated in December 1999.
- **I-35W Bus/Metered Freeway Project**. Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W. In March, 2002 a revised metering program became operational. The 2030 Transportation Policy Plan calls for the implementation of Bus Rapid Transit in the I-35W corridor.
- **Traffic Management Improvements** (multiple; includes SIP amendments):
  - *Minneapolis Computerized Traffic Management System.* The Minneapolis system is installed. New hardware and software installation were completed in 1992. The system has been significantly extended since 1995 using CMAQ funding. Traffic signal improvements will be made to downtown street system to provide daily enhanced preferred treatment for bus and LRT transit vehicles in 2009.
  - *St. Paul Computerized Traffic Management System.* St. Paul system completed in 1991.
  - *University and Snelling Avenues, St. Paul.* Improvements were completed in 1990 and became fully operational in 1991.
- **Fringe Parking Programs.** Minneapolis and St. Paul are implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations.
- **Stricter Enforcement of Traffic Ordinances.** Ongoing enforcement of parking idling and other traffic ordinances is being aggressively pursued by Minneapolis and St. Paul.
- **Public Transit Strategies** (from the 1983 Transportation Systems Management Plan):
  - *Reduced Transit Fares*. Current transit fares include discounts for off-peak and intra-CBD travel and are below 1978 levels in real terms. Reduced fares are also offered to seniors, youth, and medicare holders.
  - *Transit Downtown Fare Zone.* All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents.
  - *Community-Centered Transit.* The Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. This program is used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service.
  - *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council,

as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.

- *Total Commuter Service.* The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now offered in an expanded form by Metro Transit Rideshare and the Van-Go! program, both services of the Council.

- *Elderly and Handicapped Service.* ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. Hiawatha Line trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.

- *Responsiveness in Routing and Scheduling.* Metro Transit has begun a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the Central-South Sector (5) and a portion of Sector 3 in the western suburbs were implemented. The Sector 8 (Northwest Minneapolis and suburbs) bus-route restructuring plan is currently being completed, with anticipated implementation in 2007.

- *CBD Parking Shuttles.* The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD. The Access Minneapolis plan currently under development also includes a proposal to provide free shuttle service on the bus-only Nicollet Mall in downtown Minneapolis.

- *Simplified Fare Collection.* The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based upon time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.

- *Bus Shelters*. Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit and heated transit centers at major transfer points and light-rail stations.

- *Rider Information*. Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline.

- *Transit Marketing*. Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs, and other programs. Metro Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.

- *Cost Accounting and Performance-Based Funding*. Key criteria in the aforementioned Transit Redesign process include service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue-hour). Metro Transit uses these metrics to evaluate

route cost-effectiveness and performance and determine which routes are kept, re-tuned, or eliminated.

  - *"Real-Time" Monitoring of Bus Operations.* The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.

  - *Park and Ride*. Appendix J of the *Transportation Policy Plan* provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating, and maintaining park-and-ride facilities.

- **Hennepin and First Avenue One-Way Pair.** These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local CO hot-spot issue that has since been resolved. The Access Minneapolis plan includes a proposal to revert to a two-way configuration in the future; this proposal will be evaluated as part of a separate SIP revision process and as such will be the subject of further inter-agency consultation.

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

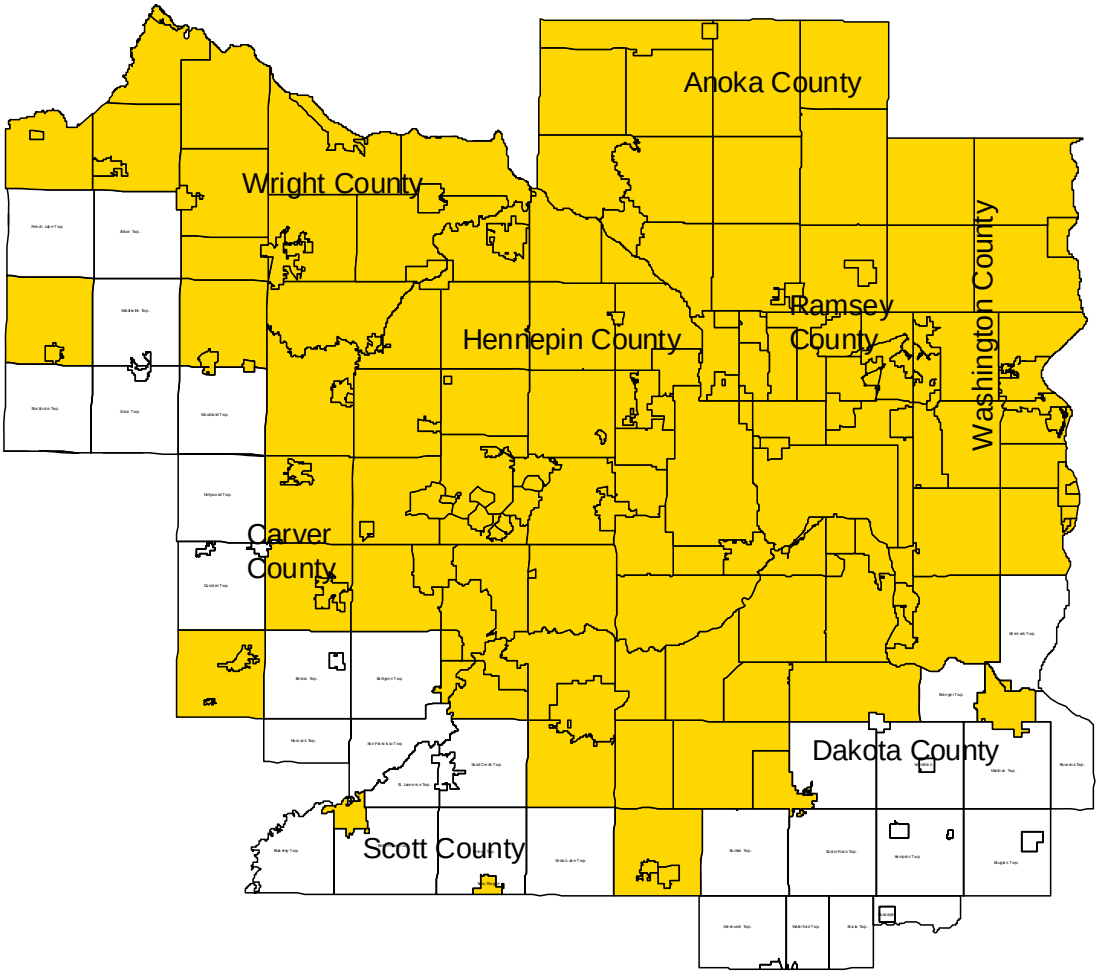
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

Carbon Monoxide Maintenance Area
Seven County Metropolitan Area
and Wright County



Note: Shaded area is designated maintenance.

