

2012 - 2015

**TRANSPORTATION
IMPROVEMENT PROGRAM**

FOR THE

**TWIN CITIES
METROPOLITAN AREA**



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TABLE OF CONTENTS

Chapter	Page
SUMMARY	1
1. INTRODUCTION.....	2
Federal Requirements.....	2
Regional Planning Process	4
Public Participation Opportunities in Preparation of the TIP.....	5
Development and Content of the Transportation Improvement Program.....	5
Program Areas in the Transportation Improvement Program	8
2. SUMMARY OF REGIONAL PLANS AND PRIORITIES	9
Transportation Air Quality Control Plan.....	9
Conformity to the Clean Air Act Amendments.....	9
Regional Development Framework.....	11
Transportation Policy Plan Overview Chapters	14
3. PROJECT SELECTION PROCESS AND CONSISTENCY REQUIREMENTS WITH THE FINANCIAL RESOURCES	39
State Process for Allocation of Federal and State Funds	39
Resources Available	39
Project Selection Process and Criteria.....	44
Competitive Regional Selection Process.....	44
Project Selection for Additional Title I Funds	46
Metropolitan Transit Selection of Sections 5307 and 5309 Projects.....	47
Mn/DOT Office of Transit	47
Balance of Selected Projects with Available Financial Resources.....	49
Consistency with the Regional Transportation Plan.....	51
Plan Implementation Progress	53
Status of Major Projects	53

FIGURES

<u>Number</u>		<u>Page</u>
1.	Twin Cities Metropolitan Area Political Boundaries	3
2.	Twin Cities Transportation Capital Funding Process.....	6
3.	Development Framework Geographic Planning Areas.....	12

TABLES

<u>Number</u>		<u>Page</u>
1.	Metropolitan Area Growth 1970-2030.....	12
2.	Advance Construction Funds	41
3.	Twin Cities Transportation Program, Source of funds, 4-year Summary	42
4.	Federal Title I and State Highway Funds Available to Region 2010-2013.....	43
5.	Federal Title III Transit Funds Available to the Region 2010-2013	43
6.	Summary of Projects Selected Competitively	48
7.	Distribution of Title I, State Trunk Highway and Matching Funds: 2010-2013	50
8.	Distribution of Title I, State Trunk Highway and Matching Funds – 2010	50
9.	2010-2013 Allocation of Federal Title I and State Trunk Highway Funds by Work Type.....	52
10.	Status of Major Highway Projects.....	54
11.	Status of Major Transit Capital Projects	55

APPENDICES

APPENDIX A	Detailed Project Descriptions, Title I, Title III and State Funded Projects Listed by Funding Category and by Route Number of Project Code
APPENDIX B	Conformity of the 2010-2013 Transportation Improvement Program with the 1990 Clean Air Act Amendments
APPENDIX C	Private Transit Provider Involvement in Preparation of the TIP
APPENDIX D	Regional Transportation Financial Plan Chapter



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May 11, 2011

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

RE: Draft 2012-2015 Draft Transportation Improvement Program

Dear Mr. Roggenbuck:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2012-2015 Transportation Improvement Program (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 MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socio-economic data used in the Council's 2030 Regional Development Framework that was adopted by the Council on January 14, 2004. The latest update to these forecasts was published May 31, 2009. 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.

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

Mr. Kevin Roggenbuck

Page 2

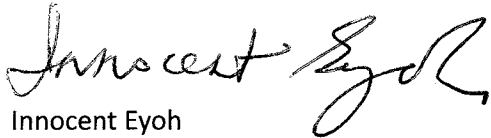
May 11, 2011

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, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the analysis described in the conformity appendix submitted by the Council has resulted in a Conformity Determination that the projects included in the 2012-2015 Draft TIP meets all relevant regional emissions analysis and budget tests as described therein. The 2012-2015 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

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

Please contact me if you have any questions. By telephone at: 651-757-2347, or by e-mail at: innocent.eyoh@pca.state.mn.us

Sincerely,



Innocent Eyoh
Planner Principal

Air Assessment and Environmental Data Management Section
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2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2012 through 2015 responds to procedures required by the Safe, 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 2012-2015 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 2012 through 2015 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, 2011-2014. In 2007/2008 the region used a separate process to solicit projects for 2011 to 2012 Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement (BIR) Funds. Mn/DOT, working with the region, solicited for projects for Highway Safety Improvement Program and Railroad Highway Crossing Safety Improvement Program. In 2009/2010, the region used the same process to select projects to be programmed for 2013 and 2014. This TIP also includes a setaside of these funds in 2015 that have not been programmed because the Solicitation for 2015 and 2016 projects is in process in 2011. This is only an estimate based on previous allocations but is subject to a new federal transportation act that has not been developed at the time this program was developed. A cooperative process was followed to prioritize the remaining "federal highway funds" (Title I), and to a limited degree, state highway funds. MnDOT also identified projects for 2012 to 2015. This year the 2011 projects that have had contracts let, or in some manner have been authorized, were deleted.

The 2012-2015 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$2,150 million for highway, transit, enhancement, bike and walk projects, of which approximately \$945 million is requested of the federal government including the Federal Target funds, High Priority Project funds, and Misc. Federal funds allocated to regional projects.

The region has assumed it will receive approximately \$455 million in federal transit funds (Title III) over the 2012-2015 period, that together with approximately \$131 million in Regional Capital Bonds as a match will total \$586 million to be spent on Title III transit projects. The region will receive \$125 million in Title III, Sections 5307 and 5309 in 2012. Title I funds with local match approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately \$157 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 2012-2015 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Policy Plan (TPP) adopted on January 14, 2009. 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

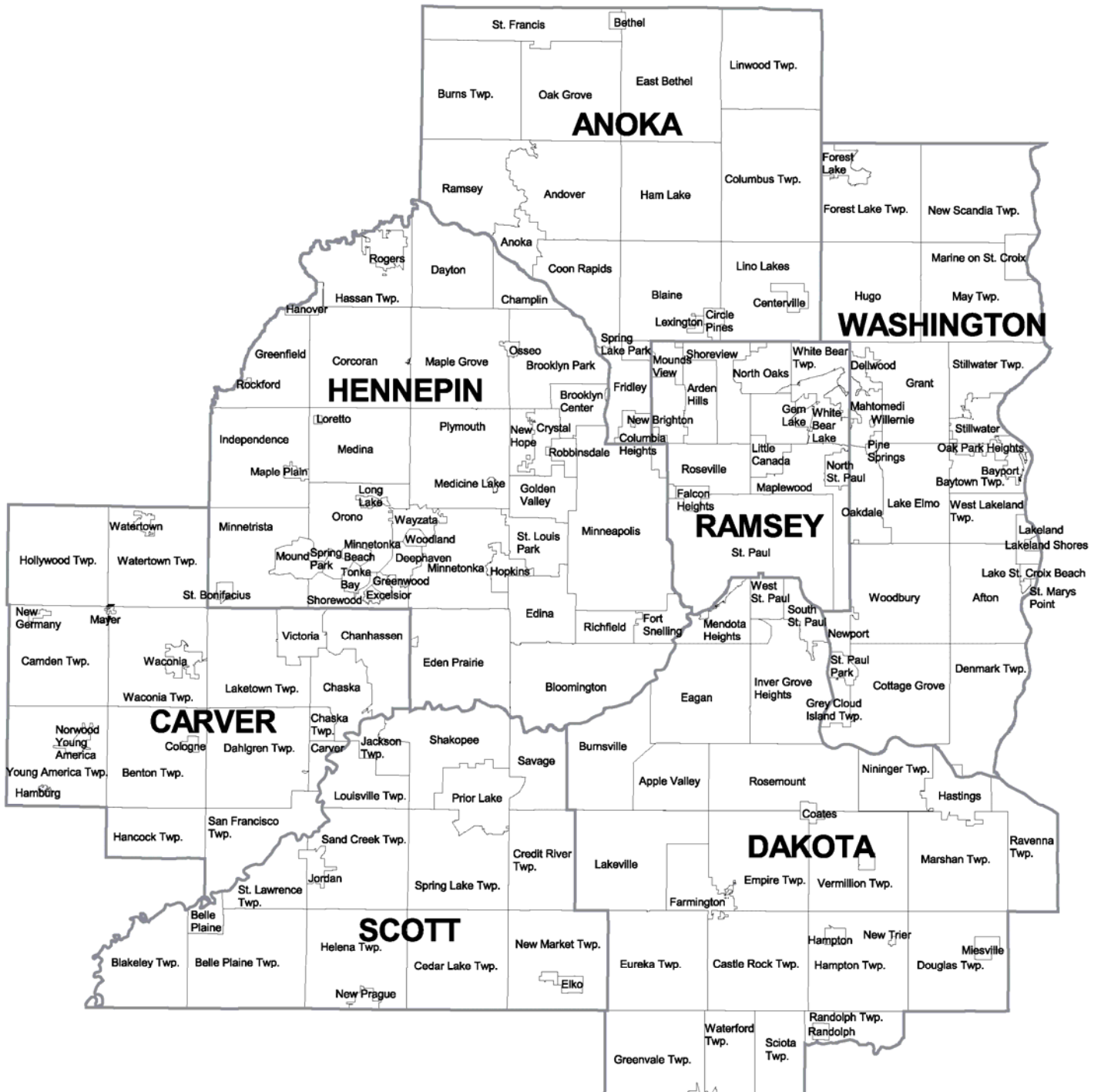
The 2012-2015 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan 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 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 2012-2015 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 Memorandum of Understanding between the Minnesota Department of Transportation and the Metropolitan Council adopted in 2008. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Minnesota Department of Transportation (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 (TAB) to provide information and to get public reaction to the TIP. The following is the schedule of public comment opportunities on the adoption of the TIP.

- A public meeting of the TAB on May 18, 2011 to adopt the draft TIP for the purpose of a public hearing and to initiate the public comment period on the draft TIP.
- A public hearing held by TAB on June 16, 2011 to hear comments on the draft TIP which includes the FTA Program of Projects (POP).
- The public comment period to end on July 5, 2011.
- A public meeting held by the TAB on August 17, 2011 to consider comments received, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

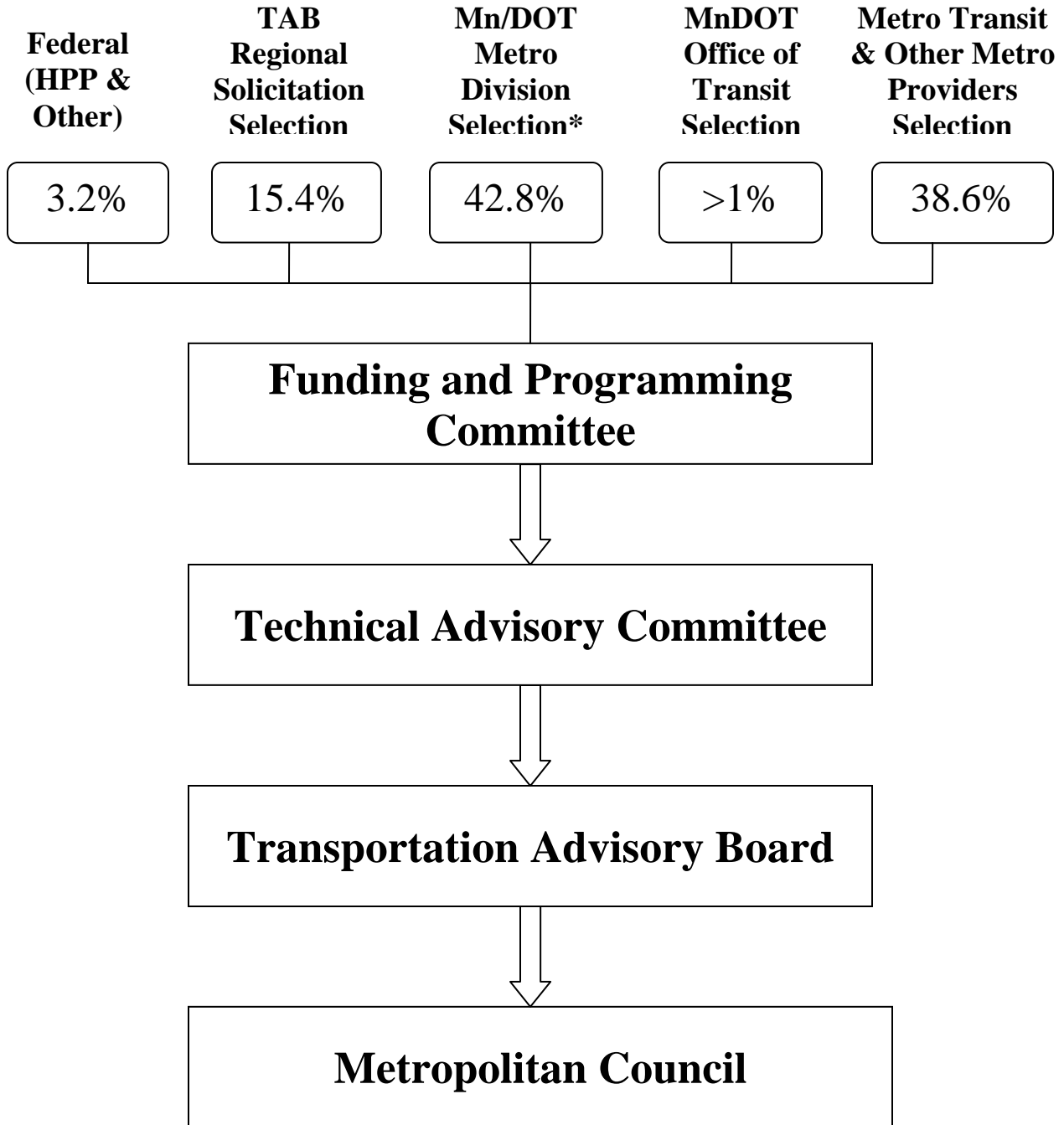
In preparation for these meetings, 300 mailings are sent, notification is made in the State Register, press announcements are sent to the media, and the schedule is published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators. Notification of the public hearing and of adoption of final TIP 2012-2015 by the Metropolitan Council is made in the State Register.

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 every year. The results of the regional solicitation are added to the TIP every other year. This year the TIP will cover 2012-2015 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. The funding percentages in Figure 2 represent the approximate share of total funding in the TIP (federal, state, and local) selected through five selection processes. The Twin Cities TIP includes all of Mn/DOT's program, including projects that do not have any federal funding participation but does not include locally-generated funding used by Metro Transit, Metropolitan Transportation Services and suburban transit providers, nor does it include all locally-funded projects. Therefore the funding percentages in Figure 2 are not reflective of the total funding package for transportation in the 7-county region.

**FIGURE 2
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS**

Percentage of Funding Identified in the TIP by Selection Process for all projects (federal and state) 2012-2015



*This TIP includes all projects selected by Mn/DOT including those without federal funding. Locally-selected transit projects are not included in the TIP and therefore not reflected in the percentage for transit.

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 2010 and addressed all applicable SAFETEA-LU requirements and considerations.
- The Council adopted a new Public Participation Plan in 2007.
- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

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. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Policy Plan (TPP) and the Air Quality Control Plan. The Council adopted a new TPP on November 10, 2010. The Plan is in balance with forecasted revenues over the 22-year planning period. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption. This chapter includes a summary of the Air Quality Control Plan and air quality conformity and includes the TPP overview and policies and strategies. The Regional Transportation Financial Plan, Chapter 3 of the TPP, is provided in Appendix D.

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, 2000 and 2008, 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 2009-2012 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA’s 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions and other supporting documentation, shows that the TIP will not result in violations of National Ambient Air Quality Standards for carbon monoxide. The 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. 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 2011-2014 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.

REGIONAL DEVELOPMENT FRAMEWORK

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. (Table A)

Table A: Metropolitan Area Growth, 1970-2030			
	1970	2000	2030
Households	573,634	1,021,456	1,492,000
Population	1,874,612	2,642,062	3,608,000
Employment	779,000	1,606,263	2,126,000

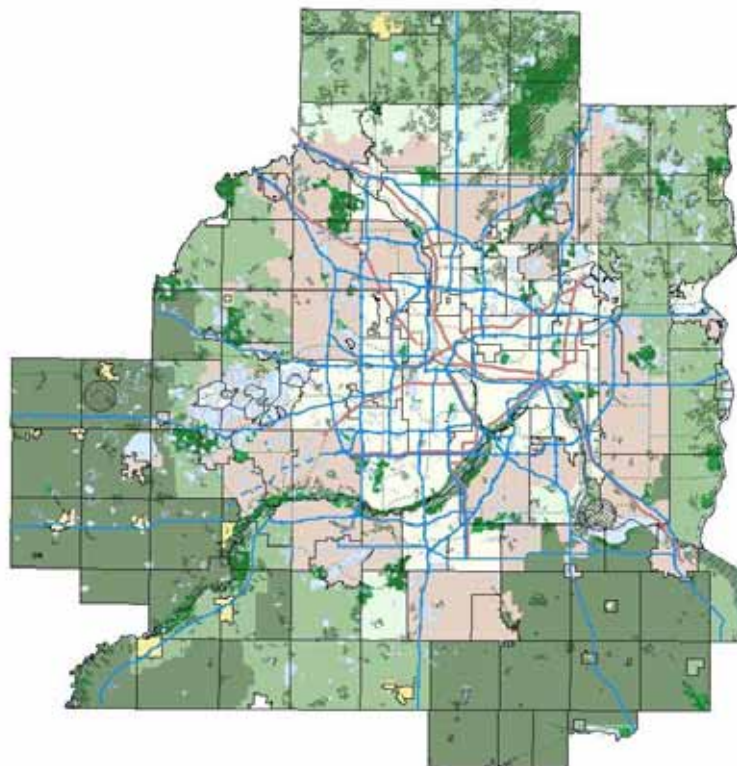
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess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

2030 Transportation Policy Plan

The summary and introductory chapters of the TPP, adopted in 2010, are on the following pages.

Chapter 1: Overview

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

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

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

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

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

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

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

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



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

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

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

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

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

The Regional Transportation Strategy

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

The Highway Vision

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

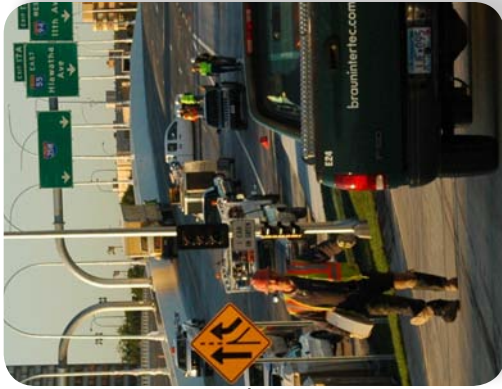


Figure 2-2: The increased cost of construction materials is just one challenge in maintaining transportation infrastructure.

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

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

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

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

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

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

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

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

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

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

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

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

The Transit Contribution

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

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

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

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

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



Figure 2-3: Hiawatha LRT

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

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

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

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



Figure 2-4: Metro Transit Bus



Figure 2-5: Northstar Commuter Rail

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

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



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

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

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

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

Other Transportation Modes

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

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

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

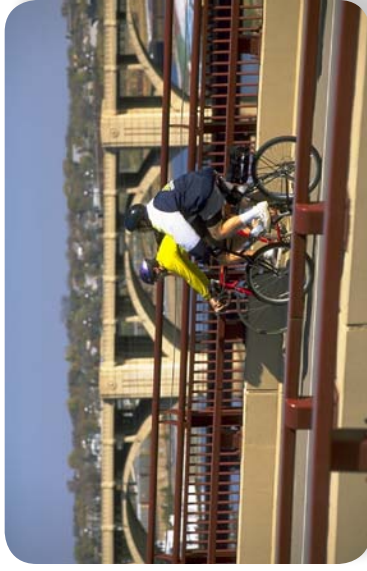
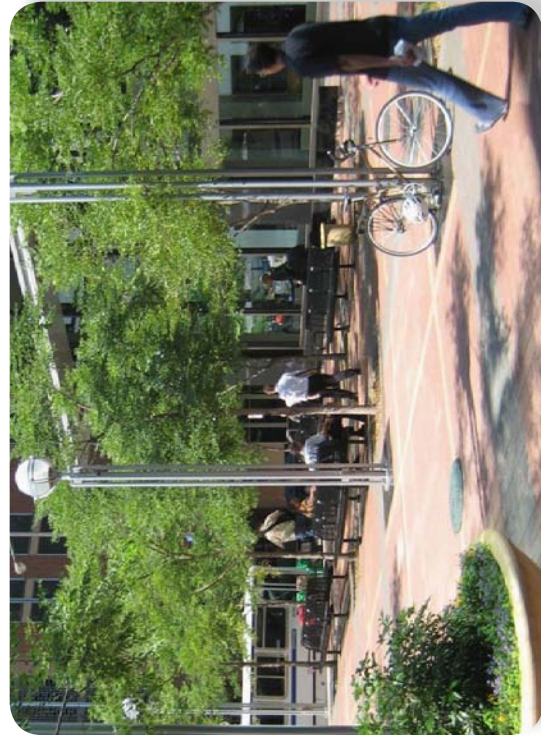
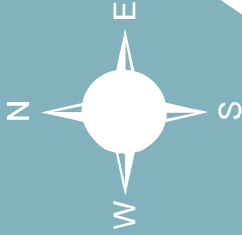


Figure 2-7: Bike commuting is a growing mode choice in the region



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





Chapter 2: Policies and Strategies

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

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

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing for Regional Transportation Investments

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

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



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

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

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

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

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

Policy 3: Investments in Regional Mobility

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

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

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

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

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

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

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

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

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

Policy 4: Coordination of Transportation Investments and Land Use


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

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

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



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



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

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

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

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

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

Policy 5: Investments in Regional, National and Global Connections

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

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

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

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

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

Policy 6: Public Participation in Transportation Planning and Investment Decisions

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

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

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

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

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

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

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

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



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



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



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

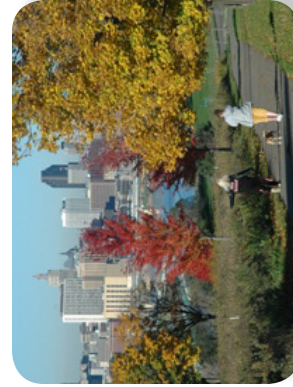


Figure 2-6: Transportation projects must adhere to federal standards, such as air quality

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

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

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

Policy 8: Energy and Environmental Considerations in Transportation Investments

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

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

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

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

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

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

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



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



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



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

Highway System Policies

Policy 9: Highway Planning

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Policy 11: Highway System Management and Improvements

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

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

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

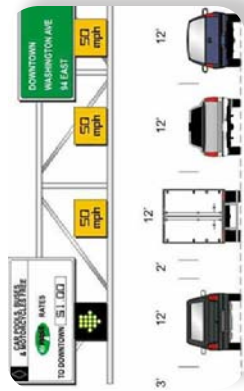


Figure 2-11: Technology represents one method to mitigate congestion

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

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

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

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

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

Transit System Policies

Policy 12: Transit System Planning

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

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

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

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





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

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

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

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

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

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

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

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

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

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

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

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

Policy 14: Transit System Operations and Management

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

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

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

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

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

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

Policy 15: Transitway Development and Implementation

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

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



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

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

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

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

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

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

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

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

Policy 16: Transit for People with Disabilities

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

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

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

Figure 2-15: Metro Mobility satisfies federal ADA requirements





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

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

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

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

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

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

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

Policy 18: Providing Pedestrian and Bicycle Travel Systems

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

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

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

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

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



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

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

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

Aviation Policies

Policy 19: Aviation and the Region's Economy

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

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

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

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





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

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

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

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

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

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

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

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

Policy 21: Consistency with Federal and State Plans/Programs

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

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

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

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

▫ Environmental sustainability efforts.