Exhibit 2. Regional Travel Demand Forecasting Model Flow Chart

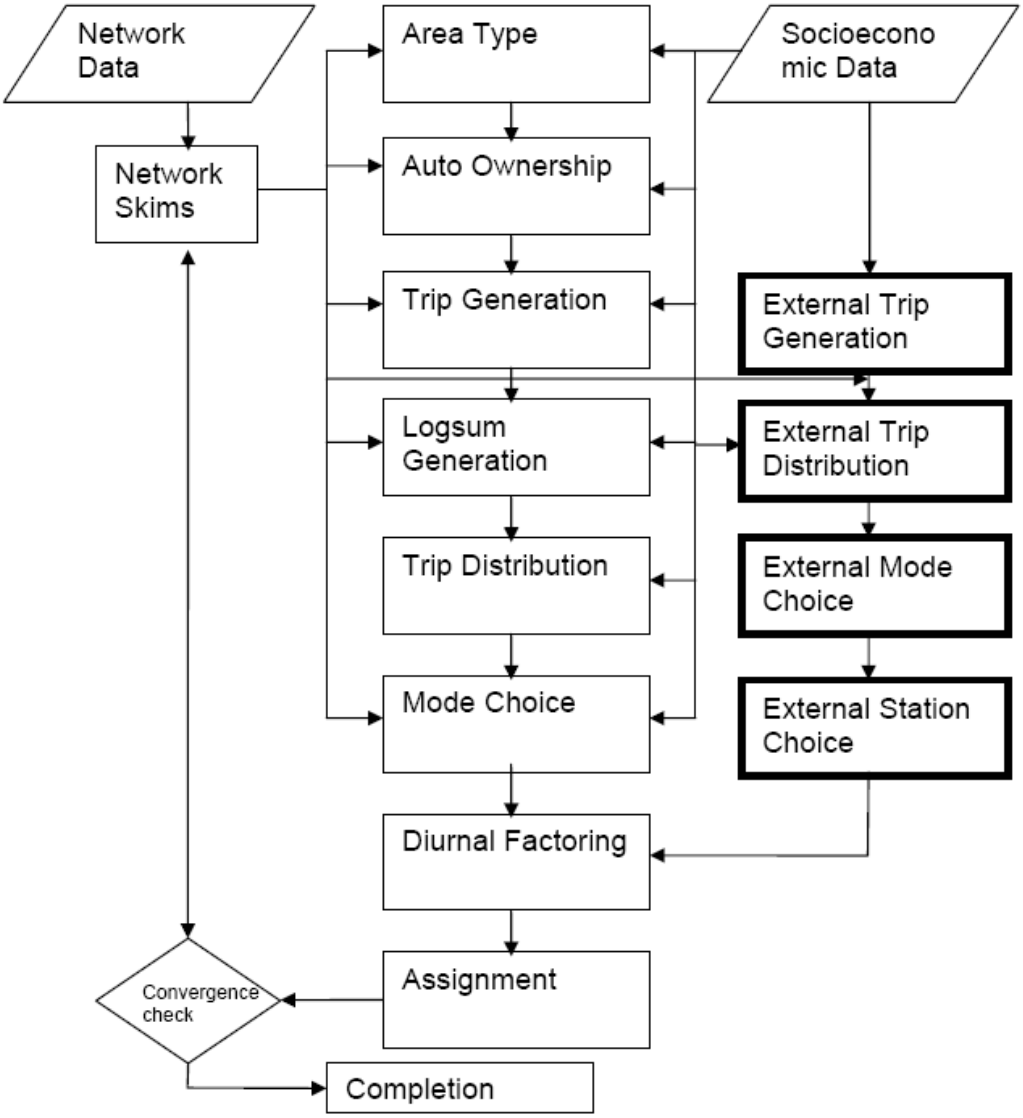


Exhibit 3

Samples of MOBILE 6.2 Input and Output Files for 2015 Analysis Milestone Year

MOBILE 6.2 Input Command Set for 2015

```
************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                           *
* Input file: TIP2015.IN (file 1, run 1).                              *
************************************************************************
**************************************************
** Definition of General Parameters
**************************************************

* Reading Registration Distributions from the following external
* data file: 04REGDAT.MN
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.01     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.01     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.01     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.01     MYR sum not = 1. (will normalize)
  M616 Comment:
              User has supplied post-1999 sulfur levels.
**************************************************
** Generation of CO Emission Rate Tables *
**************************************************
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Anoka freeway - 65.8 mph
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                 65.8     speed reduced to 65 mph maximum
  M581 Warning:
            The user supplied freeway average speed of 65.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     17.19     15.92     17.45     16.34      9.15     0.665     0.375     0.707     20.28    15.017
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Anoka arterial/collector - 35.3 mph
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 35.3
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     14.64     13.34     14.54     13.67      6.35     0.630     0.354     0.642     10.57    12.566
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Carver arterial/collector - 43.0 mph
* File 1, Run 1, Scenario 3.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 43.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     15.31     14.02     15.31     14.37      5.83     0.590     0.329     0.567      9.39    13.141
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Dakota freeway - 67.7 mph
* File 1, Run 1, Scenario 4.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                67.7     speed reduced to 65 mph maximum
  M581 Warning:
            The user supplied freeway average speed of 65.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     17.19     15.92     17.45     16.34      9.15     0.665     0.375     0.707     20.28    15.017
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Dakota arterial/collector - 38.2 mph
* File 1, Run 1, Scenario 5.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 38.2
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     14.90     13.60     14.83     13.94      6.07     0.610     0.342     0.606     10.04    12.784
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Hennepin freeway - 67.0 mph
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                67.0     speed reduced to 65 mph maximum
  M581 Warning:
            The user supplied freeway average speed of 65.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     17.19     15.92     17.45     16.34      9.15     0.665     0.375     0.707     20.28    15.017
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Hennepin arterial/collector - 29.9 mph
* File 1, Run 1, Scenario 7.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 29.9
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     14.58     13.26     14.45     13.59      7.31     0.687     0.389     0.750     11.94    12.550
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Ramsey freeway - 66.4 mph
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                66.4     speed reduced to 65 mph maximum
  M581 Warning:
            The user supplied freeway average speed of 65.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     17.19     15.92     17.45     16.34      9.15     0.665     0.375     0.707     20.28    15.017
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Ramsey arterial/collector - 27.9 mph
* File 1, Run 1, Scenario 9.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 27.9
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     14.65     13.32     14.52     13.65      7.85     0.717     0.407     0.806     12.56    12.635
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Scott freeway - 70.0 mph
* File 1, Run 1, Scenario 10.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                 70.0     speed reduced to 65 mph maximum
  M515 Warning:
            The combined freeway and ramp average speed entered
            cannot be greater than 60.7 miles per hour.
            The average speed will be reset to this value.
  M582 Warning:
            The user supplied freeway average speed of 60.7
            will be used for all hours of the day. 100% of VMT
            has been assigned to a fixed combination of freeways
            and freeway ramps for all hours of the day and all
             vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                           Month:  Jan.
                        Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     17.29     15.99     17.51     16.40      8.93     0.662     0.373     0.703     19.51    15.072
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Scott arterial/collector - 43.0 mph
* File 1, Run 1, Scenario 11.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 43.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     15.31     14.02     15.31     14.37      5.83     0.590     0.329     0.567      9.39    13.141
   ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Washington freeway - 71.1 mph
* File 1, Run 1, Scenario 12.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                 71.1     speed reduced to 65 mph maximum
  M581 Warning:
            The user supplied freeway average speed of 65.0
            will be used for all hours of the day. 100% of VMT
            has been assigned to the freeway roadway type for
            all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     17.19     15.92     17.45     16.34      9.15     0.665     0.375     0.707     20.28    15.017
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Washington arterial/collector - 39.7 mph
* File 1, Run 1, Scenario 13.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 39.7
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     15.02     13.72     14.97     14.06      5.93     0.601     0.336     0.589      9.79    12.884
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Wright freeway - 73.9 mph
* File 1, Run 1, Scenario 14.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                 73.9     speed reduced to 65 mph maximum
  M515 Warning:
            The combined freeway and ramp average speed entered
            cannot be greater than 60.7 miles per hour.
            The average speed will be reset to this value.
  M582 Warning:
            The user supplied freeway average speed of 60.7
            will be used for all hours of the day. 100% of VMT
            has been assigned to a fixed combination of freeways
            and freeway ramps for all hours of the day and all
             vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                           Month:  Jan.
                        Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     17.29     15.99     17.51     16.40      8.93     0.662     0.373     0.703     19.51    15.072
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Wright arterial/collector - 51.8 mph
* File 1, Run 1, Scenario 15.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 51.8
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                      ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.06     14.78     16.17     15.16      6.18     0.585     0.327     0.559      8.95    13.830
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  All ramps - 34.6 mph
* File 1, Run 1, Scenario 16.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M586 Warning:
            100% of VMT has been assigned to the freeway ramp
            roadway type for all hours of the day for all
            vehicle types with an average speed of 34.6 mph.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                           Month:  Jan.
                        Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     18.51     16.72     18.13     17.10      6.44     0.636     0.357     0.653     10.65    15.702
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Local road - 12.9 mph
* File 1, Run 1, Scenario 17.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M585 Warning:
            100% of VMT has been assigned to the local roadway
            type for all hours of the day for all vehicle types
            with an average speed of 12.9 mph.
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
  M 48 Warning:
              there are no sales for vehicle class LDDT12

                    Calendar Year:  2015
                           Month:  Jan.
                        Altitude:  Low
              Minimum Temperature:  16.0 (F)
              Maximum Temperature:  38.0 (F)
                Absolute Humidity:   75. grains/lb
                 Nominal Fuel RVP:  13.4 psi
                    Weathered RVP:  13.9 psi
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  No
                 Evap I/M Program:  No
                      ATP Program:  No
                 Reformulated Gas:  No

   Ether Blend Market Share: 0.000       Alcohol Blend Market Share: 1.000
   Ether Blend Oxygen Content: 0.000     Alcohol Blend Oxygen Content: 0.027
                                          Alcohol Blend RVP Waiver: Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.2928    0.4227    0.1590              0.0345    0.0003    0.0024    0.0832    0.0050    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     14.98     13.64     14.92     13.99     17.38     1.209     0.707     1.725     22.55    13.385
  ---------------------------------------------------------------------------------------------------------------------
```

EXHIBIT 4

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

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

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2007-2010 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

<u>SAFETY</u>

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

<u>MASS TRANSIT</u>

Operating assistance to transit agencies....T-1
Purchase of support vehicles....T-2
Rehabilitation of transit vehicles....T-3
Purchase of office, shop, and operating equipment for existing facilities....T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)....T-5

Construction or renovation of power, signal, and communications systems T-6
Construction of small passenger shelters and information kiosks T-7
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) T-8
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way T-9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet T-10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 ..... T-11

AIR QUALITY

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

OTHER

Specific activities which do not involve or lead directly to construction, such as:
Planning and technical studies
Grants for training and research programs
Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Federal-aid systems revisions O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes O-10

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

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

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

Projects Exempt from Regional Emissions Analyses

Intersection channelization projects E-1
Intersection signalization projects at individual intersections E-2

Interchange reconfiguration projects E-3
Changes in vertical and horizontal alignment..... E-4
Truck size and weight inspection stations..... E-5
Bus terminals and transfer points..... E-6

Regionally significant projects

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

Baseline - Year 2000 .....B-00
Action - Year 2005..... A-05
Action - Year 2010 .....A-10

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Appendix C

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

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2008-2011 Transportation Improvement Program (TIP).

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

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

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

***

Appendix D.

Regional Transportation Financial Plan❶

This financial plan describes the transportation investments that can be supported with transportation funding sources that can be reasonably expected during the planning period. It acknowledges that extrapolating current funding levels will not be sufficient to adequately serve the travel demand increases projected from significant regional population and economic growth. Under that revenue scenario, the movement of people and goods throughout the region will be severely constrained.

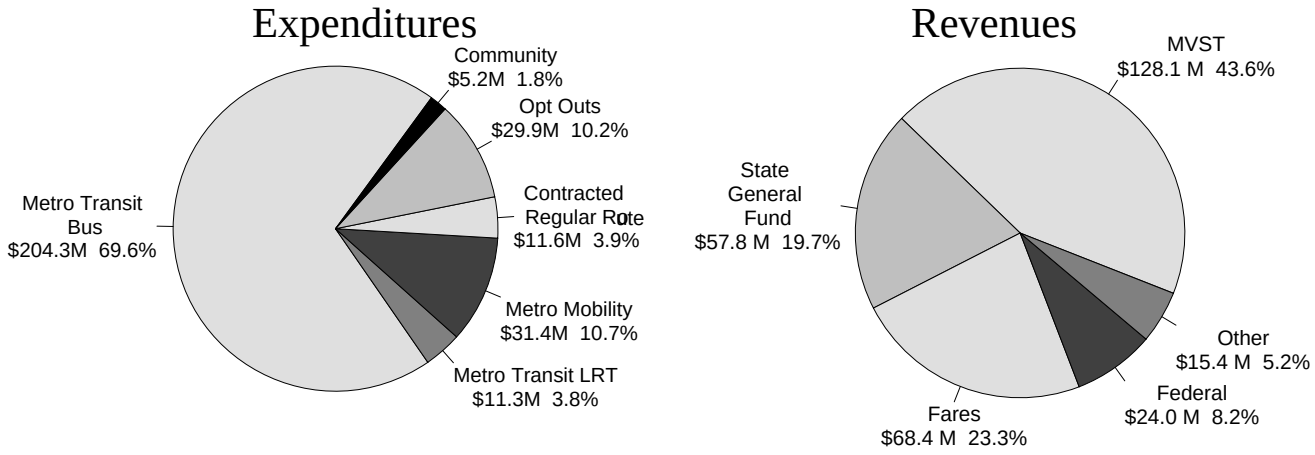
Highway funding levels resulting from extrapolating current revenue trends will result in significant highway congestion increases, reducing the region's competitiveness in the national and international markets. Without additional capital investments, regional accessibility to opportunities (such as work, business, education and recreation), as measured by travel time, will deteriorate significantly.