▫ Security needs as identified by National Homeland Security through the Transportation Security Administration.

Policy 22: Airport Development Plans

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

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

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

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

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

Policy 23: Agency and Public Coordination

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

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

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

Policy 24: Protecting Airspace and Operational Safety

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



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

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

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

Policy 25: Airports and Land Use Compatibility

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

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

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

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

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

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

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

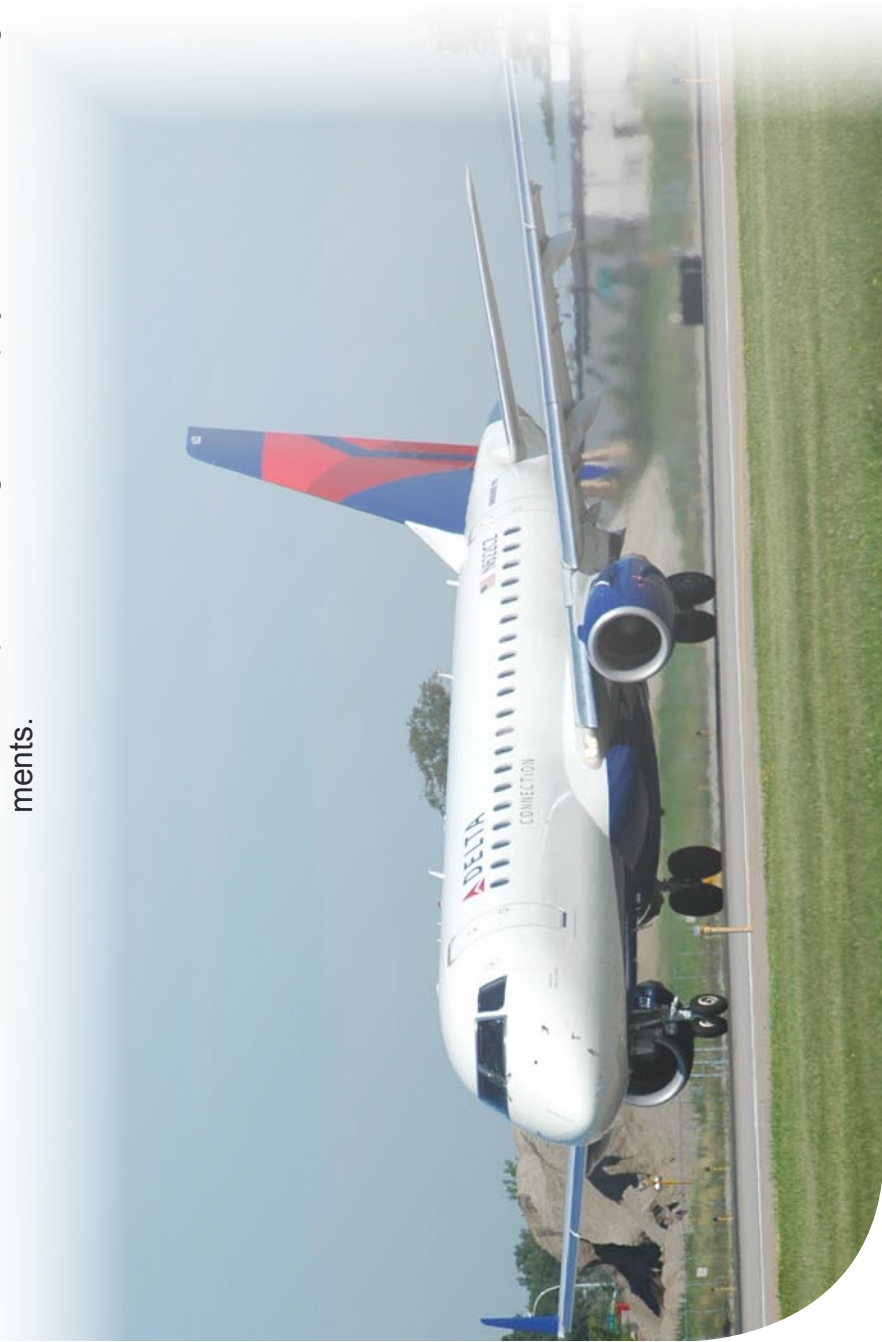
Policy 26: Adequate Aviation Resources

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

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

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

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



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 2012 to 2015. 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 2012-2015

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 resources available to pay for the projects in the TIP.

Transportation resources available to the region for highway, transit, and non-motorized mode projects are approximately \$3,513 million over the 2012 to 2015 period (See Tables 3, 4 and 5). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 42% of the total funds available, other federal and state and local highway funds represent approximately 20% of total funds available, while Federal Title III and other state and local funds for transit represent approximately 38%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems. The highway funds do include some funding for transit projects such as from the federal CMAQ funds and associated local matches and from transit advantages on highway projects. They also include funds for non-motorized investments listed in the detailed tables in Appendix A as Bike/Ped as well as bicycle and pedestrian

elements of roadway projects. The approximate amounts programmed broken out by mode are listed in Table 1 (These numbers are not exact but are approximate). Many projects, particularly roadway projects, include investments designed for more than one mode but are listed with the primary mode served.

Table 1: Approximate Amount Programmed by Primary Mode Served*

Mode	Approximate Amount Programmed in 2012-2015	% of total in TIP
Highway/Roads	\$1,690 million	48%
Bike/Ped Only	\$100 million	3%
Transit/TDM	\$1,470 million	42%
Other/Setasides	\$260 million	7%
Total	\$3,520 million	100%

*Many highway projects include significant bike/ped elements such as trails, sidewalks, streetscape improvements and dedicated bike lanes and shoulders. The costs of these elements are not reflected in this table but the detailed tables in Appendix A may list these elements. Therefore, overall spending on bike/ped infrastructure is much higher than is reflected in the “Bike/Ped Only” figure, which is the approximate sum of funds for projects dedicated solely for bicyclists and/or pedestrians. “Other/Setasides” include all projects that do not directly serve a mode such as right-of-way purchase or environmental work and funds for which projects have not been selected like the 2015 Regional Solicitation funding.

Recorded in Table 4 are the traditional highway funding sources available to the region (including some funding to Chisago County, which is not in the Twin Cities MPO area). The total for four years is \$2,213 million. The region’s “target” for Federal Title I and state trunk highway funds is \$1,148 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 \$676 million of Federal Formula funds and \$482 million of State Trunk Highway funds. (This has to be reduced by \$ 10 Million for BAP reduction/redistribution and other adjustments made to arrive at the final figure.)

This category also includes additional allocations to help the MnDOT Metro Division balance the TIP. In 2011 and 2012 Statewide Bridge Funds come to the region to help fund the Lafayette Bridge replacement. In 2008, Chapter 152 was passed. This increased gasoline tax and license tab fees and allowed Metro Counties to add a ¼ cent sales tax to fund transit. MnDOT was authorized to sell highway bonds to replace and repair bridges and do other trunk highway projects. High priority projects are federal earmarked funds by Congress. At present, \$62 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.

Within the TIP timeframe, \$86 million of funds will be used to advance construct projects in the region (Table 4). The AC funds that have been or will be used by the region by year are shown below (Table 2).

Table 2: Advance Construction Funds

	Advance Construction	AC Pay Back
2010	12M	
2011	76M	45 M
2012	3 M	33 M
2013	0	12 M
2014	71M	1M
2015	12 M	51 M
Post 2015		52 M
Totals	\$ 174 M	\$ 174 M

The last category of funds included in Table 4 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 \$400 million over four years.

Transit funds available to the region in 2012-2015 are recorded in Table 5. 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 7 and 8. 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 \$893 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. The total 5307 formula funds are approximately \$397 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 2012 is the region's best estimate of what might be available and reflective of the Regional Capital Improvement Program. The level of funds shown in Table 5 reflects the detailed tables in Appendix A. Historically, the levels of funds that are made available in the latter years of the TIP are closer to the level received in the first year. The amount for the 2012-2015 TIP is a larger amount than in previous years due to the construction of the Central Corridor Light Rail Transit line.

Section 5311 funds are provided to MN/DOT as the state's agent. The Section 5311 funds provide operating assistance for small city operators. 5316 and 5317 are Federal Job Access/Reverse Commute and New Freedoms. Metropolitan Council allocates these funds through a competitive process.

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 \$440 million will be used to match federal Title III funds as well as fund 100% of various capital transit investments.

**Table 3
Twin Cities Transportation Program
Source of Funds
4 Year Summary**

Federal Title I		\$ 990 Million
• <i>Target</i>	\$ 661	
• <i>High Priority Funds</i>	58	
• <i>Misc. Federal Funds</i>	35	
• <i>Additional SAFETEA-LU</i>	3	
• <i>Additional MnDOT Allocation</i>	249	
<i>Adjustments (Payback, BAP Reductions)</i>	-13	
Federal Title III		893 Million
• <i>Formula/Discretionary</i>	893	
Property Tax and Other State Taxes		838 Million
• <i>Local and TRLF</i>	398	
• <i>Regional Transit Bonds/Bond Transit Adv.</i>	440	
Trunk Highway		792 Million
• <i>Target</i>	473	
• <i>Legislative Allocation (Bonds) & lapsed projects</i>	319	
TOTAL:		\$ 3,513 Million
Advance Construction-additional authorization available against future funds		86 Million

These amounts do not show funds for Chisago County that are included in Table 4.

Table 4
Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2012-2015
(Millions)

	2012	2013	2014	2015	Total
Federal Title I Funds	169	169	169	169	676
BAP Reduction/Redistribution	-5	1	3	-12	-13
Additional SAFETEA-LU	3	0	0	0	3
State Funds	122	122	116	122	482
Target for Region	289	292	288	279	1148
Additional MnDOT Allocations	72	61	64	52	249
Legislative Allocation(Bonds) & anticipated lapsed projects	53	126	77	63	319
High Priority Projects	31	14	9	8	62
Misc Federal Funds	35	0	0	0	35
Local Funds	92	41	245	22	400
Total Funds Available	572	534	683	424	2213
Advance Construction (Additional authorization available against future funds)	3	0	71	12	86

Includes \$15M of STP, \$4M-HPP, \$9M of State, and \$2M of local funds for Chisago Co. projects.

Table 5
Federal Title III and Matching Funds Available
And Requested by Region 2012-2015
(Millions)

	2012	2013	2014	2015	Total
Section 5307	121.5	98.5	103.6	73.9	397.5
Section 5309	146.9	116.4	110.3	110.2	483.8
Section 5311	1.0	1.0	1.0	1.0	4.0
Section 5316	0.0	2.0	0.0	2.0	4.0
Section 5317	0.0	2.0	0.0	2.0	4.0
Section 5339	0.0	0.0	0.0	0.0	0.0
Total Federal Funds	269.4	219.9	214.9	189.1	893.3
Local/Regional Capital Bonds	307.9	52.3	51.2	28.6	440.0
Total Funds Available	577.3	272.2	266.1	217.7	1333.3

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
- Railroad Safety and Hazard Elimination/Safety funds
- National Highway System Interstate Maintenance, STP Non-Urban Guarantee, Intelligent Transportation System

Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)

Competitive regional solicitation process conducted by MN/DOT and TAB

MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)

Federal Title III Funds

- Sections 5307 and 5309
- Section 5310
- Section 5311
- Section 5316, 5317: JARC, New Freedoms

Metropolitan Transit Selected

MN/DOT Office of Transit/Statewide Competitive Process

MN/DOT Office of Transit/Categorical Allocation

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)

State Aid and MnDOT Bridge Bonds

Statewide competitive solicitation process conducted by MN/DOT

Projects selected through Mn/DOT process.

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 53 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 Transportation System Management
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Safety

Subcommittees of the TAC’s Funding and Programming Committee (F&PC) in 2007 and 2009 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 in 2007. Subsequently, the TAB Programming Committee approved one option to be included in the 2012-2015 TIP. The same committees recommended consideration of seven allocation options in 2009 including four options that included a special allocation to provide funds to the 494/169 interchange reconstruction project using funds from a MnDOT commitment to repay the TAB for its financial participation in a previous project. The TAB approved one option that includes \$34 million for this interchange project, which was programmed in 2011. There was no predetermined distribution of funds by sub-category or geographic subarea.

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 2007 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 6 is a summary of the projects selected by category through the regional competitive process in 2007/2008 and 2009/2010. This table only records the federal funds allocated to the projects. The 2007/2008 solicitation process identified projects to be programmed in 2011 and 2012. The 2009/2010 process selected projects to be programmed in 2013 and 2014. 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. In addition, the TAB awarded a special allocation of \$34 million to a MnDOT project to reconstruct the interchange at 494 and 169.

These totals do not equal the amounts shown in Table 7 and 11 for a number of reasons. Only federal amounts are shown in Table 6 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 then 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. The Metropolitan Council was awarded a full funding grant agreement for construction of the region's second light rail transit line. The Central Corridor LRT will be constructed during the life of this TIP.

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 6
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY IN 2007/2008, and 2009/2010
(Federal Funds/in millions)

	2012	2013	2014	2015	Total
	Selected 2007/2008	Selected 2009/2010	Selected 2009/2010	To Be Selected 2011/2012	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HSIP)	3.532	8.272	8.686	N/A	20.490
Railroad Highway Crossing Safety (RRX)	1.537	1.561	1.968	N/A	5.066
Bridge Improvement/Replacement (BIR)	10.360	5.151	8.320	N/A	23.831
Enhancements (EN)	7.772	8.925	12.445	N/A	29.142
Congestion Mitigation Air Quality (CMAQ)	27.151	32.231	21.903	N/A	81.285
Surface Transportation Program (STP)	50.068	41.555	38.513	N/A	130.136
TOTALS	100.42	97.695	91.835	N/A	289.950

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

SAFETEA-LU 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 2012 to 2015 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 region 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 7 for the 2012 to 2015 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 7 with the resource recorded in Table 4 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 7 and Table 8, but are combined in the total in Table 4.

The total Title I, Trunk Highway and Local funds allocated over four years is \$2,213 million. Also included in this figure are the high priority project funds allocated by Congress which represent \$69 million in resources which includes the state and other funds to deliver the projects.

In Table 8 the 2012 funds are allocated to various expenditures categories. By comparing this total to the 2012 figure from Table 4 it can be seen that revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The projects funded with Title III and local matching funds for 2012 have a total value of approximately \$577 million (Table 5). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables in Appendix A).

Table 7
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2012-2015

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	182	131	2	49	0
Enhancements	64	41	0	23	2
STP Urban Guarantee	251	183	5	63	0
STP Non-Urban	42	28	13	1	0
MnDOT & State Aid Bridge	587	224	0	363	71
HPP	78	58	5	15	0
MN Interstate Maintenance	89	83	6	0	0
ITS	0	0	0	0	0
NHS	191	132	55	4	12
100% State Funded	458	0	427	31	0
HSIP	42	37	1	4	1
100% Bonds/Other	164	0	0	164	0
Misc Fed	35	35	0	0	0
Chisago County	30	19	9	2	0
TOTAL	2213	971	523	719	86

Table 8
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2012 Annual Element

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	50	33	0	17	0
Enhancements	26	14	0	12	2
STP Urban Guarantee	83	48	3	32	0
STP Non-Urban	18	13	5	0	0
MnDOT & State Aid Bridge	13	7	0	6	0
HPP	41	27	2	12	0
MN Interstate Maintenance	28	28	0	0	0
ITS	0	0	0	0	0
NHS	39	31	5	3	0
100% State Funded	141	0	137	4	0
HSIP	11	9	1	1	1
100% Bonds/Other	57	0	0	57	0
Misc Fed	35	35	0	0	0
Chisago County	30	19	9	2	0
TOTAL	572	264	162	146	3

**Advance Construction(AC) allows additional authorization against future funds. AC will be paid back with other federal funds during construction years of each project.

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.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 9.) Funds assigned to preservation projects are \$969 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 53.4% 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 MnDOT and other agencies. Approximately \$165 million or 9.1% 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 10 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 9.9% or \$179 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 "A" minor arterial system is intended to provide for non-local trips. 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 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 combined funds allocated to these set-asides are \$235 million or 13.0% of the total funds available.

The "other" category in Table 9 includes agreements with local governments, enhancements, transit and non-motorized projects. These projects represent 14.6% or \$265 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 9
2012-2015 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2012	2013	2014	2015	Total	
					\$\$	%
Preservation	212	288	262	207	969	53.4%
Manage	28	45	52	40	165	9.1%
Expansion	64	34	0	81	179	9.9%
Setasides for R/W, Cost Overruns, Supplemental Agreements	99	44	61	31	235	13.0%
Other(agreements, enhancements, transit)	77	82	63	43	265	14.6%
TOTAL FED/STATE FUNDS	480	493	438	402	1813	100.0%
Local Funds	92	41	245	22	400	
TOTAL FUNDS AVAILABLE	572	534	683	424	2213	
Advance Construction	3	0	71	12	86	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and projects authorized in the last fiscal year, 2009 (Table A-21). 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 10. 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 completed:

1. I-494/TH 61 Interchange Construction

The status of major transit capital projects appears in Table 11. This table records Federal Title I and Title III funded projects. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 11. Cedar Avenue BRT, Central Corridor Transitway and the Union Depot are major transitway projects all currently under construction.

All of the major projects are either specifically included in the TPP or are consistent with TPP policies. The tables and maps in the TPP 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 2011

Another measure of plan implementation is the projects and project values authorized in the previous fiscal year. These projects were in the 2011 to 2014 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 10 and 11), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2009 are recorded in Table A-21. The total value of these project authorizations is approximately \$891 million.

Table 10
STATUS OF MAJOR HIGHWAY PROJECTS

<u>Project Highway and Bridge</u>	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
TH 169/I-494 Interchange Reconstruction	\$172,000			2013	Under Construction.
TH 610 between TH 169 to CSAH 81.	\$ 50,000			2012	Under Construction
TH 169 N between CSAH 81 and CSAH 109	\$ 31,500 \$ 3,000 R/W			2012	Under Construction.
TH 52 Lafayette Bridge over the Mississippi River	\$185,000			2012	Chapter 152, Tier I Bridge Replacement, Under Construction.
TH 61 Hastings Bridge over the Mississippi River	\$275,000 to \$335,000		2011	2012	Chapter 152, Tier I Bridge Replacement. Under Construction.
I-35E from I-94 to TH 36 (incl. Cayuga Bridge)	\$131,000	2013	2012	2015	Chapter 152, Tier 1 Bridge Replacement
I-694 and TH 51 and TH 10 Interchange Reconstruction and Bridge Replacement	\$43,945	2012	---	2014	Chapter 152 Bridges combined with mobility project; add one through lane
TH 36, St. Croix Bridge	\$488,335	2014	---	2016	New 4-lane bridge and approaches, TH95 interchange. Cost share with Wisc. Chapter 152 provides funding for MN share.

***Table 11**
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Cedar Ave Bus Rapid Transit (BRT)	10,811,780	8,649,000		State Bond Funds	Under Construction
Central Corridor Transitway	957,000,000	474,000,000	<i>To be applied, funds identified in Appendix A</i>	State Bond Funds Local Match	Under Construction
Union Depot	162,000,000	65,000,000		Local Match	Under Construction.

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

Appendix A.

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

	<u>Title I Funded Projects</u>	<u>Page</u>
A-1	Congestion Mitigation Air Quality Projects	A-4
A-2	Enhancement Projects	A-8
A-3	STP Urban Guarantee Projects	A-12
A-4	STP Non-Urban Guarantee Projects	A-15
A-5	Mn/DOT and State Aid Bridge Projects	A-17
A-6	Demonstration/High Priority	A-18
A-7	Mn/DOT Interstate Maintenance Projects	A-22
A-9	NHS Projects	A-24
A-10	100% State Funded Projects	A-27
A-11	Highway Safety Improvement Projects	A-41
 <u>Title III Funded Projects</u> 		
A-12	Transit Section 5309 Funds	A-45
A-13	Transit Section 5307	A-47
A-14	Transit Section 5339	none
A-15	Transit Section 5311	A-54
A-16	Transit Section 5316	A-55
A-17	Transit Section 5317	A-56
 <u>Other Funded Projects</u> 		
A-18	Chapter 152 Bond Projects	A-57
A-19	Miscellaneous Federal Projects	A-59
A-20	All Projects by Route Number	A-61
A-21	Projects Obligated in Previous Fiscal Year	A-112
A-22	Federal Scenic Byway Projects	A-130

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	<table border="0" style="width: 100%;"> <tr> <td colspan="2">Mn/DOT Program categories</td> </tr> <tr> <td>AM Agreements</td> <td>SR Safety Rail</td> </tr> <tr> <td>BI Bridge Improvement</td> <td>BT Bike Trails, Trails</td> </tr> <tr> <td>BR Bridge Replacement</td> <td>MC Major Construction</td> </tr> <tr> <td>RC Reconstruction</td> <td>RD Reconditioning</td> </tr> <tr> <td>RS Resurfacing</td> <td>RX Road Repair</td> </tr> <tr> <td>SC Safety-Capacity</td> <td>SH Safety Hazard Elimination</td> </tr> <tr> <td>TM Traffic Management</td> <td>TR Transit</td> </tr> </table>	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
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 District Construction Projects
2012-2015 PARENT Projects *

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	I-35E	Maryland to I-94(Cayuga)	Construct Freeway, Replace Brs, etc	Yes	6	8
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 36	St Croix River Bridge	Replace Bridge	Yes	2	4
5	TH 52	Lafayette Bridge	Replace Bridge	Yes	4	4
6	TH 61	Hastings Bridge	Replace Bridge	Yes	2	4
7	TH 169	At I-494	Replace interchange	Yes	4	4
8	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
9	I-494	Wakota Bridge/Newport	New River Crossing, Freeway	Yes	4	6
10	I-494	TH 5 to I-394	Reconstruct – Add lane	Yes	4	6
11	TH 610	I-94 to TH 169	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:
2012	BB	TRS-TCMT-11	TR	CMAQ: PURCHASE 8 BUSES, & OPERATING FUNDING FOR I-35	5,843,230	4,601,144	0	0	1,242,086	MVTA	T2
2012	BB	TRS-TCMT-12B	TR	CMAQ: NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	6,720,000	MET COUNCIL-MT	E6
2012	CMAQ	103-080-002	TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	5,115,000	ANOKA	E6
2012	CMAQ	141-080-044	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS	625,000	500,000	0	0	125,000	MINNEAPOLIS	NC
2012	CMAQ	164-070-011	TM	ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	2,065,000	1,340,000	0	0	725,000	SAINT PAUL	E2
2012	CMAQ	TRS-TCMT-11C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ2
2012	CR 10	090-610-001	TR	SWT: NE QUADRANT OF TH 212 & CO RD 10, CHASKA-ACQUIRE RW & CONSTRUCT 450 STRUCTURED STALL PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	1,957,196	SOUTHWEST TRANSIT	E6
2012	MN 65	0207-94	TM	FROM I-694 IN FRIDLEY TO ANOKA CSAH 24 (237TH AVE NE) IN EAST BETHEL-CABINET UPGRADES, SIGNAL TIMING, DEPLOYMENT OF CCTV CAMERAS, & VARIABLE MESSAGE SIGNS	1,400,000	1,120,000	0	280,000	0	MN/DOT	S7
2013	BB	TRS-TCMT-10B	TR	CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	680,520	MET COUNCIL-MT	T10
2013	BB	TRS-TCMT-12A	TR	CMAQ: PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	1,680,000	MET COUNCIL -MTS	T10
2013	CMAQ	002-596-016	TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT	1,362,720	1,090,176	0	0	272,544	ANOKA COUNTY	E6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CMAQ	002-596-017	TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	3,300,000	2,640,000	0	0	0	660,000	ANOKA COUNTY	T10
2013	CMAQ	002-596-018	TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-CONSTRUCTION OF PARK & RIDE LOT	1,632,000	1,305,600	0	0	0	326,400	ANOKA COUNTY	E6
2013	CMAQ	002-596-019	TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE-COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	1,993,733	1,594,986	0	0	0	398,747	ANOKA COUNTY	T10
2013	CMAQ	010-596-006	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE	1,444,014	1,155,211	0	0	0	288,803	CITY OF CARVER	O4
2013	CMAQ	010-596-007	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-CONSTRUCT 400 STALL PARK & RIDE	3,060,000	2,448,000	0	0	0	612,000	CITY OF CARVER	E6
2013	CMAQ	010-596-008	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-SERVICE BETWEEN CARVER & DOWNTOWN MPLS/JO OF M & DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS	1,032,750	826,200	0	0	0	206,550	CITY OF CARVER	T10
2013	CMAQ	090-080-014	TR	CONSTRUCT ROSEMOUNT DEPOT PASSENGER FACILITY FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	935,850	748,680	0	0	0	187,170	MVTA	E6
2013	CMAQ	107-030-005	TM	AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 & TH5	1,300,500	1,040,400	0	0	0	260,100	CITY OF BLOOMINGTON	O8
2013	CMAQ	TRS-TCMT-13	TR	CMAQ: PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	1,540,000	1,232,000	0	0	0	308,000	MVTA	T10
2013	CMAQ	TRS-TCMT-13A	TR	CMAQ: STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF ROSEMOUNT	525,096	420,077	0	0	0	105,019	MVTA	T10
2013	CMAQ	TRS-TCMT-13B	TR	CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2013	CMAQ	TRS-TCMT-13C	TR	CMAQ: AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR & BEAM AVE-PURCHASE & OPERATION OF FOUR BUSES	3,763,663	3,010,930	0	0	0	752,733	MET COUNCIL-MT	T10

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

Yr	PRT	Route	Proj Num	Proj Description	Prog	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CMAQ	TRS-TCMT-13D		CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS. MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	TM	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ2
2013	CMAQ	TRS-TCMT-13E		CMAQ: PURCHASE OF THREE LRT VEHICLES FOR HIAWATHA LRT	TR	10,500,000	7,000,000	0	0	3,500,000	MET COUNCIL-MT	T10
2013	MN 5	1002-98		FROM EAST JUNCTION CARVER CR11 TO I-494-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	TM	1,711,489	1,369,191	0	342,298	0	MNDOT	E2
2013	US 61	6222-168		FROM RAMSEY CTY ROAD 30 (LARPEN TEUR AVE) TO N JCT RAMSEY CTY ROAD 9/FRENCHMAN RD. COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	TM	1,776,228	1,420,982	0	355,246	0	MNDOT	E2
2014	BB	TRS-TCMT-11B		CMAQ: PURCHASE 15 BUSES FOR EXPRESS SERVICE	TR	8,250,000	6,600,000	0	0	1,650,000	SOUTHWEST TRANSIT	T10
2014	CMAQ	TRS-TCMT-14		CMAQ: PURCHASE SIX BUSES & FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS	TR	3,606,923	2,885,538	0	0	721,385	MVTA	T10
2014	CMAQ	TRS-TCMT-14A		CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL	TR	13,839,259	7,000,000	0	0	6,839,259	MET COUNCIL-MT	T1
2014	CMAQ	TRS-TCMT-14B		CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-CONSTRUCT PARK & RIDE	TR	11,428,823	7,280,000	0	0	4,148,823	MET COUNCIL-MT	E6
2014	CMAQ	TRS-TCMT-14C		CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS. MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	TM	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ2
2014	CMAQ	TRS-TCMT-14D		CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	TR	1,005,000	804,000	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	MN 55		8825-388	TM TH55, TH13 & TH 149-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,172,475	937,980	0	234,495	0	MNDOT	E2
2014	US 61		1913-75	TM FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	3,744,000	2,995,200	0	748,800	0	MNDOT	O8
2015	LOCAL		999880M-CMAQ-15	NA METRO ATP SETASIDE FOR CMAQ (TRANSIT EXPANSION & SYSTEM MGMT) PROJECTS YET TO BE SELECTED FOR FY 2015	31,250,000	25,000,000	0	0	6,250,000	MN/DOT	NC
Totals					181,386,331	130,666,157	0	1,960,839	48,759,335		

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	EN		091-070-015	EN	INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	494,592	ST PAUL PARK & REC	O9
2012	EN		141-080-042	EN	HENN AVE TO CEDAR AVE, MPLS-REHABILITATE/PRESERVE HISTORIC BRS WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	280,000	MINNEAPOLIS	O9
2012	PED/BIKE		010-090-002	EN	MAYER TO CARVER/MCLEOD CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,478,400	1,120,000	0	0	358,400	CARVER COUNTY	AG2
2012	PED/BIKE		010-090-003	EN	W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,362,500	1,090,000	0	0	272,500	CARVER COUNTY	AG2
2012	PED/BIKE		091-090-047	EN	PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,500,000	943,312	0	0	556,688	DAKOTA COUNTY	O9
2012	PED/BIKE		091-090-056	EN	CHEROKEE REGIONAL PARK-CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	2,640,000	1,090,000	0	0	1,550,000	SAINT PAUL PARKS & REC	AG2
2012	PED/BIKE		091-090-057	EN	MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY	1,290,240	1,032,192	0	0	258,048	DAKOTA COUNTY	AG2
2012	PED/BIKE		091-090-058	EN	TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	198,520	DAKOTA COUNTY	AG2
2012	PED/BIKE		091-090-059	EN	MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL	2,500,000	1,090,000	0	0	1,410,000	DAKOTA COUNTY	AG2
2012	PED/BIKE		091-090-060	EN	ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL-CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	196,200	RAMSEY COUNTY PARKS	AG2
2012	PED/BIKE		107-090-005	EN	LONG MEADOW LAKE, 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
2012	PED/BIKE		107-090-006	EN	20TH AVE TO 22ND AVE, BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	972,000	BLOOMINGTON	O9
2012	PED/BIKE		120-020-037	EN	LYNMAR LANE TO E OF FRANCE AVE NEAR 72ND ST S, EDINA-CONSTRUCT PED/BIKE BRIDGE OVER FRANCE AVE	2,180,000	1,090,000	0	0	1,090,000	EDINA	AG2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	PED/BIKE	164-020-109	EN	RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL-RECONSTRUCT RAYMOND AVE, INCLUDING GRADING AND SURFACING, INTERSECTION REALIGNMENT, AND PEDESTRIAN STREETScape IMPROVEMENTS	1,612,800	1,075,200	0	537,600	SAINT PAUL	AQ2			
2012	PED/BIKE	188-118-004	EN	ON KENRICK AVE BETWEEN 185TH ST & 205TH ST, ALONG MARION LAKE BETWEEN KENRICK AVE & 195TH ST- CONSTRUCT TRAIL, PURCHASE 14 ACRES FOR PARK & CONSTRUCT TRAIL IN PARK ALONG MARION LAKE (AC PROJECT, PAYBACK IN 2014)	2,577,000	0	1,040,000	1,537,000	LAKEVILLE	AQ2			
2012	PED/BIKE	194-010-010	EN	AT MINNEWASHITA PKWY & TH 5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS (AC PROJECT, PAYBACK IN 2013)	1,224,000	0	979,200	244,800	CHANHASSEN	AQ2			
2013	PED/BIKE	002-614-035	EN	OVER 35W IN LINO LAKE-CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14	329,766	263,813	0	65,953	ANOKA COUNTY	AQ2			
2013	PED/BIKE	010-090-004	EN	CONNECTION OF LAKE MINNETONKA TR & MINN RIVER BLUFFS LRT REG TR- CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION	556,716	445,373	0	111,343	CARVER COUNTY	AQ2			
2013	PED/BIKE	019-090-011	EN	THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE- CONSTRUCT MISS RIVER REG TRIAL	1,275,000	1,020,000	0	255,000	DAKOTA COUNTY	AQ2			
2013	PED/BIKE	082-090-004	EN	CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM WASHINGTON CR 8 TO 140TH ST IN HUGO	765,000	612,000	0	153,000	WASHINGTON COUNTY	AQ2			
2013	PED/BIKE	091-090-069	EN	ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, AND APPURTENANCES	637,500	510,000	0	127,500	MPLS PARK/REC BOARD	AQ2			
2013	PED/BIKE	091-090-070	EN	ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS- TRAIL IMPROVEMENTS, LIGHTING, AND APPURTENANCES	701,250	561,000	0	140,250	MPLS PARK/REC BOARD	AQ2			
2013	PED/BIKE	091-090-073	EN	OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION & RW ACQ FOR A LUCE LINE REGIONAL TR	1,760,000	1,020,000	0	740,000	THREE RIVERS PARK DISTRICT	AQ2			
2013	PED/BIKE	092-090-049	EN	CONNECT LAKE BYLLESBY REG PARK TO STATE TR-CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER	678,300	542,640	0	135,660	DNR	AQ2			
2013	PED/BIKE	140-010-007	EN	AT DODD RD(TH 149) & TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS	628,320	502,656	0	125,664	MENDOTA HTS	AQ2			

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	PED/BIKE	141-090-037	EN	FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-	1,275,000	1,020,000	0	0	255,000	MINNEAPOLIS	S18	
2013	PED/BIKE	194-010-010AC	EN	AT MINNEWASHA PKWY & TH 5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS (AC PAYBACK 1 OF 1)	979,200	979,200	0	0	0	CHANHASSEN	NC	
2013	PED/BIKE	199-108-003	EN	ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY-CONSTRUCT MISSISSIPPI RIVER TRAIL	509,487	387,808	0	0	121,679	CITY OF RAMSEY	AQ2	
2014	EN	138-010-012	EN	KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT-MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELLING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	910,000	248,258	0	0	661,742	RAM-WASH METRO WATER DIST	O9	
2014	EN	164-213-007	EN	ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY-STREETSCAPE, LIGHTING	1,425,000	1,040,000	0	0	385,000	SAINT PAUL	S10	
2014	PED/BIKE	062-636-006	EN	CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL	3,437,000	1,040,000	0	0	2,397,000	RAMSEY COUNTY	AQ2	
2014	PED/BIKE	070-701-008	EN	ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	1,300,000	1,040,000	0	0	260,000	SCOTT COUNTY	AQ2	
2014	PED/BIKE	091-090-068	EN	FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS- CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS	1,202,500	962,000	0	0	240,500	MPLS PARK/REC BOARD	AQ2	
2014	PED/BIKE	091-090-071	EN	ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS	1,040,000	832,000	0	0	208,000	MPLS PARK/REC BOARD	AQ2	
2014	PED/BIKE	091-090-072	EN	OVER HENNEPIN CSAH 19 IN SHOREWOOD & TONKA BAY- CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE	2,000,000	1,040,000	0	0	960,000	THREE RIVERS PARK DISTRICT	AQ2	
2014	PED/BIKE	098-090-007	EN	ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE	270,291	216,233	0	0	54,058	HANOVER	AQ2	
2014	PED/BIKE	103-090-002	EN	FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA-CONSTRUCT THE RUM RIVER TR, & INTERPRETIVE/EDUCATIONAL FOR THE HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON- CONSTRUCT TRAIL	988,000	790,400	0	0	197,600	ANOKA	AQ2	
2014	PED/BIKE	107-425-008	EN		674,700	539,760	0	0	134,940	BLOOMINGTON	AQ2	

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	PED/BIKE	141-090-038		EN	OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REHABILITATE & PAINT BR 9(MN BR 94246)	1,300,000	1,040,000	0	0	260,000	MINNEAPOLIS	AQ2
2014	PED/BIKE	164-090-013		EN	FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED RAILWAY	747,500	598,000	0	0	149,500	SAINT PAUL	AQ2
2014	PED/BIKE	179-090-004		EN	FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL	1,300,000	1,040,000	0	0	260,000	BURNSVILLE	AQ2
2014	PED/BIKE	188-118-004AC		EN	ON KENRICK AVE BETWEEN 185TH ST & 205TH ST, ALONG MARION LAKE BETWEEN KENRICK AVE & 195TH ST-CONSTRUCT TRAIL, PURCHASE 14 ACRES FOR PARK & CONSTRUCT TRAIL IN PARK ALONG MARION LAKE (AC PAYBACK 1 OF 1)	1,040,000	1,040,000	0	0	0	LAKEVILLE	NC
2015	LOCAL	999880M-EN-15		EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2015	10,000,000	8,000,000	0	0	2,000,000	MN/DOT	NC
Totals						65,873,150	41,358,213	2,019,200	0	22,495,737		

**TABLE A-3
STP Urban Guarantee Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	CR B2		062-678-012	RC	FAIRVIEW AVE TO TH 51 (SNELLING AVE), ROSEVILLE-ROADWAY RECONSTRUCTION, INCLUDING TURN LANES, ADA PED UPGRADES & TRAFFIC SIGNAL IMPROVEMENTS, BITUMINOUS MILL & OVERLAY	4,945,730	2,394,000	0	0	2,551,730	RAMSEY COUNTY	E1
2012	CSAH 109		027-709-021	MC	WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	2,247,000	HENNEPIN COUNTY	A15
2012	CSAH 11		010-611-006	RC	CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE	5,925,988	2,805,968	0	0	3,120,020	CARVER COUNTY	E4
2012	CSAH 116		002-716-012	RC	ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL	5,885,600	4,708,480	0	0	1,177,120	ANOKA COUNTY	A10
2012	CSAH 17		002-617-018	RC	ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116(BUNKER LAKE BLVD), HAM LAKE-RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE	12,000,000	5,837,920	0	0	6,162,080	ANOKA COUNTY	A15
2012	CSAH 96		062-596-003UG	MC	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE	10,203,778	5,630,000	0	0	4,573,778	RAMSEY COUNTY	A10
2012	MN 120		6227-57	SC	BROOKVIEW DR TO FOURTH ST IN MAPLEWOOD - INTERSECTION MODIFICATION, AUXILIARY LANE ADDITION, MILL & OVERLAY, TRAFFIC SIGNAL REPLACEMENT AND REVISION, FIBER OPTIC INTERCONNECT, CAMERAS, SIGNING	1,705,000	1,364,000	0	341,000	0	MN/DOT	E1
2012	MN 36		082-596-003	MC	LAKE ELMO AVE (WASHINGTON CSAH 17), LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS	4,239,340	3,391,472	0	0	847,868	WASHINGTON COUNTY	NC
2012	MN 36		8204-55	MC	AT HILTON TRAIL IN PINE SPRINGS & GRANT-RECONSTRUCT TO A GRADE-SEPARATED INTERCHANGE, FRONTAGE RD, ACCESS MODIFICATIONS	11,335,000	8,661,600	0	2,165,400	508,000	MN/DOT	A10
2012	MN 7		163-010-038	MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT INTERCHANGE	18,400,000	7,630,000	0	0	10,770,000	SAINT LOUIS PARK	A10
2013	CITY		141-433-002	RC	ON GRANARY RD FROM 25TH AVE SE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS & BICYCLE TRAIL	8,925,000	7,140,000	0	0	1,785,000	MINNEAPOLIS	A15

**TABLE A-3
STP Urban Guarantee Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CSAH 17		070-617-022	RC	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT	8,874,000	7,099,200	0	0	1,774,800	SCOTT COUNTY	A15
2013	CSAH 5		019-605-028	MC	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE. ACCESS CLOSURES, FRONTAGE RDS(REMAINDER OF THE MATCH COMING FROM SP 1901-148)	7,875,000	7,140,000	0	0	735,000	DAKOTA COUNTY	A15
2013	CSAH 60		188-020-021	RC	AT DAKOTA CSAH 60(185TH ST) & DAKOTA CSAH 50(KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT	2,040,000	1,632,000	0	0	408,000	LAKEVILLE	E1
2013	CSAH 81		027-681-029	RC	N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY	10,080,000	7,840,000	0	0	2,240,000	HENNEPIN COUNTY	A10
2013	CSAH 9		019-609-018	RC	FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES	7,012,500	5,610,000	0	0	1,402,500	DAKOTA COUNTY	S4
2013	MN 101		194-010-011	RC	FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY(FEDERAL MATCH IS UNDER SP 1009-22)	5,726,400	5,426,400	0	0	300,000	CHANHASSEN	A15
2013	MN 149		195-010-010	RC	FROM TH 55 TO I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL	3,162,000	2,529,600	0	0	632,400	EAGAN	A15
2013	US 169		2776-03AC2	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 2 OF 3)	8,000,000	8,000,000	0	0	0	MN/DOT	A15
2014	CSAH 11		002-611-032	RC	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL	3,031,600	2,425,280	0	0	606,320	ANOKA COUNTY	A15
2014	CSAH 18		010-618-013	RC	ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	6,222,000	4,977,600	0	0	1,244,400	CARVER COUNTY	A15
2014	CSAH 51		002-651-007	RC	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY,	7,956,000	6,364,800	0	0	1,591,200	ANOKA COUNTY	A15
2014	CSAH 61		027-661-046	RC	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS	10,000,000	7,280,000	0	0	2,720,000	HENNEPIN COUNTY	A15
2014	MN 36		138-010-018	RC	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT INTERCHANGE AT ENGLISH ST	10,100,000	7,280,000	0	0	2,820,000	MAPLEWOOD	A15

**TABLE A-3
STP Urban Guarantee Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	PED/BIKE	091-090-074	BT CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON	7,150,000	5,720,000	0	0	1,430,000	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	091-090-075	BT CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS, SHELTERS,	2,704,000	2,163,200	0	0	540,800	THREE RIVERS PARK DISTRICT	AQ2
2014	US 952A	173-010-007	RC ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL- WIDENING, MILL & OVERLAY, LANDSCAPING	10,383,000	7,280,000	0	0	3,103,000	WEST ST PAUL	S19
2015	LOCAL	999880M-UG-15L	MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	37,500,000	30,000,000	0	0	7,500,000	MN/DOT	NC
2015	MN 999	880M-UG-15	MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	11,250,000	9,000,000	0	2,250,000	0	MN/DOT	NC
Totals				250,763,936	183,216,520	0	4,756,400	62,791,016		

**TABLE A-4
STP Non Urban Guarantee Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	I 694		6285-145	SC	FROM HAMLIN AVE IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - FENCING (DE-BUNDLED FROM 6285-135)	20,000	18,000	0	2,000	0	MN/DOT	S13
2012	MN 13		1901-168	RS	**BR4M**FROM I35W IN BURNSVILLE TO NORTH OF CHEROKEE HGTS BLVD IN MENDOTA HEIGHTS(EXCEPTION AREAS BETWEEN TM 104.841-106.247 & TM 107.705-109.317)- MILL&OVERLAY, TURN LANES (\$300K IN DIST C FHWA IS DPS FUNDS)	11,400,000	8,017,850	0	3,382,150	0	MN/DOT	S10
2012	MN 5		1002-89	RS	FROM JUST W OF CARVER CSAH 11 WEST JCT IN VICTORIA TO JUST E OF TH 41 IN CHANHASSEN - REPLACEMENT OF BR#6654 (NEW#10003), BITUMINOUS MILL & OVERLAY, ADD TURN LANES, & ADA (INCLUDES SP 1002-92 AND CO-OP AGMT FUNDS of 1002-92)	6,785,000	5,116,000	0	1,279,000	390,000	MN/DOT	S10
2013	I 694		6285-146	SC	AT RAMSEY COUNTY ROAD F IN ARDEN HILLS - NEW SIGNAL INSTALLATION (DE-BUNDLED FROM 6285-135)	200,000	106,720	0	26,680	66,600	MN/DOT	E2
2013	MN 47		2726-69	RS	TH 65(CENTRAL AVE) TO 27TH AVE NE IN MPLS - MILL & OVERLAY, DRAINAGE UPGRADES/REPAIRS AND PED RAMP UPGRADES	2,500,000	2,000,000	0	500,000	0	MNDOT	S10
2013	MN 999		880M-ADA-13	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2013	1,080,000	860,000	0	220,000	0	MNDOT	NC
2014	MN 999		880M-ADA-14	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2014	1,080,000	860,000	0	220,000	0	MNDOT	NC
2015	MN 121		2728-01	BI	AT 61ST ST (JUST NE OF JCT MN121 & MN62) IN MPLS-RETROFIT PEDESTRIAN BRIDGE (#27061) STAIRS TO ADA COMPLIANT RAMPS, GUARDRAIL, RETAINING WALL, AND NOISE WALLS	1,270,000	1,016,000	0	254,000	0	MN/DOT	AG2
2015	MN 51		6216-130	BR	AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE BRIDGE 62010 TO ACCOMMODATE A PEDESTRIAN TRAIL, APPROACH PANEL WORK, DRAINAGE, GUARDRAIL	2,070,000	1,656,000	0	414,000	0	MN/DOT	S19
2015	MN 999		880M-ADA-15	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2015	1,080,000	860,000	0	220,000	0	MNDOT	NC
2015	MN 999		880M-RS-15	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2015	14,215,000	7,715,000	0	6,500,000	0	MN/DOT	NC

**TABLE A-4
STP Non Urban Guarantee Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
				Totals	41,700,000	28,225,570	0	13,017,830	456,600		

**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:	
2012	CITY	164-020-101	BR	WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL-REMOVE & REPLACE EXISTING BR 5950	9,900,000	5,350,000	0	0	4,550,000	SAINT PAUL	S19	
2012	CITY	164-158-020	BR	300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	1,047,200	SAINT PAUL	S19	
2012	CSAH 19	027-619-019	BR	HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-	470,800	376,640	0	0	94,160	HENNEPIN COUNTY	S19	
2013	CITY	141-454-001	BR	REPLACE EXISTING BR 90480 COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	3,248,000	MINNEAPOLIS	S19	
2013	CITY	164-145-040	BR	HAMLIN AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL-REPLACE BR 62502 & APPROACHES	9,750,000	3,876,000	0	0	5,874,000	SAINT PAUL	S19	
2013	1	I 35E	BR	UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RECONSTRUCT INCLUDING REPLACE EXISTING INTERCHANGE AT PENNSYLVANIA AVE WITH INTERCHANGE AT CAYUGA ST, FRONTAGE ROAD CONSTRUCTION, RETAINING WALLS, TRAILS AND INCLUDING REPLACING 5 BRIDGES (NEW BR# 62	131,000,000	51,325,000	0	0	79,675,000	MN/DOT	A20	
2014	CSAH 5	027-605-029	BR	HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441	19,200,000	8,320,000	0	0	10,880,000	HENNEPIN COUNTY	S19	
2014	4	MN 36	BR	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PROJECT, PAYBACK IN 2015 & 2016)	416,750,000	89,000,000	71,000,000	0	256,750,000	MN/DOT	A20	
2015	LOCAL	999880M-BIR-15	BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2015	5,000,000	4,000,000	0	0	1,000,000	MN/DOT	NC	
2015	4	MN 36	BR	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 2)	51,000,000	51,000,000	0	0	0	0	MN/DOT	A20
Totals					657,726,000	223,607,640	71,000,000	0	363,118,360			