Transit service increases, which could mitigate the negative effects of unfunded highway needs, will not be possible at current funding levels. Meeting the Council's goal of doubling the base transit system by 2030 and building a network of transit corridors will require new revenues for both capital and operating needs from a new and yet unidentified revenue source.

Transit Operations

Current Sources of Funds/Expenditures

Figure D-1
2004 Budgeted Transit System Operating Costs
(Total $293.6 million)



As shown in Figure D-1, there are currently three major funding sources for transit service operations in the Twin Cities metro area:

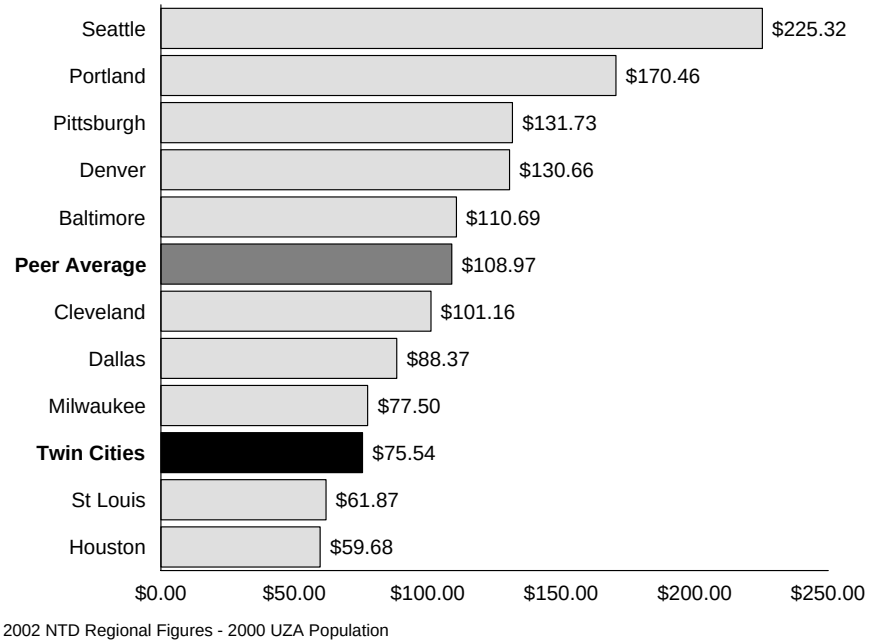
- State Motor Vehicle Sales Tax (MVST)
- State General Fund
- Fare revenues

❶ (*Taken from Chapter 5, 2004 Transportation Policy Plan)*

Together these sources make up more than 85% of the current funding for transit operations. Federal funds (Congestion Mitigation/Air Quality and federal formula funds for capitalized maintenance) make up about 8% of funding while other sources such as advertising, interest and other revenues account for the rest.

Public funding for transit operations on a per capita basis is low compared to ten other major transit systems. Figure D-2 shows that the annual transit operating subsidy per capita ($75.54 in 2002) ranks ninth of the 11 regions surveyed.

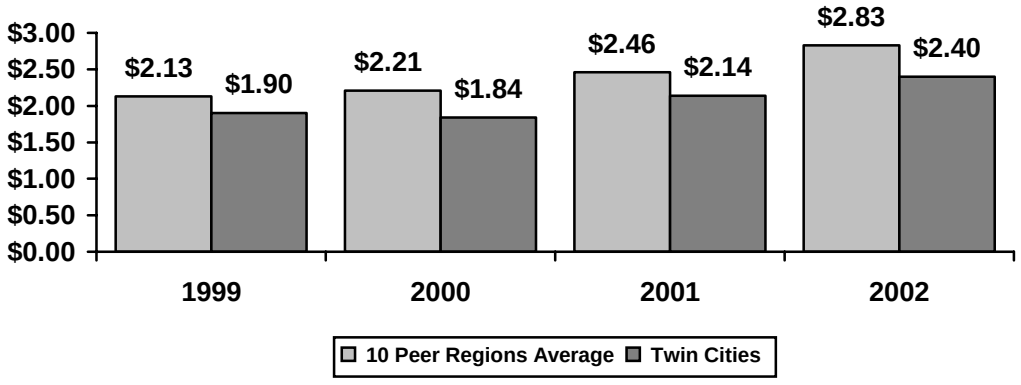
Figure D-2
Transit Operating Subsidy Per Capita



2002 NTD Regional Figures - 2000 UZA Population

Similarly, as shown in Figure D-3, the subsidy per passenger, or the net cost per passenger after fare revenues are deducted, was about 15% less in the Twin Cities than in other peer regions in 2002. This gap has been growing since 1989 when the Twin Cities subsidy per passenger was 11 percent lower than the average for the peer regions.

Figure D-3
Twin Cities Region
Net Government Cost (Subsidy) per Passenger



Future Funding Needs

Current funding sources will need at least to increase with inflation to maintain the current level of transit services in the future. This also will require keeping expenditure increases at or below inflationary trends. Key issues associated with current transit operating revenues include:

- Obtaining inflationary increases on State General Fund appropriation, particularly if state budget deficits persist in the future;
- The stability and long-term growth potential of the MVST funds.

Meeting the goal of increasing transit ridership by 50% will require a substantial increase in operating funds as outlined in Table D-1, even assuming that new services will have a 30% fare recovery rate. In addition, the region's ADA service levels will need to increase by 25% to meet growing demand. The incremental funding needs shown in Table D-1 are those over and above current funding levels (i.e. 2004).