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	CITY		098-080-034	DR **MN34** NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT-EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,594,185	0	564,185	0	0	1,030,000	NEWPORT	NC
2012	CR		002-596-009	PL **MN130** PRELIMINARY ENGINEERING FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 & TH 10 BETWEEN TH 169 & TH 101 (SAFETEA-LU)	1,687,000	0	719,921	0	0	967,079	ANOKA CO	O4
2012	CSAH 3		027-603-049	RW **MN061** LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RW(2003 APPROPRIATIONS ACT)	8,941,500	0	8,941,500	0	0	0	HENNEPIN CO	O4
2012	CSAH 3		027-603-052	PL **MN061** LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING(2001 APPROPRIATIONS ACT)	1,050,000	0	840,000	0	0	210,000	HENNEPIN CO	O2
2012	CSAH 42		019-642-044	RW **MN223** AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	11,000,000	0	2,624,675	0	0	8,375,325	DAKOTA CO	E3
2012	CSAH 42		019-642-045	PL **MN223** AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	0	300,000	0	0	75,000	DAKOTA CO	E3
2012	I 35E		6280-308B	RW **MN055** CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-RW ACQUISITION (TEA-21)	44,646	0	35,717	0	8,929	0	MN/DOT	O4
2012	I 35E		6280-308C	RW **MN091** PHALEN BLVD IN ST PAUL-RW ACQUISITION (2005 APPROPRIATIONS ACT)	719,612	0	719,612	0	0	0	MN/DOT	O4
2012	I 35E		6280-308RW	RW **MN171** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,149,651	0	2,519,721	0	629,930	0	MN/DOT	O4
2012	I 35E		6280-308S1	RW **MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	1,711,466	0	1,369,173	0	342,293	0	MN/DOT	O4

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	1	I 35E	6280-308S2	RW **MN233** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,374,625	0	2,699,700	0	674,925	0	MN/DOT	O4
2012		LOCAL	999160-080-002	RW **MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN(2010 APPROPRIATIONS ACT-STP)	999,829	0	999,829	0	0	0	ROSEVILLE	O4
2012	4	MN 36	8214-144	PL **MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(W) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	4	MN 36	8214-144L	PL **MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(W) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	349,950	0	279,960	0	0	69,990	OAK PARK HEIGHTS	O1
2012		MN 55	027-030-014	PL **MN120**ENVIRONMENTAL STUDIES & RW ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(I-494 TO CROW RIVER) (SAFETEA-LU)	600,000	0	480,000	0	0	120,000	HENNEPIN CO	O4
2012		MN 55	027-596-005	RW **MN120** RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(ALONG CR 116 AT TH 55) (SAFETEA-LU)	834,501	0	667,601	0	0	166,900	HENNEPIN CO	O2
2012	11	MN 610	2771-38F	MC **MN082** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS(2004 APPROPRIATIONS ACT)	373,018	0	373,018	0	0	0	MN/DOT	A15
2012		PED/BIKE	091-090-050	BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION (SAFETEA-LU)	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2012		US 10	103-010-016	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE (SAFETEA-LU)	1,349,850	0	1,079,880	0	0	269,970	ANOKA CO	O4

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	8	US 212	1013-79A	PL **MN163**NORWOOD YOUNG AMERICA TO CARVER CO RD 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, & CONSTRUCTION OF EXPANDED RDWY (SAFETEA-LU)	899,901	0	719,921	0	89,990	89,990	MNDOT	O2
2012	8	US 212	1013-79B	PL NORWOOD YOUNG AMERICA TO CHASKA-US HIGHWAY 212 EXPANSION(2008 APPROP ACT-TCSP)	755,911	0	604,729	0	75,591	75,591	MNDOT	O2
2013		CR 5	019-605-028A	MC **MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT-STP)	950,000	0	950,000	0	0	0	BURNSVILLE	A15
2013		CR 5	019-605-028B	MC **MN190**AT TH 13, BURNSVILLE-CONSTRUCTION OF INTERCHANGE (MATCH IS COMING FROM SP 1901-148) (SAFETEA-LU)	1,527,604	0	1,527,604	0	0	0	BURNSVILLE	A15
2013		CSAH 3	027-603-053	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2001 APPROPRIATIONS ACT)	2,104,245	0	1,683,396	0	0	420,849	HENNEPIN CO	E3
2013		CSAH 3	027-603-053A	MC **MN237**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE (SAFETEA-LU)	6,796,043	0	5,436,834	0	0	1,359,209	HENNEPIN CO	E3
2013		CSAH 3	027-603-053B	MC **MN151**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE (SAFETEA-LU)	1,799,800	0	1,439,840	0	0	359,960	HENNEPIN CO	E3
2013	1	I 35E	6280-308RW3	RW **MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,000,000	0	2,400,000	0	600,000	0	MN/DOT	A20
2013	11	MN 610	2771-37E	MC **MN266** TH 610 CONSTRUCTION-ROADWAY IMPROVEMENTS (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A15
2014	1	I 35E	6280-308RW4	RW **MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	912,909	0	730,327	0	182,582	0	MN/DOT	A20

**TABLE A-6
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	4	MN 36	8214-114B	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(W) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	168,625	0	134,900	0	33,725	0	0 MNDOT	O4
2014	4	MN 36	8214-114CC	RW **MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(W) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT. & ACQUIRE RW (SAFETEA-LU)	5,031,073	0	4,024,858	0	1,006,215	0	0 MNDOT	A20
2014	4	MN 36	8214-114L	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(W) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	4,330,875	0	3,464,700	0	0	866,175	STILLWATER	O4
2014	6	US 61	1913-64B	BR **MN261**HASTINGS BRIDGE 19004(2010 APPROPRIATIONS ACT-STP)	435,167	0	435,167	0	0	0	0 MN/DOT	S19
2015	11	MN 100	2734-33A	BR **MN241**HWY 100 TRAIL BR & 26TH ST PED BR (2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	0 MN/DOT	AQ2
2015	11	MN 610	2771-38E	MC **MN119** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, (SAFETEA-LU)	936,516	0	749,213	0	187,303	0	0 MNDOT	A15
2015	11	MN 610	2771-38S1A	MC **MN211** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS (SAFETEA-LU)	2,107,164	0	1,685,731	0	421,433	0	0 MNDOT	A15
2015	11	MN 610	2771-38S2A	MC **MN226** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS (SAFETEA-LU)	1,873,034	0	1,498,427	0	374,607	0	0 MNDOT	A15
2015	11	MN 610	2771-38TA	MC **MN235** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS(SAFETEA-LU)	4,204,068	0	3,363,254	0	840,814	0	0 MNDOT	A15
Totals					78,279,550	0	58,135,205	0	5,488,337	0	14,656,008	

TABLE A-7

MN/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	I 694	I 694	6285-135AC	RC	AT INTERCHANGE OF I694/TH51/TH10 & ON I694 AT ISLAND LAKE CHANNEL- RECONSTRUCT INTERCHANGE INCLUDING GRADING, SURFACING & REPLACING 7 BRIDGES (BR # 9301, 9302, 9310, 9311, 9312, 9447, 9448) WITH 6 NEW BRIDGES (BR # 62716, 62717, 62719, 62720, 62051, 62052)	27,436,423	27,436,423	0	0	0	MN/DOT	S6
2012	I 94		6282-62867	BR	AT CHATSWORTH STREET IN ST. PAUL- REPLACE PEDESTRIAN BRIDGE #9736, GUARDRAIL, TMS(2012 ADA PROJECT)	950,000	855,000	0	95,000	0	MN/DOT	S19
2013	I 35E		1982-161	BI	FROM I35E/I35W SPLIT TO DAKOTA CSAH 11 IN BURNSVILLE-REDECK AND APPROACH WORK ON BRIDGES 19893, 19809, 19811, 19812, 19889, 19866, 19813, 19814, GUARDRAIL, PED RAMP UPGRADES	1,865,000	1,678,500	0	186,500	0	MN/DOT	S19
2013	I 35W		2781-439	BI	PORTLAND AVE & PARK AVE BRIDGES OVER I35W IN MPLS-REDECK BRIDGES 27851 & 27852 & APPROACH WORK	4,715,000	4,086,000	0	454,000	175,000	MN/DOT	S19
2013	I 494		2785-367	RS	FROM JUST W OF 34TH AVE TO JUST W OF FRANCE AVE IN BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, RETAINING WALLS & TMS	15,115,000	13,603,500	0	1,511,500	0	MNDOT	S10
2013	I 494		2785-378	BR	XERXES AVE BRIDGE OVER I-494 IN BLOOMINGTON-REPLACE BRIDGE #9126 AND APPROACH PANELS. ALSO INCLUDES RECONSTRUCTION OF XERXES AVE (JUST TO THE NORTH AND SOUTH OF THE BRIDGE) AND SOUTHTOWN BLVD (JUST EAST AND WEST OF THE INTERSECTION WITH XERXES AVE)	6,835,000	6,151,500	0	683,500	0	MN/DOT	S19
2014	I 35E		6281-20	BI	RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE	1,440,000	1,296,000	0	144,000	0	MN/DOT	S19
2014	I 35W		2782-320	BR	FROM W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053, APPROACH WORK, DRAINAGE, SIDEWALKS, GUARDRAILS, RETAINING WALLS, TMS	8,525,000	7,452,000	0	828,000	245,000	MN/DOT	S19
2014	I 35W		2783-128	RS	NB, UNDER HENN AVE TO STINSON BLVD EXIT RAMP, MPLS - INSTALL DRAINAGE SYSTEM, NB SHOULDER/DITCH	720,000	648,000	0	72,000	0	MN/DOT	NC

**TABLE A-7
MN/DOT Interstate Maintenance Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	I 35W	6284-157	BI	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS-REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL	1,060,000	954,000	0	106,000	0	MN/DOT	S19	
2014	I 494	2785-372	BI	AT JCT TH 77 IN BLOOMINGTON-REDECK BRIDGES 9082 & 9080 & REPLACE APPROACH PANELS	1,100,000	990,000	0	110,000	0	MN/DOT	S19	
2014	I 494	2785-373	BI	FROM OVER SCHMIDT LAKE RD TO 194/494 JUNCTION IN MAPLE GROVE-REDECK & PAINT BRIDGES 27905, 27973, 27974, 27975, 27976, REDECK BRIDGES 27977, 27978, REPAIR BRIDGES 27681, 27906, MISC APPROACH WORK, DRAINAGE	6,515,000	5,863,500	0	651,500	0	MN/DOT	S19	
2015	I 35E	6281-25	BR	OVER GOOSE LAKE RD AND BNSF RR IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 AND 9568 INCLUDING REPLACEMENT AND PROFILE ADJUSTMENTS OF PAVEMENT ON BOTH SIDES OF BRIDGE, GUARDRAIL, DRAINAGE, TMS	10,460,000	9,414,000	0	1,046,000	0	MN/DOT	S19	
2015	I 94	2781-447	BI	WB RAMP OVER LRT AND CITY STREET LOCATED JUST EAST OF JCT OF TH 55 IN MINNEAPOLIS AND ON I494 OVER 34TH STREET IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK ON BRIDGES, GUARDRAIL	1,345,000	1,210,500	0	134,500	0	MN/DOT	S19	
2015	I 94	2781-448	BI	NEAR JUNCTION OF I94 AND I394 IN MPLS - REMOVE AND REPLACE LOW SLUMP AND OIL AND DECK REPAIRS ON BRIDGES 27793 AND 27791,	415,000	373,500	0	41,500	0	MN/DOT	S19	
2015	I 94	6282-200	BI	AT MACKUBIN STREET IN ST. PAUL-REDECK PEDESTRIAN BRIDGE #9737 AT MACKUBIN, SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	750,000	675,000	0	75,000	0	MN/DOT	S19	
Totals						89,246,423	82,687,423	0	6,139,000	420,000		

**TABLE A-9
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	I 35		1980-68AC1	RC	**LGA** DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	MN/DOT	A10
2012	MN 55		2722-81	RS	**BR4M**FROM ASH ST IN ROCKFORD TO JUST WEST OF HENNEPIN CR-116(PINTO RD) IN MEDINA-BIT MILL AND OVERLAY, TURN LANES, ADA IMPROVEMENTS, DRAINAGE, GUARDRAIL(\$300K FROM DIST 3 IN OTHER; \$1.3M IN DIST C FHWA IS DPS FUNDS)	9,350,000	7,500,000	0	1,550,000	300,000	MN/DOT	S10
2012	MN 65		0208-146	RC	**BR4M**FROM N OF 217TH AVE TO ANOKA/ISANTI CO LINE IN EAST BETHEL-UNBONDED CONCRETE OVERLAY, DRAINAGE REPAIR, ADA IMPROVEMENTS, TURN LANES (\$300K IN DIST C FHWA IS DPS FUNDS)	10,031,000	7,380,500	0	550,500	2,100,000	MN/DOT	S10
2012	US 10		0215-59	RC	**LGA**HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT	3,149,214	3,149,214	0	0	0	MNDOT	NC
2012	US 7		2776-03RW11	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	3,500,000	2,800,000	0	700,000	0	MNDOT	O4
2012	US 52		1928-64	RS	**BR4M**FROM MN55 TO I494 IN INVER GROVE HTS-BIT MILL & OVERLAY, DRAINAGE, ADA IMPROVEMENTS, AND TMS	4,350,000	3,480,000	0	870,000	0	MN/DOT	S10
2012	US 61		6222-165	RS	NORTH OF MN96 IN WHITE BEAR LAKE TO SOUTH OF TH 97 IN FOREST LAKE-MILL & OVERLAY, REPLACE TRAFFIC SIGNAL AT BUFFALO ST, DRAINAGE & GUARDRAIL IMPROVEMENTS	5,715,000	4,470,000	0	1,117,500	127,500	MN/DOT	S10
2013	I 35		1980-68AC2	RC	**LGA** CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	MN/DOT	NC
2013	I 494		2785-364	MC	FROM 35W TO TH 100 IN BLOOMINGTON AND RICHFIELD - ADD AUXILIARY LANE IN WB DIRECTION, NOISE WALL, DRAINAGE, PONDING, LIGHTING AND TMS	8,230,000	6,584,000	0	1,646,000	0	MNDOT	A15
2013	I 694		6285-147	SC	FROM I35W IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - CABLE MEDIAN GUARDRAIL (DE-BUNDLED FROM 6285-135)	210,000	189,000	0	21,000	0	MN/DOT	S9

**TABLE A-9
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	MN 100	2755-90	BI	AT BASS LAKE ROAD & AT BROOKLYN BLVD BOTH OVER TH 100 IN BROOKLYN CENTER-REDECK BRIDGES 27041 & 27038, REPLACE APPROACH PANELS, SIGNAL INTERCONNECT AND SIGNING	3,710,000	2,968,000	0	742,000	0	MN/DOT	S19	
2013	MN 13	1901-162	BI	OVER I35W IN BURNSVILLE-PAINT BRIDGES 9779 & 9780, GUARDRAIL & DRAINAGE	585,000	468,000	0	117,000	0	MN/DOT	S19	
2013	MN 36	6212-167	BR	OVER KELLER LAKE IN MAPLEWOOD-REPLACE BR 5715 & APPROACHES, GUARDRAIL, STORM SEWER AND PONDS	3,730,000	2,984,000	0	746,000	0	MN/DOT	S19	
2013	MN 36	8217-4654E	BI	**ELLA**OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654	3,310,000	1,324,000	0	331,000	1,655,000	MN/DOT	S19	
2013	MN 62	2774-16	BI	UNDER PENN AVE & UNDER XERXES AVE IN MPLS, EDINA, & RICHFIELD-REDECK BRS.7268 & 27504 AND REPLACE APPROACH PANELS	1,590,000	1,272,000	0	318,000	0	MNDOT	S19	
2013	MN 65	0207-98	BR	AT 80TH AVE NE OVER TH65 IN SPRING LAKE PARK-REPLACE PED BRIDGE 02022 WITH 12' BRIDGE & ADA RAMPS	1,110,000	888,000	0	222,000	0	MN/DOT	AQ2	
2013	MN 999	880M-BI-13	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	3,570,000	2,856,000	0	714,000	0	MN/DOT	NC	
2013	MN 999	880M-CM-13	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2013	17,370,000	5,600,000	0	11,770,000	0	MN/DOT	NC	
2014	MN 36	8214-114RW	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-RIGHT OF WAY ACQUISITION	1,370,000	1,096,000	0	274,000	0	MNDOT	O4	
2014	MN 999	880M-BI-14	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	1,930,000	1,544,000	0	386,000	0	MN/DOT	NC	
2014	MN 999	880M-RS-14	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2014	4,590,000	3,672,000	0	918,000	0	MN/DOT	NC	
2014	US 10	6205-37	RS	I35W TO I694, ARDEN HILLS & MOUNDS VIEW - MILL & OVERLAY, DRAINAGE	3,034,000	2,427,200	0	606,800	0	MN/DOT	S10	
2014	US 169	2772-91	RS	FROM JUST N OF JCT I494 IN BLOOMINGTON TO JUST N JCT MN 62 IN EDINA-MILL & OVERLAY, CRACK & SEAL OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE	4,780,000	3,824,000	0	956,000	0	MN/DOT	S10	
2014	US 169	2772-92	RS	FROM N END OF BRIDGE OVER TH55 IN PLYMOUTH TO 0.2 MI S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK-MILL & OVERLAY, CRACK & SEAL OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE	13,725,000	10,980,000	0	2,745,000	0	MN/DOT	S10	

**TABLE A-9
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	10	I 494	2785-338	MC	TH 169 INTERCHANGE, JUST W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TO JUST W OF W BUSH LK RD, BLOOMINGTON - LANDSCAPING	170,000	136,000	0	34,000	0	MN/DOT	O6
2015	194	I 94	6283-175	SC	EB 194 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	3,510,000	2,808,000	0	702,000	0	MN/DOT	A15
2015	MN 36	6212-148		BR	OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723(AC PROJECT, PAYBACK 1 OF 1 IN 2016)	24,000,000	7,200,000	12,000,000	4,800,000	0	MN/DOT	S19
2015	MN 65	0207-100		RD	FROM SOUTH OF INTERSECTION OF 53RD AVE NE IN FRIDLEY TO BRIDGE UNDER ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY, MAJOR CONCRETE PAVEMENT REPAIR, DRAINAGE, GUARDRAIL, ADA, RR CROSSING AND BUS STOP IMPROVEMENTS	8,685,000	6,948,000	0	1,717,000	20,000	MN/DOT	S10
2015	MN 77	1925-52		BI	OVER MINNESOTA RIVER IN BLOOMINGTON AND EAGAN-PAINT NORTHBOUND BRIDGE 9600N, SOUTHBOUND 9600S AND PEDESTRIAN BRIDGE 9600F AND REPLACE GUARDRAIL	2,405,000	1,924,000	0	481,000	0	MN/DOT	S19
2015	MN 999	880M-BI-15		BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2015	11,585,000	9,363,000	0	2,222,000	0	MN/DOT	NC
2015	MN 999	880M-SCE-15		MC	METRO SETASIDE FOR STRATEGIC CAPACITY ENHANCEMENT PROJECTS FOR FY 2015	30,000,000	14,000,000	0	16,000,000	0	MN/DOT	NC
2015	US 10	0202-94		RS	FROM FAIROAK AVE IN ANOKA TO JUST EAST OF HANSON BLVD OVERPASS IN COON RAPIDS-MILL AND OVERLAY, AGGREGATE SHOULDERING, DRAINAGE, CURB AND GUTTER, ADA IMPROVEMENTS, PROFILE REPAIRS, TMS	7,775,000	6,220,000	0	1,555,000	0	MN/DOT	S10
2015	US 52	1928-60		SC	FROM SOUTHWEST BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,062,000	849,600	0	212,400	0	MNDOT	S18
Totals						203,041,214	131,814,514	12,000,000	55,024,200	4,202,500		

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	I 35E		1982-148	SC MN 110 E & W RAMPS, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	300,000	0	0	300,000	0	MN/DOT	E2
2012	I 35E		1982-159	NO WEST SIDE OF I35E NORTH OF DIFLEY ROAD FROM APPROX. MEADOWLARK CURVE TO MEADOWLARK WAY IN EAGAN-INSTALL NOISE WALL,	475,000	0	0	430,000	45,000	MN/DOT	O3
2012	I 35E		6280-354	RB RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) -	337,500	0	0	337,500	0	MNDOT	O6
2012	I 35E		6280-355	RB EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) -	337,500	0	0	337,500	0	MNDOT	O6
2012	I 35W		2782-294	RB FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - LANDSCAPING RESIDENTIAL SIDE OF NOISE WALLS	300,000	0	0	300,000	0	MNDOT	O6
2012	I 35W		2782-300	RD BLACKDOG RD TO 90TH ST IN BLOOMINGTON-REHABILITATION /REPLACEMENT OF DRAINAGE STRUCTURES	265,000	0	0	265,000	0	MN/DOT	NC
2012	I 35W		2783-133	RD FROM NORTH OF MISSISSIPPI RIVER AT NEW BRIGHTEN BLVD IN MINNEAPOLIS - STORMWATER TUNNEL REPAIR	1,265,000	0	0	1,265,000	0	MN/DOT	NC
2012	I 35W		6284-144	SC RAMSEY CO RD D EAST & WEST RAMPS IN ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	202,500	247,500	MN/DOT	E2
2012	I 35W		6284-145	RS TH 888A (OLD TH 8), RAMSEY CO RD D TO I-35W-BITUMINOUS OVER CONCRETE OVERLAY (BRIDGE 9473, 9474, 9492 ARE EXCEPTIONS)	745,000	0	0	745,000	0	MN/DOT	S10
2012	I 35W		6284-159	BR UNDER S JCT TH 10, ARDEN HILLS- REPLACE BR 9585 & 9586 & APPROACHES	9,555,000	0	0	9,555,000	0	MN/DOT	S19
2012	I 494		8285-84	RB FROM MAXWELL (WASHINGTON CSAH 38) IN NEWPORT TO HARDMAN AVE IN S ST PAUL-LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2012	I 694		6285-150	BI AT LEXINGTON AVE IN ARDEN HILLS- WIDEN TRAIL & BR 62824, ADA IMPROVEMENTS, SIGNAL & RAMP MODIFICATIONS, MILL & OVERLAY, AND CHANNELIZATION(CHANGED FROM SP 6285-62824 IN DRAFT ATIP)	750,000	0	0	750,000	0	MN/DOT	S19
2012	I 94		6282-193	SC JOHN IRELAND BLVD, ST PAUL TO I-694/I-494 IN WOODBURY-REPLACE	500,000	0	0	500,000	0	MN/DOT	O7
2012	MN 101		2736-45	AM AT PLEASANT VIEW RD IN CHANHASSEN-CHANNELIZATION AND PEDESTRIAN BIKE TRAIL	594,000	0	0	594,000	0	MNDOT	E1

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	MN 110		1918-102	RS	JUST W/OF I-35E JUST E OF I-35E IN MENDOTA HTS-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, DRAINAGE, GUARDRAIL	1,050,000	0	0	1,050,000	0	MN/DOT	S10
2012	MN 12		2713-102	DR	FROM OLD CRYSTAL BAY ROAD N TO THE LUCE LINE CROSSING IN ORONO - REMOVE PAVED BERM, REGRADE BEHIND CURB, ADD CATCH BASINS	125,000	0	0	125,000	0	MN/DOT	AQ2
2012	MN 13		1902-53	RD	JUST NORTH OF 2ND ST TO JUST SOUTH OF 2ND ST IN MENDOTA- RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, POND, CATCH BASINS AND RESURFACING	1,650,000	0	0	1,650,000	0	MN/DOT	NC
2012	MN 156		1912-57	SC	WENTWORTH AVE, SOUTH ST PAUL- REPLACE TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2012	MN 21		7002-43	DR	AT SAND CREEK IN JORDAN - REPLACE RETAINING WALL	500,000	0	0	500,000	0	MN/DOT	NC
2012	MN 21		7002-44	RS	**BR4M**FROM MILL ST IN JORDAN TO JCT US169 IN SAND CREEK TWP (INCLUDE ALL RAMPS AT US169)-MILL & OVERLAY AND ADA IMPROVEMENTS	1,030,000	0	0	1,030,000	0	MN/DOT	S10
2012	MN 25		7003-112	AM	AT WALNUT ST/E MAIN ST IN BELLE PLAINE- RE-CONSTRUCT RIGHT LANE AND STRIPING	157,000	0	0	157,000	0	MNDOT	E1
2012	MN 280		6241-60	RC	ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2012	MN 3		1921-87	RD	194TH ST IN EMPIRE TWP TO CPRR BRIDGE NO. 19086 IN ROSEMOUNT- REPLACE AND REPAIR DRAINAGE STRUCTURES	200,000	0	0	200,000	0	MN/DOT	NC
2012	MN 51		6215-90	RS	PIERCE BUTLER TO COMO AVE IN ST. PAUL-CONCRETE REHAB ON MAINLINE & RAMPS, M/O BITUMINOUS RAMPS, DRAINAGE, ADA & GUARDRAIL UPGRADES	1,500,000	0	0	1,500,000	0	MN/DOT	S10
2012	MN 51		6215-91	RS	FROM JCT MN5 (7TH ST) TO DAYTON AVE IN ST PAUL - BITUMINOUS MILL & OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,970,000	0	0	1,970,000	0	MN/DOT	S10
2012	MN 55		2722-78	AM	FROM TAMARACK RD TO EAST OF PINTO DRIVE(HENNEPIN CSAH 115/CR 116) IN MEDINA-SIGNAL REVISIONS AND MEDIAN CLOSURES IN CONJUNCTION WITH BACKAGE ROAD CONSTRUCTION	500,000	0	0	500,000	0	MN/DOT	NC
2012	MN 55		2723-117	SC	DOUGLAS DR(HENNEPIN CSAH 102), GOLDEN VALLEY-REPLACE TRAFFIC SIGNAL	300,000	0	0	150,000	150,000	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:
2012	MN 55		2724-120	AM	FROM E 26TH ST TO E 50TH IN MINNEAPOLIS-UPGRADE SIGNAL SYSTEMS AND INSTALL NEW CONTROLLERS AND CABINETS	275,000	0	0	275,000	0	MN/DOT	S7
2012	MN 610		0217-23	TM	FROM US169 IN BROOKLYN PARK TO US10 IN COON RAPIDS-INSTALL TRAFFIC MANAGEMENT SYSTEM	500,000	0	0	500,000	0	MN/DOT	S7
2012	MN 62		2774-20	SC	FROM MN100 IN EDINA TO PENN AVE IN RICHFIELD/MINNEAPOLIS- REPLACE LIGHTING	525,000	0	0	525,000	0	MN/DOT	S18
2012	MN 62		2774-21	RS	**BR4M**FROM TRACY AVE IN EDINA TO UNDER PENN AVE BRIDGE IN RICHFIELD/MINNEAPOLIS-MEDIUM MILL&OVERLAY (ASSOCIATED TO NON-PRIME SP 2763-48)	4,500,000	0	0	4,500,000	0	MN/DOT	S10
2012	MN 65		0207-101	RS	**BR4M**FROM 40TH AVE IN COLUMBIA HTS TO I694 IN FRIDLEY-ATM IMPROVEMENTS	700,000	0	0	700,000	0	MN/DOT	S7
2012	MN 65		0207-93	SC	50TH AVE IN COLUMBIA HEIGHTS- REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012	MN 65		0207-95	RS	WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS(NOT INCLUDING 27TH TO 37TH AVE EXCEPT A PROFILE CORRECTION AT THE RR CROSSING, 14TH TO 18TH AVE AND BRIDGE 2440)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS	3,860,000	0	0	3,860,000	0	MN/DOT	S10
2012	MN 65		0208-127	AM	E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES AND CONSTRUCT FRONTAGE RDS (\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	1,300,000	0	MNDOT	E1
2012	MN 65		0208-140	RB	0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2012	MN 65		0208-145	AM	AT ANOKA CSAH 116 IN HAM LAKE - CONSTRUCT TWO NB LEFT TURN LANES, EXTEND SB LEFT TURN LANE, AND SIGNAL REVISIONS	500,400	0	0	500,400	0	MN/DOT	S6
2012	MN 7		2704-34	AM	AT KINGS POINT RD (HENNEPIN CSAH 11) IN MINNETRISTA - ROUNDABOUT	594,000	0	0	594,000	0	MNDOT	E1
2012	MN 7		2706-221	SC	VINE HILL RD, SHOREWOOD-REPLACE TRAFFIC SIGNAL	300,000	0	0	175,000	125,000	MN/DOT	E2
2012	MN 7		2706-226	AM	AT LOUISIANA AVENUE IN ST LOUIS PARK-GRADE SEPARATED INTERCHANGE W/ROUNDABOUTS (\$594K AM, \$1M SC)	1,594,000	0	0	1,594,000	0	MNDOT	A15

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	MN	77	1925-53	RS	**BR4M**FROM 138TH S IN APPLE VALLEY TO SOUTH OF MN13 IN EAGAN - MINOR CONCRETE PAVEMENT REHAB, ADA AND GUARDRAIL UPGRADES	5,800,000	0	0	5,800,000	0	MN/DOT	S10
2012	MN	77	1925-54	RS	**BR4M**FROM SOUTH OF MN13 TO S END OF MINN RIVER BRIDGE (DAKOTA/HENNEPIN CO LINE) IN EAGAN-MILL&OVERLAY, ADA AND GUARDRAIL UPGRADES	1,730,000	0	0	1,730,000	0	MN/DOT	S10
2012	MN	999	880M-AM-12	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2012	785,490	0	0	785,490	0	MN/DOT	NC
2012	MN	999	880M-CA-12	CA	METRO SETASIDE -CONSULTANT DESIGN -2012	8,600,000	0	0	8,600,000	0	MN/DOT	NC
2012	MN	999	880M-NO-12	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	575,000	0	0	575,000	0	MN/DOT	NC
2012	MN	999	880M-PM-12	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	4,305,000	0	0	4,305,000	0	MN/DOT	NC
2012	MN	999	880M-RB-12	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	100,000	0	MN/DOT	NC
2012	MN	999	880M-RW-12	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	22,900,000	0	0	22,900,000	0	MN/DOT	NC
2012	MN	999	880M-RX-12	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2012	MN	999	880M-SA-12	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	39,000,000	0	0	39,000,000	0	MN/DOT	NC
2012	MN	999	880M-TE-12	SC	METRO SETASIDE FOR WRE (\$30K) FOR FY 2012	30,000	0	0	30,000	0	MN/DOT	NC
2012	MN	999	880M-TM-12	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	400,000	0	0	400,000	0	MN/DOT	NC
2012	MN	999	880M-TR-12	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2012	220,000	0	0	220,000	0	MN/DOT	NC
2012	MN	999	8825-277	SC	SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MN/DOT	S18
2012	MN	999	8825-308	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MNDOT	E2
2012	MN	999	8825-316	TM	METROWIDE-DMS REPLACEMENTS, TMS COMMUNICATIONS, CCTV REPLACEMENT	500,000	0	0	500,000	0	MN/DOT	NC
2012	MN	999	8825-427	SC	METROWIDE-LIGHT POLE & SIGNAL LOOP REPLACEMENT	300,000	0	0	300,000	0	MN/DOT	S18
2012	MN	999	TRLF-RW-12	RW	REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2012	US	10	0202-91	SC	THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	450,000	0	MN/DOT	O7

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	US 12	2713-88	RS	**BR4M**FROM W OF HENNEPIN CR 83 TO W OF BOUNDARY AVE IN MAPLE PLAIN-GRADING, SURFACING, CHANNELIZATION, SIGNING, ADA, STRIPING	1,375,000	0	0	1,375,000	0	MN/DOT	S16	
2012	US 169	2750-71	RB	HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	O6	
2012	US 169	2750-78	AM	AT 101ST AVE, BETWEEN US169 & WINNETKA AVE IN BROOKLYN PARK - PAVE ROAD	250,000	0	0	250,000	0	MN/DOT	S10	
2012	US 169	2772-83	SC	22ND ST TO 23RD ST, ST LOUIS PARK-CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	555,000	0	0	555,000	0	MN/DOT	O3	
2012	US 169	7009-67	RD	NEAR OLD SCOTT CO RD 63 (LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	85,000	0	0	85,000	0	MN/DOT	NC	
2012	US 212	1017-100	RB	AT CARVER CSAH 11 INTERCHANGE IN CHASKA-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6	
2012	US 52	1906-55	SC	MN 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, LIGHTING, SIGNING AND CONSTRUCT US52 RAMPS & LOOPS TO CSAH 47 OVERPASS("OLD")ACCESS MANAGEMENT FUNDS(\$910K) & 2012 SC (\$191K)	3,795,000	0	0	1,100,000	2,695,000	MN/DOT	NC	
2012	US 52	1907-73	SC	INVER GROVE TR TO CONCORD BLVD IN INVER GROVE HTS-CONSTRUCT W FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, POND	1,045,000	0	0	1,045,000	0	MN/DOT	NC	
2012	US 52	1928-63	AM	ALONG SOUTHWIEW BLVD (DAKOTA CSAH 14) IN SOUTH ST. PAUL - NEW SIDEWALKS, ADA PEDESTRIAN RAMPS AND CONNECT TO EXISTING SIDEWALKS, RETAINING WALL	43,200	0	0	43,200	0	MNDOT	AQ2	
2013	I 35E	1982-158	SC	S JCT I35E/W IN BURNSVILLE TO MN77 IN EAGAN - SIGN REPLACEMENT	350,000	0	0	350,000	0	MNDOT	O8	
2013	I 35W	0280-63	NO	E OF I-35W, N OF LAKE DR ALONG RESIDENTIAL AREA (MANUFACTURED HOME COMMUNITY), BLAINE - NOISE WALL	2,070,000	0	0	1,865,000	205,000	MNDOT	O3	
2013	I 35W	1981-126	MC	FROM CRYSTAL LAKE RD (ON I-35) TO BURNSVILLE PARKWAY IN BURNSVILLE - LANDSCAPING	70,000	0	0	70,000	0	MNDOT	O6	
2013	I 35W	2782-293	RB	FROM PENN AVE TO PORTLAND AVE IN RICHFIELD/MPLS - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	250,000	0	MNDOT	O6	

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	3	I 35W	2782-319	RB FROM PENN AVE TO PORTLAND AVE IN RICHFIELD/IMPLS - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	250,000	0	MNDOT	O6
2013		I 35W	2782-321	BI W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON-DECK REPAIR OF BRIDGES 9041, 9039, 9213, REPLACE SIGNAL, GUARDRAIL	1,515,000	0	0	1,195,000	320,000	MN/DOT	S19
2013		I 394	2789-133	SC WB TO I494 NB & SB EXIT RAMPS, MINNETONKA - MODIFY CO RD- CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB, M/O	690,000	0	0	690,000	0	MN/DOT	E1
2013		I 694	6286-55	SC FROM US 61 TO CENTURY AVE IN WHITE BEAR LAKE - REPLACEMENT OF INTERCHANGE LIGHTING	620,000	0	0	620,000	0	MNDOT	S18
2013		I 94	6283-174	DR TH 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	610,000	0	0	610,000	0	MNDOT	NC
2013		I 94	8281-03	BI OVER ST. CROIX RIVER AT LAKELAND, MN/HUDSON, WI-EPOXY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET)	2,247,000	0	0	1,123,500	1,123,500	MN/DOT	S19
2013		MN 101	1009-22	AM FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	1,900,000	0	0	1,900,000	0	MNDOT	A15
2013		MN 13	1901-148	AM AT CSAH 5 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS(\$9M INTERCHANGE BONDS, \$7M CHP 36 BONDS, \$1M SC, \$.55K AM) (TIED TO SP 019-605-028)	17,550,000	0	0	1,550,000	16,000,000	MNDOT	E1
2013		MN 13	1901-169	RC FROM 0.4 MI W OF I-35W TO I-35W IN BURNSVILLE-RECONSTRUCT TO CONCRETE	825,000	0	0	825,000	0	MNDOT	S10
2013		MN 13	7001-108	SC SCOTT CSAH 44 (160TH ST SE)/RIDGEMONT AVE SE IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA UPGRADES	280,000	0	0	140,000	140,000	MNDOT	E2
2013		MN 13	7001-110	RC FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2013		MN 149	1917-42	SC TH 110 TO SMITH AVE - SIGN REPLACEMENT	250,000	0	0	250,000	0	MNDOT	O8
2013		MN 169	2772-96	BI OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR & OVER 2ND ST IN HOPKINS-REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL	1,675,000	0	0	1,675,000	0	MN/DOT	S19

**TABLE A-10
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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	MN 252	2748-59		SC	AT 66TH AVE N IN BROOKLYN CENTER- REPLACE EB 66TH AVE FREE RIGHT AT TH 252 WITH RIGHT TURN LANE & REPLACE TRAFFIC SIGNAL, ADA UPGRADES, NEW DRAINAGE STRUCTURES	350,000	0	0	225,000	125,000	MNDOT	E2
2013	MN 280	6242-9472		BI	UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL- REPAIR/MODIFY BRS 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT	425,000	0	0	425,000	0	MNDOT	S19
2013	MN 284	1014-15		AM	E 10TH ST, WACONIA-CONSTRUCT ROUNDAABOUT	1,000,000	0	0	400,000	600,000	MN/DOT	E1
2013	MN 3	1908-79		RS	JUST N OF ANNE MARIE TR IN INVER GROVE HTS TO MN 110 IN SUNFISH LAKE-MILL & OVERLAY, CONCRETE REPAIR, CONSTRUCT LEFT TURN LANE, DRAINAGE, GUARDRAIL REPAIRS & REPLACE BIT CURB WITH CONCRETE	2,450,000	0	0	2,450,000	0	MNDOT	S10
2013	MN 36	6212-164		DR	JUST E OF SNEILING AVE, ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT	220,000	0	0	220,000	0	MNDOT	NC
2013	MN 36	8204-56		DR	MN120 TO STILLWATER BLVD N - REPAIR AND REPLACE DETERIORATING PIPES, STRUCTURES & APRONS AND REPLACE & GUARDRAIL	735,000	0	0	735,000	0	MNDOT	NC
2013	MN 47	0205-96		SC	37TH AVE NE IN COLUMBIA HEIGHTS- REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2013	MN 47	0205-97		SC	40TH AVE NE/ANOKA CO CSAH 2 - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	MN 62	2775-21		SC	FROM MN77 TO 45TH AVE SOUTH IN MPLS - REPLACE LIGHTING SYSTEMS	375,500	0	0	375,500	0	MNDOT	S18
2013	MN 65	0207-96		SC	49TH AVE NE/ANOKA CSAH 4 - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	MN 65	0208-137		TM	TH 10 TO ANOKA CSAH 14 IN BLAINE- SIGNS FOR BUS SHOULDER	25,000	0	0	25,000	0	MN/DOT	O8
2013	MN 65	2710-42		BR	NORTH OF 14TH AVE IN MPLS-REPLACE RAILROAD BRIDGE 90446 & RAISE CLEARANCE, DRAINAGE	11,665,000	0	0	11,665,000	0	MN/DOT	S19
2013	MN 95	8209-46		TM	AT NE QUAD I-94 IN LAKELAND-MODIFY, EXPAND, & CHIP SEAL PARK & RIDE LOT, INSTALL CAMERAS, BIKE PARKING, LIGHTING AND DRAINAGE	185,000	0	0	185,000	0	MN/DOT	E6
2013	MN 952A	2770-01		RD	3RD AVE RAMP IN MPLS FROM NW END OF BR 27816 N TO JCT OF 194 & WB RAMP FROM WASHINGTON AVE - BUS SHOULDER REPLACEMENT	1,020,000	0	0	1,020,000	0	MN/DOT	S4
2013	MN 999	880M-AM-13		AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	4,000,000	0	0	4,000,000	0	MN/DOT	NC

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	MN	999	880M-CA-13	CA	METRO SETASIDE -CONSULTANT DESIGN -2013	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2013	MN	999	880M-NO-13	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2013	110,000	0	0	110,000	0	MN/DOT	NC
2013	MN	999	880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,695,000	0	0	5,695,000	0	MN/DOT	NC
2013	MN	999	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	100,000	0	0	100,000	0	MN/DOT	NC
2013	MN	999	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	750,000	0	0	750,000	0	MN/DOT	NC
2013	MN	999	880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	19,000,000	0	0	19,000,000	0	MN/DOT	NC
2013	MN	999	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2013	MN	999	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	13,700,000	0	0	13,700,000	0	MN/DOT	NC
2013	MN	999	880M-SC-13	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2013	205,000	0	0	205,000	0	MN/DOT	NC
2013	MN	999	880M-TE-13	SC	METRO SETASIDE FOR WATER RESOURCE (\$160) PRESERVATION PROJECTS FOR FY 2013	160,000	0	0	160,000	0	MN/DOT	NC
2013	MN	999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2013	MN	999	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,220,000	0	0	1,220,000	0	MN/DOT	NC
2013	MN	999	8825-212	SC	METROWIDE-RELAMP IN ONE QUADRANT	450,000	0	0	450,000	0	MN/DOT	S18
2013	MN	999	8825-356	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MNDOT	E2
2013	MN	999	8825-366	TM	METROWIDE-REPLACE DMS, COMMUNICATIONS & CONTROLLERS	500,000	0	0	500,000	0	MN/DOT	S7
2013	MN	999	TRLF-RW-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2013	US	169	2750-74	SC	FROM HENNEPIN COUNTY ROAD 30 IN OSSEO TO US 10 IN ANOKA - SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2013	US	169	2750-75	RC	AT 93RD AVENUE (HENNEPIN CSAH 30) IN BROOKLYN PARK AND OSSEO- CONVERT EXISTING INTERSECTION TO A FOLDED DIAMOND HALF INTERCHANGE (INTERCHANGE BONDS)	11,975,000	0	0	5,975,000	6,000,000	MNDOT	E3
2013	US	169	7005-88	TM	MARSCHALL RD(SCOTT CSAH 17) TO SB 3RD LANE DROP, SHAKOPEE-TRAFFIC MGMT SYSTEM	500,000	0	0	500,000	0	MN/DOT	S7

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	US 61	1913-72	1913-72	SC	TH 55, HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	131,000	44,000	MNDOT	E2
2013	US 952	1908-82	1908-82	SC	EAST BERNARD ST/DAKOTA MSAS 114, WEST ST PAUL - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2014	I 35E	6281-19	6281-19	RS	FROM RAMSEY CR E TO 0.2 MILES S OF RAMSEY CSAH 96 IN VADNAIS HTS. BITUMINOUS MILL & OVERLAY, REPAIR/REPLACE CULVERTS, PIPES & DRAINAGE, LOOP DETECTORS	1,950,000	0	0	1,950,000	0	MN/DOT	S10
2014	I 35W	0280-68	0280-68	SC	INTERCHANGES AT S JCT ANOKA CSAH 23 (LAKE DR) IN BLAINE, AT ANOKA CSAH 32 (85TH AVE) IN BLAINE/SHOREVIEW AND AT N JCT ANOKA CSAH 23 (LAKE DR) IN LINO LAKES - REPLACE INTERCHANGE LIGHTING	235,000	0	0	235,000	0	MNDOT	S18
2014	I 35W	2782-295	2782-295	RB	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	500,000	0	0	500,000	0	MNDOT	O6
2014	I 494	1985-137	1985-137	RS	EASTBOUND LANES FROM PIEPER ROAD BRIDGE IN INVER GROVE HTS TO I35E IN MENDOTA HTS-MILL & OVERLAY, DRAINAGE	1,660,000	0	0	1,660,000	0	MN/DOT	S10
2014	I 494	2785-371	2785-371	SC	AT TH 55 & AT HENNEPIN CSAH 9 INTERCHANGES IN PLYMOUTH- REPLACE INTERCHANGE LIGHTING	155,000	0	0	155,000	0	MNDOT	S18
2014	I 94	2780-87	2780-87	SC	FROM CROW RIVER IN HASSAN TWP TO FISH LAKE INTERCHANGE IN MAPLE GROVE-REPLACE SIGNING	500,000	0	0	500,000	0	MNDOT	O8
2014	I 94	2781-438	2781-438	SC	FROM I-694 IN BROOKLYN CENTER TO LOWRY TUNNEL IN MINNEAPOLIS - SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2014	I 94	6282-190	6282-190	NO	PRIOR AVE TO FAIRVIEW AVE, ST PAUL- NOISE WALL CONSTRUCTION ON SOUTH SIDE	995,000	0	0	700,000	295,000	MN/DOT	O3
2014	MN 110	1918-108	1918-108	SC	AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MNDOT	E2
2014	MN 25	7003-13	7003-13	SC	MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT	250,000	0	0	250,000	0	MN/DOT	E2
2014	MN 3	1908-83	1908-83	SC	AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL	400,000	0	0	400,000	0	MNDOT	E2
2014	MN 36	8204-62	8204-62	MC	FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N. IN GRANT- LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2014	MN 55	2723-120	2723-120	SC	AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE	825,000	0	0	670,000	155,000	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:
2014	MN 55		2724-119	RD ON 28TH ST IN MPLS - STORMWATER TUNNEL REPAIRS	390,000	0	0	390,000	0	MN/DOT	NC
2014	MN 610		2771-100	MC FROM HENNEPIN CSAH 81 IN MAPLE GROVE TO US169 IN BROOKLYN PARK-LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2014	MN 62		2775-15	SC FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM	125,000	0	0	125,000	0	MNDOT	S18
2014	MN 65		0208-136	SC AT VIKING BLVD IN HAM LAKE-EXTEND NB & SB LEFT TURN LANES	195,000	0	0	195,000	0	MN/DOT	E1
2014	MN 7		2706-214	SC AT SHADY OAK RD(HENNEPIN CSAH 61) IN MINNETONKA-TRAFFIC SIGNAL REBUILD	250,000	0	0	125,000	125,000	MNDOT	E2
2014	MN 7		2706-225	SC AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD-SIGNAL REPLACEMENT & TURN LANE EXTENSION	255,000	0	0	190,000	65,000	MNDOT	E2
2014	MN 7		2706-227	SC AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-TRAFFIC SIGNAL REBUILD	250,000	0	0	125,000	125,000	MNDOT	E2
2014	MN 999		880M-AM-14	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2014	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2014	MN 999		880M-CA-14	CA METRO SETASIDE -CONSULTANT DESIGN -2014	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2014	MN 999		880M-CM-14	SC METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2014	20,000,000	0	0	20,000,000	0	MN/DOT	NC
2014	MN 999		880M-PM-14	PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2014	MN 999		880M-RB-14	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	100,000	0	0	100,000	0	MN/DOT	NC
2014	MN 999		880M-RW-14	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	25,600,000	0	0	25,600,000	0	MN/DOT	NC
2014	MN 999		880M-RX-14	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2014	MN 999		880M-SA-14	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	13,700,000	0	MN/DOT	NC
2014	MN 999		880M-SC-14	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014	2,275,000	0	0	2,275,000	0	MN/DOT	NC
2014	MN 999		880M-TE-14	SC METRO SETASIDE FOR WATER RESOURCES (\$955K), TRAF MGMT(\$500K) PRESERVATION PROJECTS FOR FY 2014	1,455,000	0	0	1,455,000	0	MN/DOT	NC
2014	MN 999		880M-TM-14	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	400,000	0	0	400,000	0	MN/DOT	NC
2014	MN 999		880M-TR-14	TM METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2014	2,000,000	0	0	2,000,000	0	MN/DOT	NC