Table D-1
Net Incremental Operational Funding Needs in 2020
(in 2003 millions of dollars unadjusted for inflation)

	Expand Regular Route Bus System	**Transitways**	**ADA Programs**	**TOTAL**
2020 Operating Cost	$75 M	$37 M	$8	$120 M

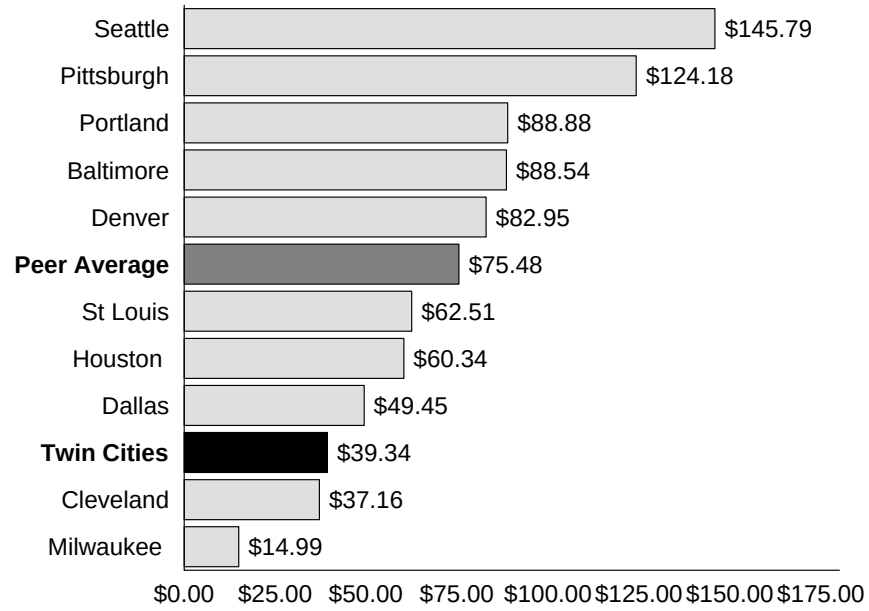
Transit Capital Investments

Current Sources of Funds

- Federal Grants
  - Federal Formula Funds - based on a portion of the federal gasoline tax
  - Congestion Mitigation/Air Quality grants (CMAQ) - competitively allocated grants
  - Discretionary Bus and Bus Facility Grants - grants awarded at the discretion of Congress
  - New Starts - grants awarded at the discretion of Congress for transitway projects only
- Regional Transit Capital Bonds - Bonds issued by the Metropolitan Council and repaid through a property tax levied within the transit taxing district. The maximum amount levied is controlled by the Legislature.
- State Funds - are state general obligation bond revenues, general funds, trunk highway bond revenues, or other state revenues granted for transit purposes.
- Local Revenues are primarily from local units of government such as Hennepin County Railroad Authority or the Metropolitan Airports Commission for the construction of transit facilities.
- Other Revenues include anything not listed above, primarily interest earnings

Current funding levels for transit capital are low compared to other comparable regions, as shown in Figure D-4. The Twin Cities annual per capita spending is $39.34, or ninth of the 11 cities surveyed.

Figure D-4
Transit Capital Expenditures Per Capita



2002 NTD Regional Figures - 2000 UZA Population - All modes
Excludes Hiawatha LRT Construction

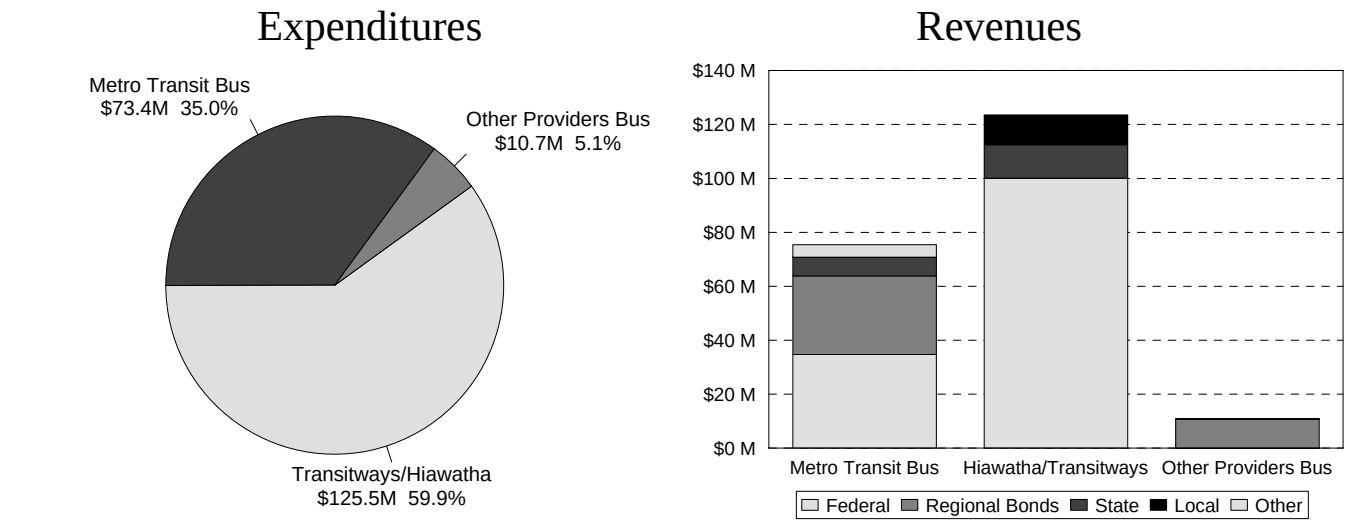
Current Expenditures

There are three components to transit capital shown in Figure D-5:

- Metro Transit bus needs
- Other regional provider bus needs
- Capital costs of transitways

In 2004, the largest transit capital expenditure was for transit was for transitway development, primarily the construction of the Hiawatha Light Rail Transit line, with expenditures of $109.3 million in 2004.

Figure D-5
2004 Budgeted Transit System Capital Costs
(Total $209 M)



2004 Adopted Capital Program - 2004 Expenditures Only

2004 Adopted Capital Program - 2004 Expenditures Only

Future Capital Funding Needs

Maintain Existing Bus System

Approximately $75 M was needed to maintain the existing bus system in 2004. Of this, 51% of funding came from Regional Transit Capital Bonds, 45% from federal sources (primarily federal formula funds), and the balance of 4% from other sources. Funding to maintain the existing system would cost $1.125 billion from 2005 to 2020 at this level. It is projected that 55% of the funds needed to maintain the existing system would come from regional transit capital funds and 45% would come from federal sources from 2005 to 2020.

One strategy that is being pursued to manage these costs is to use $100 million from a new funding source to move from a bonding program to a pay-as-you-go program for regional transit capital. This would reduce interest expense, decreasing the cost of the regional capital program.

Bus System Expansion

It is projected that approximately $500 million is needed to expand the base bus system between 2005 and 2020. Of this, it is assumed that half of the funds will come from federal sources, including federal formula funds, discretionary funds and any new federal programs. The balance of funding of $250 million would come from a new funding source discussed below.

Transitway Development

Three sources are projected to fund the system of transitways outlined in this plan. The first funding source is state revenues. Three projects requested state general obligation bonds in the 2004 Legislative session. It is assumed that these three projects will receive this funding. In addition, two projects are eligible for federal New Starts monies. It is assumed that half of the funding for these two projects will come from this source. The balance of needs for each project is assumed to come from a new funding source discussed below.