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	MN	999	8825-355	SC	NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MNDOT	S18
2014	MN	999	8825-364	SC	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	500,000	0	0	500,000	0	MNDOT	NC
2014	MN	999	TRLF-RW-14	RW	REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2014	US	169	2772-90	SC	FROM I-494 IN BLOOMINGTON/MEDINA TO I-94 IN MAPLE GROVE/BROOKLYN PARK-REPLACE SIGNING	750,000	0	0	750,000	0	MNDOT	O8
2014	US	169	7005-94	TM	THROUGH BELLE PLAINE - REMOVE MEDIAN CROSSOVERS (HIGH PRIORITY IRC)	500,000	0	0	500,000	0	MN/DOT	S16
2014	US	52	1905-34	SC	FROM TH 19 IN CANNON FALLS TO 117TH AVE IN INVER GROVE HTS- REMOVE MEDIAN CROSSOVERS, CONSTRUCT LEFT TURN LANE FROM TH52 NB TO 180TH ST E	245,000	0	0	245,000	0	MN/DOT	S16
2014	US	52	1928-57	SC	FROM TH 55 IN INVER GROVE HTS TO I-94 IN ST PAUL-REPLACE SIGNING	500,000	0	0	500,000	0	MNDOT	O8
2014	US	61	6222-162	RS	FROM 800' S WHITE BEAR AVE TO .25 MI N OF JCT MN96 IN WHITE BEAR LAKE- MILL & OVERLAY, DRAINAGE, REPLACE SIGNAL AT BUFFALO ST/4TH ST(SF INCLUDES RR AGREEMENT)	3,650,000	0	0	3,505,000	145,000	MN/DOT	S10
2014	US	952A	1908-84	AM	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER AND ACCESS CLOSURES	1,000,000	0	0	1,000,000	0	MNDOT	S9
2015	I	35	1980-81	NO	WEST SIDE OF I35 FROM BURNSVILLE CIRCLE TO 157TH ST W IN BURNSVILLE- NOISE BARRIER	885,000	0	0	805,000	80,000	MNDOT	O3
2015	I	35W	2782-315	RB	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - CORRIDOR LANDSCAPING	200,000	0	0	200,000	0	MNDOT	O6
2015	I	494	1985-139	SC	AT MN 149 (NORTH AND SOUTH RAMPS) IN MENDOTA HEIGHTS - REPLACE SIGNAL SYSTEMS	375,000	0	0	375,000	0	MNDOT	E2
2015	10	I 494	2785-337	RB	TH 5 TO JUST W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TH 169, EDEN PRAIRIE - I494 LANDSCAPING	300,000	0	0	300,000	0	MN/DOT	O6
2015	I	694	6285-148	RC	US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNEILING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING	200,000	0	0	200,000	0	MNDOT	O6
2015	I	94	8282-109	TM	WASHINGTON CSAH 15 IN WOODBURY TO ST CROIX RIVER IN LAKELAND- TRAFFIC MGMT SYSTEM	350,000	0	0	350,000	0	MNDOT	S7

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	MN 13	1902-55		RD	FROM JUST NORTH OF 2ND ST IN MENDOTA TO I35E IN LILYDALE- RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, CATCH BASINS AND RESURFACING	7,330,000	0	0	7,330,000	0	MNDOT	NC
2015	MN 13	7001-104		AM	FROM GREEN OAKS TRAIL TO RUSTIC ROAD IN PRIOR LAKE AND SAVAGE- CONSTRUCT TRAIL, 3/4 INTERSECTION AT 150TH & RESTRICT ACCESS TO R/RO AT ZINRAN/OAKLAND BEACH AVE	1,400,000	0	0	1,400,000	0	MN/DOT	E1
2015	MN 13	7001-107		SC	AT SCOTT CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	300,000	0	0	150,000	150,000	MNDOT	E2
2015	MN 13	7001-98		SC	AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	275,000	0	0	137,500	137,500	MNDOT	E2
2015	MN 55	2722-82		SC	AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM	300,000	0	0	150,000	150,000	MNDOT	E2
2015	MN 610	2771-45		SC	FROM US 169 IN BROOKLYN PARK TO US 10 IN BLAINE - SIGN REPLACEMENT	400,000	0	0	400,000	0	MNDOT	O8
2015	MN 62	2763-47		SC	FROM I-494 IN EDEN PRAIRIE TO TH 55 IN MPLS (EXCEPT MN62/I35W COMMONS AREA) AND US212 FROM I494 TO MN62	650,000	0	0	650,000	0	MNDOT	O8
2015	MN 65	0207-99		SC	AT 41ST AVE NE IN COLUMBIA HEIGHTS - REPLACE TRAFFIC SIGNAL AND ADA IMPROVEMENTS	280,000	0	0	140,000	140,000	MNDOT	E2
2015	MN 65	0208-142		AM	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE- FRONTAGE ROAD AND CLOSE	250,000	0	0	250,000	0	MNDOT	E1
2015	MN 65	0208-143		AM	FROM 140TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	250,000	0	0	250,000	0	MNDOT	E1
2015	MN 999	880M-AM-15		AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2015	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2015	MN 999	880M-ATM-15		TM	METRO SETASIDE FOR ACTIVE TRAFFIC MANAGEMENT PROJECTS FOR FY 2015	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2015	MN 999	880M-CA-15		CA	METRO SETASIDE -CONSULTANT DESIGN -2015	8,000,000	0	0	8,000,000	0	MN/DOT	NC
2015	MN 999	880M-CM-15		SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2015	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2015	MN 999	880M-IM-15		TM	METRO SETASIDE-INCIDENT MANAGEMENT FOR METRO PROJECTS IN FY 2015	150,000	0	0	150,000	0	MN/DOT	NC

**TABLE A-10
100% State Funded Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	MN	999	880M-NO-15	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2015	1,760,000	0	0	1,760,000	0	MN/DOT	NC
2015	MN	999	880M-PM-15	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2015	4,500,000	0	0	4,500,000	0	MN/DOT	NC
2015	MN	999	880M-RB-15	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2015	100,000	0	0	100,000	0	MN/DOT	NC
2015	MN	999	880M-RW-15	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2015	10,100,000	0	0	10,100,000	0	MN/DOT	NC
2015	MN	999	880M-RX-15	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2015	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2015	MN	999	880M-SA-15	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2015	11,000,000	0	0	11,000,000	0	MN/DOT	NC
2015	MN	999	880M-SC-15	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2015	6,220,000	0	0	6,220,000	0	MN/DOT	NC
2015	MN	999	880M-TE-15	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING (\$50K) & WRE (\$80K) FOR FY 2015	130,000	0	0	130,000	0	MN/DOT	NC
2015	MN	999	880M-TM-15	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2015	400,000	0	0	400,000	0	MN/DOT	NC
2015	MN	999	880M-TR-15	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2015	850,000	0	0	850,000	0	MN/DOT	NC
2015	MN	999	8825-382	TM	METROWIDE - CABLE REPLACEMENT AND UPGRADE/REFURBISH ELECTRICAL SERVICES	500,000	0	0	500,000	0	MNDOT	NC
2015	MN	999	8825-383	SC	DISTRICTWIDE - REPAIR OR REPLACE SIGN STRUCTURES	500,000	0	0	500,000	0	MNDOT	O8
2015	MN	999	8825-391	SC	NW QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	450,000	0	0	450,000	0	MNDOT	S18
2015	MN	999	TRLF-RW-15	RW	REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2015	US	10	0202-93	SC	AT FELDSPAR AVE NW-RECONSTRUCT INTERSECTION, EXTEND LEFT TURN LANES ON US10, ADD OVERHEAD LIGHTING	275,000	0	0	275,000	0	MNDOT	E1
2015	US	169	2772-97	SC	AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - REPLACE SIGNAL SYSTEM	225,000	0	0	112,500	112,500	MNDOT	E2
2015	US	169	2772-99	NO	EAST SIDE OF US169 FROM APPROX. 16TH ST W TO N OF WAYZATA BLVD IN ST. LOUIS PARK-NOISE BARRIER AND ACCESS CLOSURE (\$135K ACCESS MGMT, \$735K NOISE)	950,000	0	0	870,000	80,000	MNDOT	O3
2015	US	169	7008-100	SC	BETWEEN TH 282 AND TH 21 IN JORDAN - CONSTRUCT MEDIAN J-BARRIER AND REPLACE MEDIAN DRAINAGE STRUCTURES AND PIPES	2,450,000	0	0	2,450,000	0	MNDOT	S9

**TABLE A-10
100% State Funded Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2015	US 61	6222-166	SC AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	250,000	0	0	125,000	125,000	MNDOT	E2
2015	US 952	1908-75	SC AT THOMPSON AVENUE IN WEST ST. PAUL - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
Totals				458,056,590	0	0	427,410,590	30,646,000		

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	CSAH 10	146-020-011	SH RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-INTERSECTION IMPROVEMENT INCLUDING REPLACE TRAFFIC SIGNAL AND TURN LANES	700,000	630,000	0	0	70,000	MOUNDS VIEW	E1
2012	CSAH 22	082-622-008	SH WASHINGTON CSAH 22 & HARDWOOD AVE, COTTAGE GROVE-INSTALL TRAFFIC SIGNAL & LEFT TURN LANES	479,600	431,640	0	0	47,960	WASHINGTON COUNTY	E2
2012	CSAH 7	002-607-019	SH ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES	1,680,000	1,512,000	0	0	168,000	ANOKA COUNTY	E1
2012	CSAH 96	062-596-003S	SH TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE	2,222,222	2,000,000	0	0	222,222	RAMSEY COUNTY	A10
2012	MN 5	194-010-012	SH ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES,(AC PROJECT, PAYBACK IN 2013)	1,020,000	0	918,000	0	102,000	CHANHASSEN	S19
2012	MN 65	0208-132	SH 169TH AVE NE, HAM LAKE-CONVERT INTERSECTION TO A DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS	1,035,000	931,500	0	103,500	0	MN/DOT	E1
2012	MSAS 165	141-165-030	SH CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	55,440	MINNEAPOLIS	S7
2012	RR	10-00118	SR MPL ON CSAH 33, OAK ST IN NORWOOD YOUNG AMERICA(1 MI S)-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2012	RR	27-00294	SR 39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR	27-00295	SR W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR	27-00296	SR LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	30,800	MN/DOT	S8
2012	RR	27-00297	SR 26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR	27-00298	SR 17TH AVE N, MSAS 310, MPLS-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR	27-00299	SR ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR	27-00300	SR 22ND AVE N, MSAS 311, MPLS-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	US 61	8206-41	SH AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT TRAFFIC SIGNAL, ADD TURN LANES, DRAINAGE, ADA IMPROVEMENTS AND GUARDRAIL	1,998,080	1,198,080	0	445,000	355,000	MNDOT	E2

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:	
2013	CITY		110-101-014	SH AT BROOKLYN DR & XERXES AVE IN BROOKLYN PARK-CONSTRUCT ROUNDABOUT	614,040	552,636	0	0	61,404	BROOKLYN PARK	E1	
2013	CSAH 1		002-601-045	SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIUM	102,000	91,800	0	0	10,200	ANOKA COUNTY	S16	
2013	CSAH 1		002-601-046	SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9(ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED	408,000	367,200	0	0	40,800	ANOKA COUNTY	E1	
2013	CSAH 10		146-020-012	SH ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES	295,800	266,220	0	0	29,580	MOUNDS VIEW	E2	
2013	CSAH 17		002-617-020	SH ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18(CROSTOWN BLVD NE) IN HAM LAKE-CONSTRUCT TRAFFIC SIGNAL, TURN LANES	510,000	459,000	0	0	51,000	ANOKA COUNTY	E2	
2013	CSAH 17		166-020-014	SH ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD INCLUDING TURN LANES	1,224,000	1,101,600	0	0	122,400	SHAKOPEE	E1	
2013	CSAH 18		002-611-033	SH ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11(NORTHDALE BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES	612,000	550,800	0	0	61,200	ANOKA COUNTY	E1	
2013	LOCAL		999070-030-006	SH COUNTYWIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, AND OTHER APPURTENANCES	616,080	554,472	0	0	61,608	SCOTT COUNTY	S6	
2013	MN 5		194-010-012AC	SH ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES(AC PAYBACK 1 OF 1)	918,000	918,000	0	0	0	0	CHANHASSEN	NC
2013	RR		10-00117	SR MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA(2 MI SW)-INSTALL GATES	204,000	183,600	0	0	20,400	MNDOT	S8	
2013	RR		19-00138	SR PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES	229,500	206,550	0	0	22,950	MNDOT	S8	
2013	RR		19-00139	SR UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT-UPGRADE TO GATES	280,500	252,450	0	0	28,050	MNDOT	S8	
2013	RR		27-00301	SR PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES	229,500	206,550	0	0	22,950	MNDOT	S8	
2013	RR		27-00302	SR CP ON BROOKSIDE AVE; MSAS 305 IN ST LOUIS PARK-INSTALL GATES	255,000	229,500	0	0	25,500	MNDOT	S8	
2013	RR		62-00202	SR MNR ON HAMLINE AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES & ONE CANTILEVER	255,000	229,500	0	0	25,500	MNDOT	S8	

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	RR	62-00205	SR	CP	ON WESTERN AVENUE, MUN 724 IN ST PAUL-INSTALL GATES	280,500	252,450	0	0	28,050	MNDOT	S8
2013	US 52	1905-33	SH	AT DAKOTA CSAH 86 IN RANDOLPH TWP-CONVERT TO A 3/4 INTERSECTION WITH MEDIAN U-TURNS, EXTEND TURN LANES AT INTERSECTION, DRAINAGE & LIGHTING	905,300	814,770	0	90,530	0	0	MNDOT	E1
2013	US 52	1906-57	SH	AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS, EXTEND TURN LANES AT INTERSECTION, DRAINAGE & LIGHTING	910,300	819,270	0	91,030	0	0	MNDOT	E1
2014	CR 202	189-113-004	SH	ON CR 202(ZACHARY LN) AT 101ST AVE IN MAPLE GROVE-CONSTRUCT ROUNDABOUT, WIDEN ZACHARY LANE	1,040,000	936,000	0	0	104,000	MAPLE GROVE	E1	E1
2014	CR 3	002-596-020	SH	ON ANOKA CR 3(COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES	520,000	468,000	0	0	52,000	ANOKA COUNTY	E1	E1
2014	CR 74	002-596-015	SH	ON 221ST AVE NE AT TH 65 IN EAST BETHEL-NEW TRAFFIC SIGNAL INSTALLATION, TURN LANE CONSTRUCTION ON CR 74	1,248,000	1,123,200	0	0	124,800	ANOKA COUNTY	E2	E2
2014	CSAH 31	062-631-009	SH	ON RAMSEY CSAH 31(MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES	1,663,951	1,497,556	0	0	166,395	RAMSEY COUNTY	E1	E1
2014	CSAH 31	062-631-010	SH	ON RAMSEY CSAH 31 (MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL-TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES	1,575,354	1,417,819	0	0	157,535	RAMSEY COUNTY	E1	E1
2014	CSAH 32	019-632-028	SH	ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE-CONSTRUCT WB LEFT TURN LANE AND CHANNELIZATION	364,000	327,600	0	0	36,400	DAKOTA COUNTY	E1	E1
2014	CSAH 5	002-605-018	SH	ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT & RIGHT TURN LANES	1,040,000	936,000	0	0	104,000	ANOKA COUNTY	E1	E1
2014	CSAH 78	002-678-020	SH	ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	936,000	842,400	0	0	93,600	ANOKA COUNTY	E1	E1
2014	MN 999	8825-389	SH	METROWIDE-PROACTIVE CONTRACT FOR RURAL INTERSECTION LIGHTING	208,000	187,200	0	20,800	0	0	MNDOT	S18
2014	RR	02-00134	SR	MNRR ON 69TH AVE NE, MSAS 305 IN FRIDLEY & SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE-DUE TO CLOSURE AT SPRING CREEK DRIVE	260,000	260,000	0	0	0	0	MNDOT	S8

**TABLE A-11
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	RR	RR	10-00119	SR TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES	225,000	202,500	0	0	22,500	MNDOT	S8
2014	RR	RR	27-00303	SR CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	234,000	0	0	26,000	MNDOT	S8
2014	RR	RR	27-00304	SR PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2014	RR	RR	62-00203	SR MNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2014	RR	RR	70-00123	SR UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS)	312,000	280,800	0	0	31,200	MNDOT	S8
2014	RR	RR	82-00139	SR UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES	286,000	257,400	0	0	28,600	MNDOT	S8
2014	RR	RR	82-00140	SR UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES	338,000	304,200	0	0	33,800	MNDOT	S8
2015	LOCAL	LOCAL	999880M-RR-15	SR METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2015	2,225,000	2,002,500	0	0	222,500	MN/DOT	NC
2015	LOCAL	LOCAL	999880M-SHL-15	SH METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015	8,900,000	8,010,000	0	0	890,000	MN/DOT	NC
Totals					42,630,127	36,966,723	918,000	750,860	3,994,544		

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2012	BB	CCLRT-11		B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	201,432,891	0	45,000,000	0	156,432,891	MET TRANSIT	T10
					FFGA 2011 APPROPRIATION							
2012	BB	CCLRT-12		B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	215,443,327	0	98,443,694	0	116,999,633	MET TRANSIT	T10
					FFGA 2012 APPROPRIATION							
2012	BB	TRF-TCMT-12N		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	925,000	0	740,000	0	185,000	MET COUNCIL-MT	T1
					ASSOCIATED CAPITAL MAINTENANCE							
2012	BB	TRF-TCMT-12X		B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	3,350,000	0	2,680,000	0	670,000	MET COUNCIL-MT	T3
					ASSOCIATED LRV EQUIPMENT							
2013	BB	CCLRT-13		B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	114,443,694	0	98,443,694	0	16,000,000	MET TRANSIT	T10
					FFGA 2013 APPROPRIATION							
2013	BB	TRF-TCMT-13AH		B3	SECT 5309: TWIN CITIES MET COUNCIL MT-HIAWATHA LRT POSITIVE TRAIN CONTROL SYSTEM	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T5
					ASSOCIATED LRV EQUIPMENT							
2013	BB	TRF-TCMT-13AL		B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	2,250,000	0	1,800,000	0	450,000	MET COUNCIL-MT	T3
					ASSOCIATED LRV EQUIPMENT							
2013	BB	TRF-TCMT-13P		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	975,000	0	780,000	0	195,000	MET COUNCIL-MT	T1
					ASSOCIATED CAPITAL MAINTENANCE							
2013	BB	TRF-TCMT-13Q		B3	SECT 5309: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T10
					ASSOCIATED CAPITAL MAINTENANCE							
2013	BB	TRF-TCMT-13Q		B3	SECT 5309: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
					ASSOCIATED CAPITAL MAINTENANCE							
2013	BB	TRF-TCMT-13R		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	13,300,000	0	10,640,000	0	2,660,000	MET COUNCIL-MT	T10
					ASSOCIATED CAPITAL MAINTENANCE							
2013	BB	TRF-TCMT-13R		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	13,300,000	0	10,640,000	0	2,660,000	MET COUNCIL-MT	E6
					ASSOCIATED CAPITAL MAINTENANCE							
2014	BB	CCLRT-14		B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	117,564,590	0	98,443,694	0	19,120,896	MET TRANSIT	T10
					FFGA 2014 APPROPRIATION							
2014	BB	TRF-TCMT-14AB		B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT	650,000	0	520,000	0	130,000	MET COUNCIL-MT	T3
					ASSOCIATED LRV EQUIPMENT							
2014	BB	TRF-TCMT-14Q		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	870,000	0	696,000	0	174,000	MET COUNCIL-MT	T3
					ASSOCIATED CAPITAL MAINTENANCE							
2014	BB	TRF-TCMT-14R		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	13,300,000	0	10,640,000	0	2,660,000	MET COUNCIL-MT	E6
					ASSOCIATED CAPITAL MAINTENANCE							
2014	BB	TRF-TCMT-14R		B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	13,300,000	0	10,640,000	0	2,660,000	MET COUNCIL-MT	T10
					ASSOCIATED CAPITAL MAINTENANCE							

**TABLE A-12
Transit Section 5309**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2015	BB		CCLRT-15	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT-NEW START	98,443,694	0	98,443,694	0	0	MET TRANSIT	T10
2015	BB		TRF-TCMT-15G	B3	FFGA 2015 APPROPRIATION	720,000	0	576,000	0	144,000	MET COUNCIL-MT	T1
2015	BB		TRF-TCMT-15H	B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE	13,300,000	0	10,640,000	0	2,660,000	MET COUNCIL-MT	T10
2015	BB		TRF-TCMT-15P	B3	SECT 5309: FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	650,000	0	520,000	0	130,000	MET COUNCIL-MT	T10
					MT-OVERHAUL LIGHT RAIL VEHICLES & ASSOCIATED LRV EQUIPMENT							
Totals						833,218,196	0	507,486,776	0	325,731,420		

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2012	BB	TRF-TCMT-11AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 610 & NOBLE PARK & RIDE EXPANSION	9,000,000	0	7,200,000	0	1,800,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-11AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-MAPLEWOOD MALL PARK & RIDE EXPANSION	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-11B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-WOODBURY PARK & RIDE EXPANSION	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-12	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	45,331,836	0	36,265,469	0	9,066,367	MET COUNCIL-MT	T10	
2012	BB	TRF-TCMT-12A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	10,100,000	0	8,080,000	0	2,020,000	MET COUNCIL-MT	T3	
2012	BB	TRF-TCMT-12AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 65 & CO RD 14 P&R (BLAINE)	300,000	0	240,000	0	60,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-12AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-I-94 AT MANNING AVE P&R	243,765	0	195,012	0	48,753	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-12AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 62 AT PENN AVE P&R	4,900,000	0	3,920,000	0	980,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-12AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN MPLS LAYOVER	2,300,000	0	1,840,000	0	460,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-12AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE MAINTENANCE SHOP DESIGN AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T11	
2012	BB	TRF-TCMT-12AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 100 & EDEN/VERNON P&R (EDINA)	2,700,000	0	2,160,000	0	540,000	MET COUNCIL-MT	E6	
2012	BB	TRF-TCMT-12AG	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN ST PAUL PASSENGER FACILITY IMPROVEMENTS	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T8	
2012	BB	TRF-TCMT-12AH	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-EXPANSION OF REAL TIME SIGNS (RTS) TRANSIT TECHNOLOGY SYSTEMS	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T6	
2012	BB	TRF-TCMT-12AJ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-EXPANSION OF TRAFFIC SIGNAL PRIORITY (TSP) TRANSIT TECHNOLOGY SYSTEMS	1,750,000	0	1,400,000	0	350,000	MET COUNCIL-MT	T6	
2012	BB	TRF-TCMT-12AK	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS	500,000	0	400,000	0	100,000	MET COUNCIL-MT	T6	
2012	BB	TRF-TCMT-12AL	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,740,000	0	1,392,000	0	348,000	MET COUNCIL-MT	T6	

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2012	BB		TRF-TCMT-12AM	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	3,648,100	0	2,918,480	0	729,620	MET COUNCIL-MT	T5
2012	BB		TRF-TCMT-12B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,887,089	0	2,309,671	0	577,418	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	1,292,000	0	1,033,600	0	258,400	MET COUNCIL-MT	T8
2012	BB		TRF-TCMT-12D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,100,678	0	1,680,542	0	420,136	MET COUNCIL-MT	T3
2012	BB		TRF-TCMT-12F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	795,000	0	636,000	0	159,000	MET COUNCIL-MT	T8
2012	BB		TRF-TCMT-12G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-BUS ACQUISITIONS	8,000,000	0	6,400,000	0	1,600,000	MET COUNCIL- MTS	T10
2012	BB		TRF-TCMT-12H	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
2012	BB		TRF-TCMT-12J	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
2012	BB		TRF-TCMT-12K	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T4
2012	BB		TRF-TCMT-12L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTHZ	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	E6
2012	BB		TRF-TCMT-12Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,129,000	0	903,200	0	225,800	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12R	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-135E & CO RD E PARK & RIDE	3,910,000	0	3,128,000	0	782,000	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	585,000	0	468,000	0	117,000	MET COUNCIL- MTS	E6
2012	BB		TRF-TCMT-12T	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF M BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2012	BB		TRF-TCMT-12U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL- MTS	E6
2012	BB		TRF-TCMT-12V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OVERHAUL BASE RENOVATION & MAINTENANCE SHOP	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	NC
2012	BB		TRF-TCMT-12W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	NC
2012	BB		TRF-TCMT-12Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NICOLLET GARAGE TRANSPORTATION EXPANSION	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T11
2012	BB		TRF-TCMT-12Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ACCESS MPLS FACILITY IMPROVEMENTS	750,000	0	600,000	0	150,000	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:
2013	BB	TRF-TCMT-13	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	T1	
2013	BB	TRF-TCMT-13A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	43,237,385	0	34,589,908	0	8,647,477	MET COUNCIL-MT	T10	
2013	BB	TRF-TCMT-13AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 62 AT PENN AVE P&R	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	E6	
2013	BB	TRF-TCMT-13AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN MPLS LAYOVER	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MT	E6	
2013	BB	TRF-TCMT-13AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD GARAGE MAINTENANCE SHOP DESIGN AND CONSTRUCTION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T11	
2013	BB	TRF-TCMT-13AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-WOODBURY PARK & RIDE EXPANSION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	E6	
2013	BB	TRF-TCMT-13AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN ST PAUL PASSENGER FACILITY IMPROVEMENTS	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T8	
2013	BB	TRF-TCMT-13AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-EXPANSION OF TRAFFIC SIGNAL PRIORITY (TSP) TRANSIT TECHNOLOGY SYSTEMS	1,750,000	0	1,400,000	0	350,000	MET COUNCIL-MT	T6	
2013	BB	TRF-TCMT-13AG	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ONBOARD PEDESTRIAN DETECTION SYSTEM TRANSIT TECHNOLOGY SYSTEMS	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T6	
2013	BB	TRF-TCMT-13AJ	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T6	
2013	BB	TRF-TCMT-13AK	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,365,000	0	1,092,000	0	273,000	MET COUNCIL-MT	T6	
2013	BB	TRF-TCMT-13AM	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	675,000	0	540,000	0	135,000	MET COUNCIL-MT	T5	
2013	BB	TRF-TCMT-13B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	747,000	0	597,600	0	149,400	MET COUNCIL-MT	T8	
2013	BB	TRF-TCMT-13C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	10,750,000	0	8,600,000	0	2,150,000	MET COUNCIL-MT	T3	
2013	BB	TRF-TCMT-13D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	920,000	0	736,000	0	184,000	MET COUNCIL-MT	E6	
2013	BB	TRF-TCMT-13E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,149,917	0	1,719,934	0	429,983	MET COUNCIL-MT	T3	
2013	BB	TRF-TCMT-13F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,341,000	0	1,072,800	0	268,200	MET COUNCIL-MT	E6	

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB		TRF-TCMT-13G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13H	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
2013	BB		TRF-TCMT-13J	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
2013	BB		TRF-TCMT-13K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2013	BB		TRF-TCMT-13L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	8,000,000	0	6,400,000	0	1,600,000	MET COUNCIL- MTS	T10
2013	BB		TRF-TCMT-13U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	590,000	0	472,000	0	118,000	MET COUNCIL- MTS	T3
2013	BB		TRF-TCMT-13V	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL- MTS	NC
2013	BB		TRF-TCMT-13W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-194 AT MANNING AVE PARK & RIDE	3,150,000	0	2,520,000	0	630,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OVERHAUL BASE RENOVATION & MAINTENANCE SHOP	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T8
2013	BB		TRF-TCMT-13Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ACCESS MPLS FACILITY IMPROVEMENTS	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2013	BB		TRF-TCMT-13Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 65 & CO RD 14 P&R (BLAINE)	2,936,000	0	2,348,800	0	587,200	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,881,876	0	2,305,501	0	576,375	MET COUNCIL-MT	T1
2014	BB		TRF-TCMT-14A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,257,413	0	1,805,930	0	451,483	MET COUNCIL-MT	T4
2014	BB		TRF-TCMT-14AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T6
2014	BB		TRF-TCMT-14AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	1,626,200	0	1,300,960	0	325,240	MET COUNCIL-MT	T5
2014	BB		TRF-TCMT-14B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	44,972,401	0	35,977,921	0	8,994,480	MET COUNCIL-MT	T10
2014	BB		TRF-TCMT-14C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	8,600,000	0	6,880,000	0	1,720,000	MET COUNCIL-MT	T3

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2014	BB		TRF-TCMT-14D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	587,000	0	469,600	0	117,400	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	845,000	0	676,000	0	169,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,707,000	0	1,365,600	0	341,400	MET COUNCIL-MT	T4
2014	BB		TRF-TCMT-14G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL-MTS	T4
2014	BB		TRF-TCMT-14H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL-MTS	T1
2014	BB		TRF-TCMT-14J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2014	BB		TRF-TCMT-14K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2014	BB		TRF-TCMT-14L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	17,700,000	0	14,160,000	0	3,540,000	MET COUNCIL-MTS	T10
2014	BB		TRF-TCMT-14M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	595,000	0	476,000	0	119,000	MET COUNCIL-MTS	T3
2014	BB		TRF-TCMT-14N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL-MTS	NC
2014	BB		TRF-TCMT-14S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NEW POLICE FACILITY	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T11
2014	BB		TRF-TCMT-14U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-194 AT MANNING AVE PARK & RIDE	8,250,000	0	6,600,000	0	1,650,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN MPLS LAYOVER	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-WOODBURY PARK & RIDE EXPANSION	2,850,000	0	2,280,000	0	570,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FORT SNELLING P&R EXPANSION	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN ST PAUL PASSENGER FACILITY IMPROVEMENTS	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T8
2014	BB		TRF-TCMT-14Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	NC
2015	BB		TRF-TCMT-15	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	3,145,151	0	2,516,121	0	629,030	MET COUNCIL-MT	T1
2015	BB		TRF-TCMT-15A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,370,283	0	1,896,226	0	474,057	MET COUNCIL-MT	T3

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2015	BB	TRF-TCMT-15B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	35,165,430	0	28,132,344	0	7,033,086	MET COUNCIL-MT	T10	
2015	BB	TRF-TCMT-15C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	8,600,000	0	6,880,000	0	1,720,000	MET COUNCIL-MT	T3	
2015	BB	TRF-TCMT-15D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	662,000	0	529,600	0	132,400	MET COUNCIL-MT	T8	
2015	BB	TRF-TCMT-15E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	1,120,000	0	896,000	0	224,000	MET COUNCIL-MT	T8	
2015	BB	TRF-TCMT-15F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	1,176,000	0	940,800	0	235,200	MET COUNCIL-MT	T4	
2015	BB	TRF-TCMT-15J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	E6	
2015	BB	TRF-TCMT-15K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-135W AT LAKE ST BRT STATION	500,000	0	400,000	0	100,000	MET COUNCIL-MT	E6	
2015	BB	TRF-TCMT-15L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-DOWNTOWN ST PAUL PASSENGER FACILITY IMPROVEMENTS	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T8	
2015	BB	TRF-TCMT-15M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T6	
2015	BB	TRF-TCMT-15N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATIONS COMMUNICATIONS & CONTROL CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	430,000	0	344,000	0	86,000	MET COUNCIL-MT	T6	
2015	BB	TRF-TCMT-15Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE & SOFTWARE REPLACEMENT & EXPANSION	2,475,000	0	1,980,000	0	495,000	MET COUNCIL-MT	T5	
2015	BB	TRF-TCMT-15R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T4	
2015	BB	TRF-TCMT-15S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1	
2015	BB	TRF-TCMT-15T	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1	
2015	BB	TRF-TCMT-15U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL- MTS	T10	
2015	BB	TRF-TCMT-15V	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	600,000	0	480,000	0	120,000	MET COUNCIL- MTS	T3	
2015	BB	TRF-TCMT-15W	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL- MTS	NC	
2015	BB	TRF-TCMT-15X	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL- MTS	T10	

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
				Totals	497,039,524		397,631,619		99,407,905		
						0			0		

TABLE A-15
Transit Section 5311

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2012	BB		TRF-0031-12	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,223,000	0	1,028,600	0	3,194,400	MnDOT	T1
2013	BB		TRF-0031-13	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,223,000	0	1,028,600	0	3,194,400	MN/DOT	T1
2014	BB		TRF-0031-14	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,223,000	0	1,028,600	0	3,194,400	MN/DOT	T1
2015	BB		TRF-0031-15	OB SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,223,000	0	1,028,600	0	3,194,400	MN/DOT	T1
Totals					16,892,000		4,114,400		12,777,600		
						0		0			

TABLE A-16
Transit Sections 5316

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB		TRF-TCMT-13S	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
2015	BB		TRF-TCMT-15Y	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
Totals						8,000,000		4,000,000		4,000,000		
								0		0		

TABLE A-17
Transit Sections 5317

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB		TRF-TCMT-13T	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2013	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
2015	BB		TRF-TCMT-15Z	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2015	4,000,000	0	2,000,000	0	2,000,000	MET COUNCIL- MTS	T1
Totals						8,000,000		4,000,000		4,000,000		
								0		0		

TABLE A-18
100% Bond/Other Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	I 35E		0282-33	AM	**BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,773,825	0	0	0	1,773,825	MNDOT	E6
2012	I 35E		6280-353	BR	AT MARYLAND AVE IN ST. PAUL- REPLACE MARYLAND BR 6513 (NEW BR 62626) AND APPROACH WORK	10,175,000	0	0	0	10,175,000	MN/DOT	S19
2012	I 35E		6280-359	RD	**BP08** SOUTHBOUND FROM THE TH 5 EXIT RAMP NOSE THE TH 5 ENTRANCE RAMP NOSE IN ST PAUL-NEW BUS SHOULDERS (CHP 152 TRANSIT ADVANTAGE BONDS)	340,704	0	0	0	340,704	MNDOT	S4
2012	I 35E		6281-43	AM	**BP08**AT RAMSEY COUNTY ROAD E IN VADNAIS HEIGHTS-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,844,673	0	0	0	1,844,673	MNDOT	E6
2012	I 35W		2783-136	MC	**TED** FROM 3RD & 4TH ST RAMP TO JOHNSON ST IN MINNEAPOLIS- CONSTRUCT ENTRANCE RAMP AND ADD AUXILIARY LANE (TED INTERCHANGE BONDS)	13,500,000	0	0	0	13,500,000	MNDOT	E3
2012	I 694		6286-56	RC	FROM 40TH STREET IN OAKDALE TO JUST WEST OF US 61 IN VADNAIS HEIGHTS - UNBONDED CONCRETE OVERLAY, RECONSTRUCTION OF RAMP AND LOOPS. ADD ACCELERATION LANES AT TH36 INTERCHANGE. DRAINAGE, ADA UPGRADES, LIGHTING, SIGNS, CABLE GUARDRAIL. BRIDGE REPAIRS ON BR	20,000,000	0	0	0	20,000,000	MN/DOT	S10
2012	MN 36		6212-173	AM	**BP08**AT RICE STREET IN LITTLE CANADA-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	2,363,296	0	0	0	2,363,296	MNDOT	E6
2012	MN 36		8214-114MIT12	BR	OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND/MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,867,000	0	0	0	1,867,000	MN/DOT	A20
2012	MN 36		8214-114Q	BR	RELOCATION OF HISTORIC SHODDY MILL & WAREHOUSE FROM OAK PARK HEIGHTS TO STILLWATER-MITIGATION ITEM FOR REPLACEMENT OF RIVER BRIDGE 4654	1,000,000	0	0	0	1,000,000	MN/DOT	A20
2012	MN 36		8217-18	BR	ST CROIX RIVER CROSSING - LOAD TESTING PROGRAM FOR NEW RIVER BRIDGE 82045	3,750,000	0	0	0	3,750,000	MN/DOT	A20

**TABLE A-18
100% Bond/Other Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	US 12	2713-104	AM	**BP08**AT HENNEPIN CSAH29 (BAKER PARK RD) IN MAPLE PLAIN-PARK AND POOL (CHP 152 TRANSIT ADVANTAGE BONDS)	691,600	0	0	0	691,600	MNDOT	E6	
2013	I 35E	6280-308RR	BR	UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RAILROAD AGREEMENT	2,100,000	0	0	0	2,100,000	MN/DOT	NC	
2013	I 35E	6280-308UT	BR	UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-UTILITY RELOCATION	1,050,000	0	0	0	1,050,000	MN/DOT	NC	
2013	I 494	2785-388	AM	**TED** AT 34TH AVE S IN BLOOMINGTON -INTERCHANGE CONSTRUCTION (TED INTERCHANGE FUNDS)	6,000,000	0	0	0	6,000,000	MNDOT	E3	
2013	I 94	8282-114	AM	**BP08**AT MANNING AVE IN WOODBURY - PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	5,719,481	0	0	0	5,719,481	MNDOT	E6	
2013	MN 36	8214-114MIT13	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,200,000	0	0	0	7,200,000	MN/DOT	A20	
2013	MN 62	2774-18	AM	**BP08**AT PENN AVE IN RICHFIELD-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	3,704,621	0	0	0	3,704,621	MNDOT	E6	
2014	MN 36	8214-114MIT14	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,200,000	0	0	0	1,200,000	MN/DOT	A20	
2014	US 169	7005-102	AM	**BP08**AT MARSCHALL ROAD IN SHAKOPEE-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	1,169,800	0	0	0	1,169,800	MNDOT	E6	
2014	US 169	7005-97	AM	**SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS)	15,400,000	0	0	0	15,400,000	MNDOT	E3	
2015	MN 36	8214-114	RC	FROM EAST END TUENGE ROAD TO ST CROIX RIVER IN STILLWATER, OAK PARK HTS. & BAYPORT - RECONSTRUCT INCLUDING FR RDS, OSGOOD INTERSECTION, INTERCHANGE AT TH 95, BRIDGE 82043	44,720,000	0	0	0	44,720,000	MN/DOT	O4	
2015	MN 36	8214-114MIT15	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,900,000	0	0	0	1,900,000	MN/DOT	S19	
2015	MN 36	8214-147	RC	W OF NORTHWESTERN AV TO E OF TUENGE RD IN CITY OF OAK PK HGT & STILLWATER-RECONSTRUCT INCLUDING FR RDS & INTERSECTIONS	16,750,000	0	0	0	16,750,000	MN/DOT	E2	
Totals						164,220,000	0	0	0	164,220,000	0	

**TABLE A-19
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2012	BB		091-595-029	MC	UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (2010 HIGH SPEED RAIL GRANT)/ORIGINAL SP WAS 091-595-028)	21,262,197	0	21,262,197	0	0	RAMSEY COUNTY	E6
2012	I 94		8816-1438	PL	FEASIBILITY STUDY OF LOW COST IMPROVEMENTS AND INTERCHANGE IMPROVEMENTS AND RAMP CONNECTIONS ON I94 BETWEEN MPLS AND ST PAUL THAT WILL PERMIT MPASS HOT LANE OPERATION	500,000	0	400,000	100,000	0	MN/DOT	O1
2012	MN 51		6215-93	CA	**MN250** SNELLING AVE, UNIVERSITY AVE, ST PAUL-INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	490,000	0	0	MN/DOT	E1
2012	PED/BIKE		127-091-001	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES -NICE RIDE MINNESOTA-MPLS & PARTS OF ST PAUL EXPANSION	150,000	0	110,000	0	40,000	FRIDLEY	AQ2
2012	PED/BIKE		141-091-013	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	275,000	0	0	MINNEAPOLIS	AQ2
2012	PED/BIKE		141-091-016	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	1,505,000	0	1,505,000	0	0	MINNEAPOLIS	AQ2
2012	PED/BIKE		141-091-030	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - 2010	4,897,000	0	4,897,000	0	0	MINNEAPOLIS	AQ2
2012	PED/BIKE		141-091-036	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - 2011	5,194,000	0	5,194,000	0	0	MINNEAPOLIS	AQ2
2012	PED/BIKE		141-591-004	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	63,000	0	0	MINNEAPOLIS	AQ2
2012	PED/BIKE		157-091-005	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT GIRARD AVE/HUMBOLDT AVE BIKE ST IN RICHFIELD	100,000	0	37,475	0	62,525	RICHFIELD	AQ2
2012	PED/BIKE		157-091-006	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	150,000	0	139,900	0	10,100	RICHFIELD	AQ2
2012	PED/BIKE		160-091-003	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR PHASE II, ROSEVILLE	494,888	0	417,000	0	77,888	ROSEVILLE	AQ2
2012	PED/BIKE		164-091-014	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES -ST PAUL BIKE LIBRARY PROJECT FOR 2012	110,000	0	110,000	0	0	SAINT PAUL	AQ2

**TABLE A-19
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
				Totals	35,191,085	0	34,900,572	100,000	190,513		

TABLE A-20
All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	BB		091-595-029	MC UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (2010 HIGH SPEED RAIL GRANT)(ORIGINAL SP WAS 091-595-028)	21,262,197	0	0	0	0	0	0 RAMSEY CO	E6
2012	BB		TRS-TCMT-11	TR CMAQ: PURCHASE 8 BUSES, & OPERATING FUNDING FOR 1-35	5,843,230	4,601,144	0	0	0	1,242,086	MVTA	T2
2012	BB		TRS-TCMT-12B	TR CMAQ: NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	0	6,720,000	MET COUNCIL-MT	E6
2012	CITY		098-080-034	DR **MN34** NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT-EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,594,185	0	564,185	0	0	1,030,000	NEWPORT	NC
2012	CITY		164-020-101	BR WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL-REMOVE & REPLACE EXISTING BR 5950	9,900,000	5,350,000	0	0	0	4,550,000	SAINT PAUL	S19
2012	CITY		164-158-020	BR 300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	0	1,047,200	SAINT PAUL	S19
2012	CITY		238-591-002	BT **SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	0	0	0	0	0	0 ROGERS	AQ2
2012	CMAQ		103-080-002	TR CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	0	5,115,000	ANOKA	E6
2012	CMAQ		141-080-044	TM OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS	625,000	500,000	0	0	0	125,000	MINNEAPOLIS	NC

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	CMAQ	164-070-011	TM	ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	2,065,000	1,340,000	0	0	0	725,000	SAINT PAUL	E2
2012	CMAQ	TRS-TCMT-11C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ
2012	CR	002-596-009	PL	**MN130**PRELIMINARY ENGINEERING FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 & TH 10 BETWEEN TH 169 & TH 101 (SAFETEA-LU)	1,687,000	0	719,921	0	0	967,079	ANOKA CO	O4
2012	CR 10	090-610-001	TR	SWT: NE QUADRANT OF TH 212 & CO RD 10, CHASKA-ACQUIRE RW & CONSTRUCT 450 STRUCTURED STALL PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	0	1,957,196	SOUTHWEST TRANSIT	E6
2012	CR B2	062-678-012	RC	FAIRVIEW AVE TO TH 51 (SNELLING AVE), ROSEVILLE-ROADWAY RECONSTRUCTION, INCLUDING TURN LANES, ADA PED UPGRADES & TRAFFIC SIGNAL IMPROVEMENTS, BITUMINOUS MILL & OVERLAY	4,945,730	2,394,000	0	0	0	2,551,730	RAMSEY CO	E1
2012	CSAH 10	146-020-011	SH	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-INTERSECTION IMPROVEMENT INCLUDING REPLACE TRAFFIC SIGNAL AND TURN LANES	700,000	630,000	0	0	0	70,000	MOUNDS VIEW	E1
2012	CSAH 109	027-709-021	MC	WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	0	2,247,000	HENNEPIN CO	A15
2012	CSAH 11	010-611-006	RC	CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL	5,925,988	2,805,968	0	0	0	3,120,020	CARVER CO	E4

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	CSAH 116	002-716-012	RC	ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL	5,885,600	4,708,480	0	0	0	1,177,120	ANOKA CO	A10
2012	CSAH 17	002-617-018	RC	ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116/(BUNKER LAKE BLVD), HAM LAKE-RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE FACILITIES	12,000,000	5,837,920	0	0	0	6,162,080	ANOKA CO	A15
2012	CSAH 19	027-619-019	BR	HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-REPLACE EXISTING BR 90480	470,800	376,640	0	0	0	94,160	HENNEPIN CO	S19
2012	CSAH 22	082-622-008	SH	WASHINGTON CSAH 22 & HARDWOOD AVE, COTTAGE GROVE-INSTALL TRAFFIC SIGNAL & LEFT TURN LANES	479,600	431,640	0	0	0	47,960	WASHINGTON CO	E2
2012	CSAH 3	027-603-049	RW	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RW(2003 APPROPRIATIONS ACT)	8,941,500	0	8,941,500	0	0	0	HENNEPIN CO	O4
2012	CSAH 3	027-603-052	PL	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING(2001 APPROPRIATIONS ACT)	1,050,000	0	840,000	0	0	210,000	HENNEPIN CO	O2
2012	CSAH 42	019-642-044	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	11,000,000	0	2,624,675	0	0	8,375,325	DAKOTA CO	E3
2012	CSAH 42	019-642-045	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (SAFETEA-LU)	375,000	0	300,000	0	0	75,000	DAKOTA CO	E3
2012	CSAH 7	002-607-019	SH	ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES	1,680,000	1,512,000	0	0	0	168,000	ANOKA CO	E1
2012	CSAH 96	062-596-003S	SH	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE	2,222,222	2,000,000	0	0	0	222,222	RAMSEY CO	A10
2012	CSAH 96	062-596-003UG	MC	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE	10,203,778	5,630,000	0	0	0	4,573,778	RAMSEY CO	A10