Table D-2
Projected Transitway Capital Funding Needed 2005 - 2020
(in 2003 millions of dollars)

	Total	State Bonds	Federal	New Funding Source
Tier I				
Northwest BRT	$50	$20	-	$30
Cedar BRT	$60	$10	30	$20
I-35W BRT	$50	-	-	$50
Northstar Commuter Rail	$265	$37.5	$132.5	$95
Central	$240 - $840	-	$120 - $420	$120 - $420
Tier II				
Additional transitways *	$135	-	-	$135
Total Capital	**$800 -$1,400**	**$67.5**	**$282.5 -$552.5**	**$450- $780**
Average Annual Cost	**$53-$93**	**$5**	**$18 - $37**	**$31-$52**

*Rush Line, Southwest, Red Rock

Funding Assumptions: Summary

The total transit funding needs and sources are estimated as follows:

Table D-3
Projected Additional Annual Capital Subsidy Needed in 2020
(in 2003 millions of dollars)

	Maintain Existing System	Expand Bus System	Add Transitways	Total
Regional Bonding	$520	-	-	$520
Federal	$505	$250	$282 - $553	$1037 - $1,308
State	-	-	$68	$68
New Funding Source	$100	$250	$450 - $780	$800 - $1,130
Total	$1,125	$500	$800 - $1,400	$2425 - $3,025

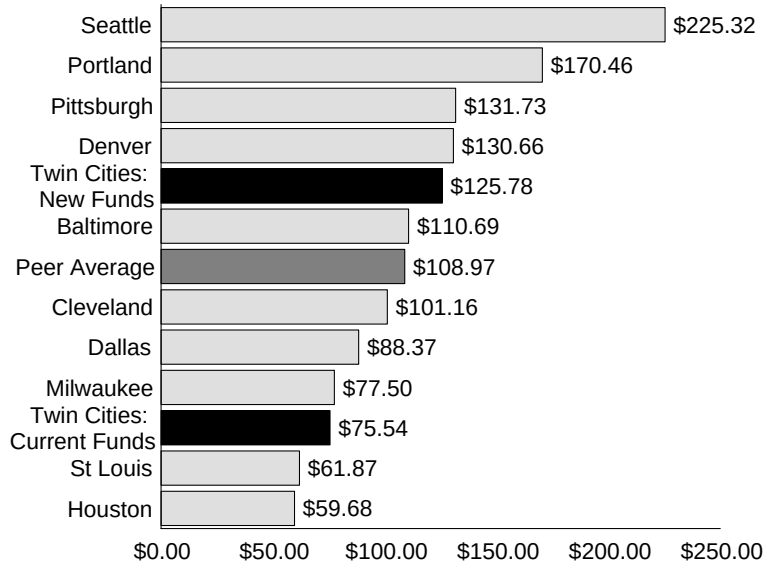
Strategies for a New Transit Funding Source

Implementation of this transit plan would require between $55 million to $75 million per year between 2005 and 2020 for capital needs and $120 million in additional operating funds in 2020.

Even securing this funding increase, the region would move from only ninth to fifth in terms of per capita operating subsidy levels when compared to its peers (Figure D-6).

A number of initiatives in search of additional transportation resources for both highways and transit are underway. It is expected that legislative proposals will be developed for the 2005 legislative session.

Figure D-6
Transit Operating Subsidy Per Capita with New Funds



2002 NTD/Budget - UZA Population

Ideally, a new funding source for transit would have the following characteristics:

- Stable and reliable enough to allow long-range planning.
- Dedicated to transit.
- Able to grow both with the economy and with the population being served.
- Broad-based.
- Can be utilized for both operating and capital needs.
- Provide diversity in revenue sources.

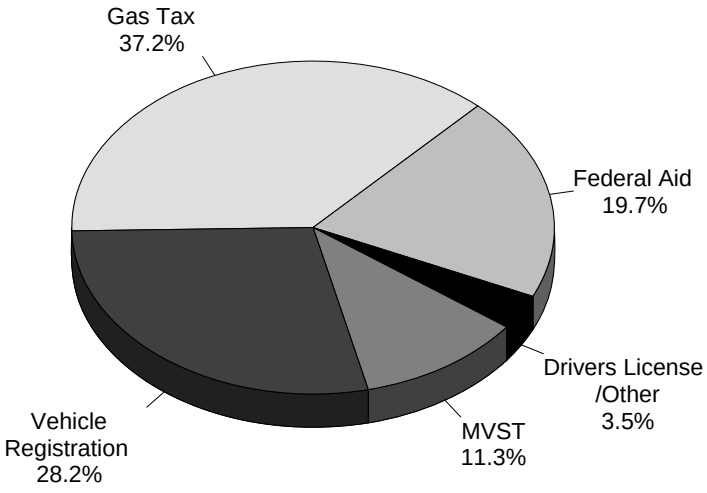
Highway System

Current Funding Levels

Highway funding statewide comes primarily from two sources: federal highway grants and state funds. State funds come primarily from three sources:

- State Gasoline Tax: In Minnesota, there is a 20 cents per gallon tax on gasoline and diesel sales. In FY 2003, this tax was budgeted to bring in $642 million. (Figure D-7)
- Motor Vehicle License Fees: The license fee varies by the age and value of the vehicle. In FY 2003, this tax was estimated at $487 million.
- Motor Vehicle Sales Tax (MVST): MnDOT received 30% of the MVST funds generated by a 6.5% tax on the sale of motor vehicles. In FY 2003, the highway portion of this fund was estimated at $195 million.

Figure D-7
Major Minnesota Highway Funding Sources

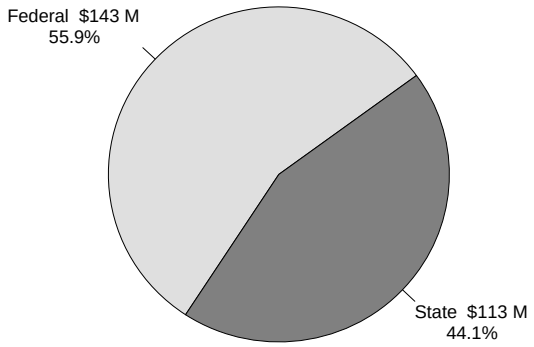


In FY 2003, these three revenue sources brought in $1.324 billion statewide and 59% of these revenues, or $780 million, were transferred to the Trunk Highway fund. In addition, $340 million of federal grants and $60 million from drivers license fees and other revenues were deposited in the Trunk Highway fund, generating $1.18 billion. Of these funds, $585 million was dedicated to trunk highway construction.

In 2003, the Legislature approved the Governor's proposed $800 million statewide transportation financing package to accelerate construction of some key projects. Four major metro area construction projects were included in the package. The $800 million was a combination of $400 million in trunk highway bonds to be repaid from the trunk highway fund, and $400 million in federal advance construction (AC) funds. These AC funds are to be repaid with future federal funds.

The MnDOT Metro District receives a portion of these funds for construction of highways in the Twin Cities region. In 2004, MnDOT's Metro District encumbered $256 million for highway construction from the Trunk Highway fund. (Figure D-8)

Figure D-8
2004 MnDOT Metro District Highway Construction Program: $256 M



Future Funding Levels

As discussed in Chapter 4 of the TPP, MnDOT's Metro District construction program is expected to grow to $283.5 million per year as an average for the 2009-2030 period. This level of funding, which represents the Constrained Scenario, will allow all expansion projects in the 2001 Transportation Plan to be built by 2030 instead of 2025. Therefore, under this funding scenario, implementation of the overall plan will be delayed 5 years.

Under the Constrained +30% Scenario, total funds would grow by $85 million per year and funds for expansion projects would grow from $92 million per year to $197 million per year. This more than doubling of the expansion capability would make it possible to build very badly needed projects much sooner and advance the implementation of the 2030 plan by almost seven years.

Higher funding levels would make it possible to accelerate the plan implementation even more.

In order to raise $85 million per year, it would be necessary to increase significantly existing dedicated funding sources (i.e. gas tax, license fees and MVST) or to rely on a new funding source such as a portion of a regional sales tax.

Managing Projects, Scope, Cost and Revenue Sources

Over the life of this plan and as it is periodically revised, major projects evolve and move toward implementation. Procedures are needed to ensure the region's priorities can and will be implemented. Three problems have arisen in accomplishing this objective; not using High-Priority Funds for regional priorities, not maintaining project scopes that address the problems that they were intended to address, and not living within the allocated resources of cost estimates. These are discussed in detail below.

Use of HPP funds

Federal HPP funds are earmarked by Congress and have not always been assigned to the regions' top priorities. Because HPP funds, in this plan, are included in the revenue projections they should not be used for projects that are either not in the plan or are regional priorities. The Council has adopted the following procedures to manage HPP funds that come to the region and recommends MnDOT help implement them.

For MnDOT trunk highway system projects:

- HPP funds will only be spent on projects if they are identified in the current TPP and TSP.
- The state share of HPP projects identified in the 10-year work plan will be funded by MnDOT in the scheduled TIP or work plan year.
- All other funds to match HPP funding will be from non-MnDOT funding sources.
- If an agency wishes to advance projects that are not within the work plan using HPP funds, the state share of the project will be reimbursed by MnDOT in a year(s) beyond the work plan, but within the timeframe of the TPP/TSP. Should funding shortfalls cause prioritized projects to be delayed, such repayments will also be subject to delay. The Council will work with MnDOT to ensure all jurisdiction, if they wish, can participate under this provision.
- MnDOT's share of the project will only be to the investment level identified in the constrained TPP/TSP. Investments beyond the identified constrained investment level will be 100% local.
- The state share will be determined in accordance with current MnDOT cost-share policies.
- The region supports the use of HPP funds for design work on projects that are in the 10-year Work Plan or that are priorities to move into the 10-year Work Plan.
- In emergencies such as natural disasters or where a critical fracture bridge needs to be replaced, these policies and the priorities in the plan may need to be superseded.

For non-MnDOT (county/city) system projects:

- HPP funds may only be spent on projects on local elements of the regional transportation system if they are consistent with the constrained funding scenarios of the TPP/TSP.
- HPP funds spent on other local projects must be consistent with this plan and the applicable city and county comprehensive plans.
- All matching funds for HPP projects on the local system shall be from non-MnDOT sources.

Managing Project Scope and Cost

Federal rules require the TPP to be fiscally balanced. The Constrained Scenario is the adopted regional highway plan, which is fiscally balanced. The investment category and funding level for all metropolitan highways are recorded in Chapters 4 and 5 of the TPP. It is assumed that these investment levels will be respected as corridor studies are undertaken. Should the recommended investments for trunk highways exceed the cost estimate recorded in this plan by 20% or more, or if the recommended project scope does not reflect this plan, the project will need to be reviewed to determine whether the modified project should remain a regional priority.

The intent of the policy is to ensure the region is meeting federal rules but also to allow a regional discussion of the cost and benefits of these major projects as they move toward implementation. Projects evolve over time but they are generated from a regional needs analysis to address certain problems. This plan records a solution at a set cost and provides the appropriate allocation of state and regional resources relative to other regional needs. As the project moves from the later years of the plan to the 10-year Work Plan and finally to the TIP, the project scope and cost estimates change due to additional analyses. The following procedures recognize this evolution and provide opportunities to address these changes at various points in the project development process.

- As the TPP and TSP are revised on their regular schedules, each project scope and cost estimates are reviewed. Changes that occur in the project scope should reflect changing conditions in the region or the concept on which the project was based. A new expansion project added to the plan may go through a number of TPP and TSP revisions before it moves into MnDOT's 10-year Work Plan.
- A key decision point is when the project is ready to move into the 10-year highway work plan and the implementation work begins. At this time a check is required to determine whether this is an appropriate regional investment. The project scope must be examined to determine if it addresses the identified problem. Once the appropriate scope is determined, the cost estimate should be examined closely. With this information, the region should determine if this is an appropriate project to be a regional priority and move it into the 10-year Work Plan.
- From the time the project is included in the 10-year Work Plan, to the time it is included in the TIP, additional study takes place. A transportation corridor study is an example of such work. Alternative layouts for environmental evaluation are prepared. While many issues are examined, the emphasis is on project scope and impact versus cost. The affected jurisdiction should be aware that the region has certain expectations for the project, its cost, and its effectiveness. These need not be considered unchangeable but instead be viewed as part of the regional context in which the project functions. The regional perspective on the project may also change. Increasing scope and cost of the project may have a large impact on the ability of the region to implement other projects in the plan. The TSP and TPP revision process should be used to evaluate the consistency of the project scope and costs prior to being moved into the TIP.
- At the time the project (From Table 4-10 of the TPP) is ready to be put into the TIP, the project scope and cost will be closely reviewed. The TIP must be fiscally balanced as well as the plan. The project cost should be more accurate at this time. Right-of-way cost will be better defined. If the project exceeds 20% of the cost recorded in the plan (after being adjusted for inflation) or if the scope is inconsistent, the plan will need to be revised to reflect these changes or the project will need to be rescoped or the cost reduced before it is added to the TIP. If the TIP revenue target is higher than the TPP for the same timeframe, no TPP revision is necessary.

Allocation of Capital Resources with Regional Capital Priorities

The level of capital resources expected to be available for investments in the region's transit and highway system over the next 22 years are shown in Table D-4.

Highway funds, expected to grow over and above inflation at a modest 0.8 percent annually, are shown in constant 2003 dollars. The $283.5 million amount shown in the table is an annual average for the 2009-2030 period. This forecast includes Federal High Priority Project (HPP) funds earmarked by Congress that have historically been used on trunk highway projects

Table D-4
Estimate of Revenues Available for Capital Investments, 2009-2030 (in millions)

	Annual Allocation	2006 - 2020	2009-2030 Funding Level
Historical Capital Funds for Highways			
State Road Construction funds available to eight-county region according to Mn/DOT Office of Investment Management (OIM) (These include all federal and state funds spent by MnDOT or on MnDOT projects)	$283.5		$6237.0
Federal Funds allocated by the region for purposes other than Mn/DOT's projects according to Mn/DOT (OIM)	61.5		1353
Local funds to match federal funds based on $50 federal funds (excluding TH funds)*	15.4		270.6
Reduction of funds to reflect seven-county region (reduction based on Mn/DOT formula for Chisago County)	(5.17)		(114)
Highway Total	**$355.43**		**$7753.9**
Historical Capital Funds for Transit			
Federal Transit Funds (Title III)			
Section 5307**Formula/Formula Fixed Guideway - Historic	33.0	505	740
Section 5309 Discretionary	10.0	150	220
CMAQ/STP	6.7	100	147
Section 5309 New Starts	17-35	252-553	369- 811
State Funds	4.5	68	100
Regional bonding	34.5	520	759
New Funding Source	55-75	830-1130	1217-1650
Transit Total	**$161-179**	**$2425-3025**	**$3345-4151**
Highway and Transit Total	**$531-$551**		**$11,624-$12,054**

* STP Urban Guarantee, CMAQ, Enhancement, Bridge, Safety-Hazard Elimination, Rail Safety.
** Net grant amount being used for capital projects.

Table D-5 shows the allocation of resources to major project and funding categories. These categories include funds specifically allocated to projects and funding levels that will be allocated through a variety of processes over the next 22 years.

The first category shows the funds committed to adequately meet the maintenance and life-cycle preservation of trunk highways in the metro region. The seven counties have a similar funding commitment for "A" minor arterials under their jurisdiction. Those improvements are

funded with county state aid and property tax levies.

The last funding category, “selected regional projects,” includes projects selected by a competitive regional process established by the TAB and the Council. This process semi-annually allocates the fund categories of Surface Transportation Program urban guarantee funds, Enhancement and Congestion Management/Air Quality funds. Project types include principal arterial/non-freeway, “A” minor arterials, transit, pedestrian, bicycle, transportation demand management, air quality, and historic and scenic enhancements to the transportation system. The TAB and the Council, in cooperation with MnDOT, select projects for safety-hazard elimination, rail safety and bridge safety.

MnDOT uses a number of methods to identify specific projects for funding. The bridge, pavement, safety and congestion management systems are the principal technical tools used for identifying preservation and management projects. (As noted above, specific projects have been identified for most of the management and expansion funds.) The region’s congestion management system plan is used as a tool to define criteria and projects in this process.

Table D-5
Transportation Policy Plan Financial Allocations, 2009-2030 (in millions)

Trunk Highway System-wide Life-Cycle Preservation	$2,244
Trunk Highway System-wide Management	$1,320
Trunk Highway Expansion Projects *	$2,024
Transit Improvements (Title III Funds)	$4,151
Enhancements (federally defined category) Regionally Selected	$134
Congestion Management/Air Quality, Regionally Selected (less Transit)	$281
Set Asides (right-of-way, supplemental agreements, cooperative agreements)	$649
Selected Regional Projects (Reduced by $165M for Mn/DOT Projects)	$792.5
TOTAL:	$11,595.5
* Includes cost of needed right-of-way.	

The comparison of the annual revenues available for the 2009-2030 period (as shown in Table D-4) to the average capital requirements (from Table D-5) illustrates that the constrained plan is in fiscal balance with reasonable expected resources. Major capacity expansions of the highway system were restricted to achieve this balance, but this does not mean that additional capacity is not needed throughout the region.

Unmet needs include, among others, projects to accommodate growth forecasted in the *Regional Framework*, transitway improvements, and expansion of the county and trunk highway "A" minor arterials.

Transportation Funding Issues

While the adequacy of funding resources remains the most significant problem for the region, there are other issues this plan addresses that need to be recognized.

- A new six-year federal Surface Transportation Act is expected to be adopted in late 2004 or 2005, determining the federal requirements and resources.
- The suballocation of funds to the eight MnDOT districts is being reexamined. All MnDOT districts are required to prepare plans by the end of the year. These activities could change the level of funds and funding procedures affecting the Metro District.
- Proposals on the state level call for significant increases in revenues. This plan attempts to position the region to be ready for a quick response to these initiatives, but a plan revision may be needed to properly address the changes.
- IRC planning, funding and implementation, an important state priority, presents challenges for the region. In many cases, the region could be required to make significant investments

when most of the benefits are realized by someone other than regional residents. Therefore, a state-wide initiative for establishing the IRC priorities may be more appropriately managed from MnDOT's Central Office rather than by individual districts.

Transportation Funding Principles

The following transportation funding principles should guide the allocation of transportation funds in a manner consistent with regional development and transportation policies. These principles are fully explained in Appendix L, along with funding options and criteria to evaluate funding sources.

1. Federal funds should be used to the maximum extent feasible to advance regional policies and priorities.
2. A local unit of government may advance the implementation of a project consistent with this guide, but no arrangements for payback of such funds by the state or region should be made.
3. The private sector should participate in funding transportation services or facilities that are required to serve one development or a select group of developments. All private sector cost sharing should be arranged through a local unit of government or other governmental body, including cities, counties, the University of Minnesota or state agencies.
4. Should the region determine that additional transportation funding is required in this area and generate such funding through regional revenue sources, MnDOT must ensure the appropriate amount of existing and future statewide revenues continue to be available to the region.
5. Transportation funding for the regional highway and transit systems, whether from federal, state or regional sources, should be allocated to priority projects that meet regional transportation needs rather than on a formula basis. The priority setting and funding allocation processes should be reexamined on a regular basis and responsive to changing needs.
6. The region, state, and various associations are pursuing additional revenue sources for transportation. Some nontraditional sources such as tolls are tied to specific corridors and facilities. The region supports these efforts, but they must follow adopted policies as would other transportation investments. The Council will assist these efforts and will allocate regional funds to advance the use of these new funding techniques as long as the projects are recognized in this plan or are consistent with the adopted policies and procedures of the region.

Criteria for Evaluating Revenue Sources

- Transportation funding should support a multimodal transportation system .
- Whenever possible, transportation funds should be generated by both users and those who benefit directly from the service or facility. However, the general public should pay for transportation services meeting the needs of those unable to pay for transportation services or where the general public receives a benefit from the service.
- New revenue sources should be analyzed using the economic criterion of "efficiency."
- The revenue source should support broad regional goals and policies.

- The revenue source should be predictable and not fluctuate significantly from year to year.
- The revenue source should be adequate to address regional transportation needs.
- The cost and ease of administration should be considered in evaluated funding source. Funding sources should be evaluated on the amount and location of collection.