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2012	EN	EN	091-070-015	INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	0	494,592	ST PAUL PARK/REC	O9
2012	EN	EN	141-080-042	HENN AVE TO CEDAR AVE. MPLS-REHABILITATE/PRESERVE HISTORIC BRS WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	0	280,000	MINNEAPOLIS	O9
2012	I 35E	I 35	1980-68AC1	**LGA** DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	0	MN/DOT	A10
2012	I 35E	I 35E	0282-33	**BP08**AT ANOKA CSAH 14 IN LINO LAKES-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,773,825	0	0	0	0	1,773,825	MNDOT	E6
2012	I 35E	I 35E	1982-148	MN 110 E & W RAMPS, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	300,000	0	0	0	300,000	0	MN/DOT	E2
2012	I 35E	I 35E	1982-159	WEST SIDE OF I35E NORTH OF DIFFLEY ROAD FROM APPROX. MEADOWLARK CURVE TO MEADOWLARK WAY IN EAGAN-INSTALL NOISE WALL, DRAINAGE	475,000	0	0	0	430,000	45,000	MN/DOT	O3
2012	I 35E	I 35E	6280-308B	**MN055**CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-RW ACQUISITION (TEA-21)	44,646	0	35,717	0	8,929	0	MN/DOT	O4
2012	I 35E	I 35E	6280-308C	**MN091**PHALEN BLVD IN ST PAUL-RW ACQUISITION (2005 APPROPRIATIONS ACT)	719,612	0	719,612	0	0	0	MN/DOT	O4
2012	I 35E	I 35E	6280-308RW	**MN171** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,149,651	0	2,519,721	0	629,930	0	MN/DOT	O4
2012	I 35E	I 35E	6280-308S1	**MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	1,711,466	0	1,369,173	0	342,293	0	MN/DOT	O4
2012	I 35E	I 35E	6280-308S2	**MN233** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,374,625	0	2,699,700	0	674,925	0	MN/DOT	O4

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2012	1	I 35E	6280-353	BR AT MARYLAND AVE IN ST. PAUL- REPLACE MARYLAND BR 6513 (NEW BR 62626) AND APPROACH WORK	10,175,000	0	0	0	0	10,175,000	MN/DOT	S19
2012	2	I 35E	6280-354	RB RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) - LANDSCAPING	337,500	0	0	0	337,500	0	MNDOT	O6
2012	2	I 35E	6280-355	RB EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) - LANDSCAPING	337,500	0	0	0	337,500	0	MNDOT	O6
2012	1	I 35E	6280-359	RD **BP08** SOUTHBOUND FROM THE TH 5 EXIT RAMP NOSE THE TH 5 ENTRANCE RAMP NOSE IN ST PAUL-NEW BUS SHOULDERS (CHP 152 TRANSIT ADVANTAGE BONDS)	340,704	0	0	0	0	340,704	MNDOT	S4
2012	1	I 35E	6281-43	AM **BP08** AT RAMSEY CO ROAD E IN VADNAIS HEIGHTS- PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	1,844,673	0	0	0	0	1,844,673	MNDOT	E6
2012	3	I 35W	2782-294	RB FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - LANDSCAPING RESIDENTIAL SIDE OF NOISE WALLS	300,000	0	0	0	300,000	0	MNDOT	O6
2012	1	I 35W	2782-300	RD BLACKDOG RD TO 90TH ST IN BLOOMINGTON-REHABILITATION /REPLACEMENT OF DRAINAGE STRUCTURES	265,000	0	0	0	265,000	0	MN/DOT	NC
2012	1	I 35W	2783-133	RD FROM NORTH OF MISSISSIPPI RIVER AT NEW BRIGHTEN BLVD IN MINNEAPOLIS - STORMWATER TUNNEL REPAIR	1,265,000	0	0	0	1,265,000	0	MN/DOT	NC
2012	1	I 35W	2783-136	MC **TED** FROM 3RD & 4TH ST RAMP TO JOHNSON ST IN MINNEAPOLIS- CONSTRUCT ENTRANCE RAMP AND ADD AUXILIARY LANE (TED INTERCHANGE BONDS)	13,500,000	0	0	0	0	13,500,000	MNDOT	E3
2012	1	I 35W	6284-144	SC RAMSEY CO RD D EAST & WEST RAMPS IN ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	0	202,500	247,500	MN/DOT	E2

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2012	I 35W		6284-145	RS TH 888A (OLD TH 8), RAMSEY COR D TO I-35W-BITUMINOUS OVER CONCRETE OVERLAY (BRIDGE 9473, 9474, 9492 ARE EXCEPTIONS)	745,000	0	0	0	745,000	0	MN/DOT	S10	
2012	I 35W		6284-159	BR UNDER S JCT TH 10, ARDEN HILLS-REPLACE BR 9585 & 9586 & APPROACHES	9,555,000	0	0	0	9,555,000	0	MN/DOT	S19	
2012	I 494		8285-84	RB FROM MAXWELL (WASHINGTON CSAH 38) IN NEWPORT TO HARDMAN AVE IN S ST PAUL- LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6	
2012	I 694		6285-135AC	RC AT INTERCHANGE OF I694/TH51/TH10 & ON I694 AT ISLAND LAKE CHANNEL- RECONSTRUCT INTERCHANGE INCLUDING GRADING, SURFACING & REPLACING 7 BRIDGES (BR # 9301, 9302, 9310, 9311, 9312, 9447, 9448) WITH 6 NEW BRIDGES (BR # 62716, 62717, 62719, 62720, 62051, 62052)	27,436,423	27,436,423	0	0	0	0	MN/DOT	S6	
2012	I 694		6285-145	SC FROM HAMLIN AVE IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - FENCING (DE- BUNDLED FROM 6285-135)	20,000	18,000	0	0	2,000	0	MN/DOT	S13	
2012	I 694		6285-150	BI AT LEXINGTON AVE IN ARDEN HILLS-WIDEN TRAIL & BR 62824, ADA IMPROVEMENTS, SIGNAL & RAMP MODIFICATIONS, MILL & OVERLAY, AND CHANNELIZATION(CHANGED FROM SP 6285-62824 IN DRAFT ATIP)	750,000	0	0	0	750,000	0	MN/DOT	S19	
2012	I 694		6286-56	RC FROM 40TH STREET IN OAKDALE TO JUST WEST OF US 61 IN VADNAIS HEIGHTS - UNBONDED CONCRETE OVERLAY, RECONSTRUCTION OF RAMPS AND LOOPS, ADD ACCELERATION LANES AT TH36 INTERCHANGE, DRAINAGE, ADA UPGRADES, LIGHTING, SIGNS, CABLE GUARDRAIL, BRIDGE REPAIRS ON BR	20,000,000	0	0	0	0	20,000,000	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	194	194	6282-193	SC JOHN IRELAND BLVD, ST PAUL TO I-694/I-494 IN WOODBURY-REPLACE SIGNING	500,000	0	0	0	500,000	0	MN/DOT	O7
2012	194	194	6282-62867	BR AT CHATSWORTH STREET IN ST. PAUL-REPLACE PEDESTRIAN BRIDGE #9736, GUARDRAIL, TMS(2012 ADA PROJECT)	950,000	855,000	0	0	95,000	0	MN/DOT	S19
2012	194	194	8816-1438	PL FEASIBILITY STUDY OF LOW COST IMPROVEMENTS AND INTERCHANGE IMPROVEMENTS AND RAMP CONNECTIONS ON I94 BETWEEN MPLS AND ST PAUL THAT WILL PERMIT MNPASS HOT LANE OPERATION	500,000	0	0	0	100,000	0	MN/DOT	O1
2012	LOCAL	LOCAL	999091-060-067	RB GRAND ROUNDS MISSISSIPPI GORGE-PICNIC/OBSERVATION AREA (SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	0	0	0	34,000	MPLS PARK/REC BOARD	O9
2012	LOCAL	LOCAL	999091-060-079	PL MPLS GRAND ROUNDS VICTORY MEMORIAL (SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	0	0	0	22,500	MPLS PARK/REC BOARD	O9
2012	LOCAL	LOCAL	999091-060-083	RB GRAND ROUNDS MISSISSIPPI GORGE-RESTROOMS FACILITY (SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	0	0	0	100,000	MPLS PARK/REC BOARD	O9
2012	LOCAL	LOCAL	999091-060-097	RB GRAND ROUNDS MISSISSIPPI GORGE- PARKING/OVERLOOK (SCENIC BYWAYS 2009 APPROPRIATIONS ACT)	150,000	0	0	0	0	30,000	MPLS PARK/REC BOARD	AQ2
2012	LOCAL	LOCAL	999160-080-002	RW **MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN(2010 APPROPRIATIONS ACT-STP)	999,829	0	999,829	0	0	0	ROSEVILLE	O4
2012	MN	MN	101 2736-45	AM AT PLEASANT VIEW RD IN CHANHASSEN-CHANNELIZATION AND PEDESTRIAN BIKE TRAIL	594,000	0	0	0	594,000	0	MNDOT	E1
2012	MN	MN	110 1918-102	RS JUST W OF I-35E JUST E OF I-35E IN MENDOTA HTS-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, DRAINAGE, GUARDRAIL	1,050,000	0	0	0	1,050,000	0	MN/DOT	S10

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2012	MN 12	2713-102		DR FROM OLD CRYSTAL BAY ROAD N TO THE LUCE LINE CROSSING IN ORONO - REMOVE PAVED BERM, REGRADE BEHIND CURB, ADD	125,000	0	0	0	125,000	0	MN/DOT	AQ2
2012	MN 120	6227-57		SC BROOKVIEW DR TO FOURTH ST IN MAPLEWOOD - INTERSECTION MODIFICATION, AUXILIARY LANE ADDITION, MILL & OVERLAY, TRAFFIC SIGNAL REPLACEMENT AND REVISION, FIBER OPTIC INTERCONNECT, CAMERAS, SIGNING	1,705,000	1,364,000	0	0	341,000	0	MN/DOT	E1
2012	MN 13	1901-168		RS **BR4M**FROM I35W IN BURNSVILLE TO NORTH OF CHEROKEE HGTS BLVD IN MENDOTA HEIGHTS(EXCEPTION AREAS BETWEEN TM 104.841- 106.247 & TM 107.705-109.317)- MILL&OVERLAY, TURN LANES (\$300K IN DIST C FHWA IS DPS FUNDS)	11,400,000	8,017,850	0	0	3,382,150	0	MN/DOT	S10
2012	MN 13	1902-53		RD JUST NORTH OF 2ND ST TO JUST SOUTH OF 2ND ST IN MENDOTA-RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, POND, CATCH BASINS AND RESURFACING	1,650,000	0	0	0	1,650,000	0	MN/DOT	NC
2012	MN 156	1912-57		SC WENTWORTH AVE, SOUTH ST PAUL-REPLACE TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2012	MN 21	7002-43		DR AT SAND CREEK IN JORDAN - REPLACE RETAINING WALL	500,000	0	0	0	500,000	0	MN/DOT	NC
2012	MN 21	7002-44		RS **BR4M**FROM MILL ST IN JORDAN TO JCT US169 IN SAND CREEK TWP (INCLUDE ALL RAMPS AT US169)-MILL & OVERLAY AND ADA IMPROVEMENTS	1,030,000	0	0	0	1,030,000	0	MN/DOT	S10
2012	MN 25	7003-112		AM AT WALNUT ST/E MAIN ST IN BELLE PLAINE- RE-CONSTRUCT RIGHT LANE AND STRIPING	157,000	0	0	0	157,000	0	MNDOT	E1
2012	MN 280	6241-60		RC ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6

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2012	MN 3	1921-87	RD	194TH ST IN EMPIRE TWP TO CPRR BRIDGE NO. 19086 IN ROSEMOUNT-REPLACE AND REPAIR DRAINAGE STRUCTURES	200,000	0	0	0	200,000	0	MN/DOT	NC
2012	MN 36	082-596-003	MC	LAKE ELMO AVE (WASHINGTON CSAH 17), LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS	4,239,340	3,391,472	0	0	0	847,868	WASHINGTON CO	NC
2012	MN 36	6212-173	AM	**BP08**AT RICE STREET IN LITTLE CANADA-PARK AND RIDGE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	2,363,296	0	0	0	0	2,363,296	MNDOT	E6
2012	MN 36	8204-55	MC	AT HILTON TRAIL IN PINE SPRINGS & GRANT-RECONSTRUCT TO A GRADE-SEPARATED INTERCHANGE, FRONTAGE RD, ACCESS MODIFICATIONS	11,335,000	8,661,600	0	0	2,165,400	508,000	MN/DOT	A10
2012	4	MN 36	BR	OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND/MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,867,000	0	0	0	0	1,867,000	MN/DOT	A20
2012	4	MN 36	BR	RELOCATION OF HISTORIC SHODDY MILL & WAREHOUSE FROM OAK PARK HEIGHTS TO STILLWATER-MITIGATION ITEM FOR REPLACEMENT OF RIVER BRIDGE 4654	1,000,000	0	0	0	0	1,000,000	MN/DOT	A20
2012	4	MN 36	PL	**MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	4	MN 36	PL	**MN126** ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(W) TH 64-PRE DESIGN AND STUDY OF LONG TERM RDWY APPROACH ALTERNATIVES TO TH 36/SH 64 FOR ST CROIX RIVER CROSSING (SAFETEA-LU)	349,950	0	279,960	0	0	69,990	OAK PARK HEIGHTS	O1
2012	4	MN 36	BR	ST CROIX RIVER CROSSING - LOAD TESTING PROGRAM FOR NEW RIVER BRIDGE 82045	3,750,000	0	0	0	0	3,750,000	MN/DOT	A20

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2012	MN 5	1002-89		RS FROM JUST W OF CARVER CSAH 11 WEST JCT IN VICTORIA TO JUST E OF TH 41 IN CHANHASSEN - REPLACEMENT OF BR#6654 (NEW#10003), BITUMINOUS MILL & OVERLAY, ADD TURN LANES, & ADA (INCLUDES SP 1002-92 AND CO-OP AGMT	6,785,000	5,116,000	0	0	1,279,000	390,000	MN/DOT	S10
2012	MN 5	194-010-012		SH ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES (AC PROJECT, PAYBACK IN 2013)	1,020,000	0	0	918,000	0	102,000	CHANHASSEN	S19
2012	MN 51	6215-90		RS PIERCE BUTLER TO COMO AVE IN ST. PAUL-CONCRETE REHAB ON MAINLINE & RAMPS, M/O BITUMINOUS RAMPS, DRAINAGE, ADA & GUARDRAIL UPGRADES	1,500,000	0	0	0	1,500,000	0	MN/DOT	S10
2012	MN 51	6215-91		RS FROM JCT MN5 (7TH ST) TO DAYTON AVE IN ST PAUL - BITUMINOUS MILL & OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,970,000	0	0	0	1,970,000	0	MN/DOT	S10
2012	MN 51	6215-93		CA **MN250** SNELLING AVE, UNIVERSITY AVE, ST PAUL- INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	0	0	0	0	MN/DOT	E1
2012	MN 55	027-030-014		PL **MN120**ENVIRONMENTAL STUDIES & RW ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(I-494 TO CROW RIVER) (SAFETEA-LU)	600,000	0	480,000	0	0	120,000	HENNEPIN CO	O4
2012	MN 55	027-596-005		RW **MN120** RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT(ALONG CR 116 AT TH 55) (SAFETEA-LU)	834,501	0	667,601	0	0	166,900	HENNEPIN CO	O2
2012	MN 55	2722-78		AM FROM TAMARACK RD TO EAST OF PINTO DRIVE(HENNEPIN CSAH 115/CR 116) IN MEDINA- SIGNAL REVISIONS AND MEDIAN CLOSURES IN CONJUNCTION WITH BACKAGE ROAD CONSTRUCTION	500,000	0	0	0	500,000	0	MN/DOT	NC

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 55	2722-81	RS	**BR4M**FROM ASH ST IN ROCKFORD TO JUST WEST OF HENNEPIN CR-116(PINTO RD) IN MEDINA-BIT MILL AND OVERLAY, TURN LANES, ADA IMPROVEMENTS, DRAINAGE, GUARDRAIL(\$300K FROM DIST 3 IN OTHER; \$1.3M IN DIST C FHWA IS DPS FUNDS)	9,350,000	7,500,000	0	0	1,550,000	300,000	MN/DOT	S10
2012	MN 55	2723-117	SC	DOUGLAS DR(HENNEPIN CSAH 102), GOLDEN VALLEY-REPLACE TRAFFIC SIGNAL	300,000	0	0	0	150,000	150,000	MN/DOT	E2
2012	MN 55	2724-120	AM	FROM E 26TH ST TO E 50TH IN MINNEAPOLIS-UPGRADE SIGNAL SYSTEMS AND INSTALL NEW CONTROLLERS AND CABINETS	275,000	0	0	0	275,000	0	MN/DOT	S7
2012	MN 610	0217-23	TM	FROM US169 IN BROOKLYN PARK TO US10 IN COON RAPIDS-INSTALL TRAFFIC MANAGEMENT SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S7
2012	MN 610	2771-38F	MC	**MN082** TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS(2004 APPROPRIATIONS ACT)	373,018	0	373,018	0	0	0	MN/DOT	A15
2012	MN 62	2774-20	SC	FROM MN100 IN EDINA TO PENN AVE IN RICHFIELD/MINNEAPOLIS-REPLACE LIGHTING	525,000	0	0	0	525,000	0	MN/DOT	S18
2012	MN 62	2774-21	RS	**BR4M**FROM TRACY AVE IN EDINA TO UNDER PENN AVE BRIDGE IN RICHFIELD/MINNEAPOLIS-MEDIUM MILL&OVERLAY (ASSOCIATED TO NON-PRIME SP 2763-48)	4,500,000	0	0	0	4,500,000	0	MN/DOT	S10
2012	MN 65	0207-101	RS	**BR4M**FROM 40TH AVE IN COLUMBIA HTS TO I694 IN FRIDLEY-ATM IMPROVEMENTS	700,000	0	0	0	700,000	0	MN/DOT	S7
2012	MN 65	0207-93	SC	50TH AVE IN COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 65	0207-94	TM	FROM I-694 IN FRIDLEY TO ANOKA CSAH 24 (237TH AVE NE) IN EAST BETHEL-CABINET UPGRADES, SIGNAL TIMING, DEPLOYMENT OF CCTV CAMERAS, & VARIABLE MESSAGE SIGNS	1,400,000	1,120,000	0	0	280,000	0 MN/DOT	0	0	S7
2012	MN 65	0207-95	RS	WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS(NOT INCLUDING 27TH TO 37TH AVE EXCEPT A PROFILE CORRECTION AT THE RR CROSSING, 14TH TO 18TH AVE AND BRIDGE 2440)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS	3,860,000	0	0	0	3,860,000	0 MN/DOT	0	0	S10
2012	MN 65	0208-127	AM	E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES AND CONSTRUCT FRONTAGE RDS (\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	0	1,300,000	0 MNDOT	0	0	E1
2012	MN 65	0208-132	SH	169TH AVE NE, HAM LAKE- CONVERT INTERSECTION TO A DIRECTIONAL CROSSEVER WITH MEDIAN U-TURNS	1,035,000	931,500	0	0	103,500	0 MN/DOT	0	0	E1
2012	MN 65	0208-140	RB	0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	0	125,000	0 MNDOT	0	0	O6
2012	MN 65	0208-145	AM	AT ANOKA CSAH 116 IN HAM LAKE - CONSTRUCT TWO NB LEFT TURN LANES, EXTEND SB LEFT TURN LANE, AND SIGNAL REVISIONS	500,400	0	0	0	500,400	0 MN/DOT	0	0	S6
2012	MN 65	0208-146	RC	**BR4M**FROM N OF 217TH AVE TO ANOKA/SANTI CO LINE IN EAST BETHEL-UNBONDED CONCRETE OVERLAY, DRAINAGE REPAIR, ADA IMPROVEMENTS, TURN LANES (\$300K IN DIST C FHWA IS DPS FUNDS)	10,031,000	7,380,500	0	0	550,500	2,100,000 MN/DOT	0	0	S10
2012	MN 7	163-010-038	MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT	18,400,000	7,630,000	0	0	0	10,770,000 SAINT LOUIS PARK	0	0	A10
2012	MN 7	2704-34	AM	AT KINGS POINT RD (HENNEPIN CSAH 11) IN MINNETRISTA - ROUNDABOUT	594,000	0	0	0	594,000	0 MNDOT	0	0	E1

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 7		2706-221	SC VINE HILL RD, SHOREWOOD- REPLACE TRAFFIC SIGNAL	300,000	0	0	0	175,000	125,000	MN/DOT	E2
2012	MN 7		2706-226	AM AT LOUISIANA AVENUE IN ST LOUIS PARK-GRADE SEPARATED INTERCHANGE W/ROUNDABOUTS (\$594K AM, \$1M SC)	1,594,000	0	0	0	1,594,000	0	MNDOT	A15
2012	MN 77		1925-53	RS **BR4M**FROM 138TH S IN APPLE VALLEY TO SOUTH OF MN13 IN EAGAN - MINOR CONCRETE PAVEMENT REHAB, ADA AND GUARDRAIL UPGRADES	5,800,000	0	0	0	5,800,000	0	MN/DOT	S10
2012	MN 77		1925-54	RS **BR4M**FROM SOUTH OF MN13 TO S END OF MINN RIVER BRIDGE (DAKOTA/HENNEPIN CO LINE) IN EAGAN- MILL&OVERLAY, ADA AND GUARDRAIL UPGRADES	1,730,000	0	0	0	1,730,000	0	MN/DOT	S10
2012	MN 999		880M-AM-12	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2012	785,490	0	0	0	785,490	0	MN/DOT	NC
2012	MN 999		880M-CA-12	CA METRO SETASIDE - CONSULTANT DESIGN -2012	8,600,000	0	0	0	8,600,000	0	MN/DOT	NC
2012	MN 999		880M-NO-12	NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	575,000	0	0	0	575,000	0	MN/DOT	NC
2012	MN 999		880M-PM-12	PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	4,305,000	0	0	0	4,305,000	0	MN/DOT	NC
2012	MN 999		880M-RB-12	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	0	100,000	0	MN/DOT	NC
2012	MN 999		880M-RW-12	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	22,900,000	0	0	0	22,900,000	0	MN/DOT	NC
2012	MN 999		880M-RX-12	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2012	MN 999		880M-SA-12	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	39,000,000	0	0	0	39,000,000	0	MN/DOT	NC
2012	MN 999		880M-TE-12	SC METRO SETASIDE FOR WRE (\$30K) FOR FY 2012	30,000	0	0	0	30,000	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	MN 999	880M-TM-12	880M-TM-12	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	400,000	0	0	0	400,000	0	MN/DOT	NC
2012	MN 999	880M-TR-12	880M-TR-12	TM METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2012	220,000	0	0	0	220,000	0	MN/DOT	NC
2012	MN 999	8825-277	8825-277	SC SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S18
2012	MN 999	8825-308	8825-308	SC METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MNDOT	E2
2012	MN 999	8825-316	8825-316	TM METROWIDE-DMS REPLACEMENTS, TMS COMMUNICATIONS, CCTV REPLACEMENT	500,000	0	0	0	500,000	0	MN/DOT	NC
2012	MN 999	8825-427	8825-427	SC METROWIDE-LIGHT POLE & SIGNAL LOOP REPLACEMENT	300,000	0	0	0	300,000	0	MN/DOT	S18
2012	MN 999	TRLF-RW-12	TRLF-RW-12	RW REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2012	MSAS 165	141-165-030	141-165-030	SH CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	0	55,440	MINNEAPOLIS	S7
2012	PED/BIKE	010-090-002	010-090-002	EN MAYER TO CARVER/MCLEOD CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE	1,478,400	1,120,000	0	0	0	358,400	CARVER CO	AQ2
2012	PED/BIKE	010-090-003	010-090-003	EN W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,362,500	1,090,000	0	0	0	272,500	CARVER CO	AQ2
2012	PED/BIKE	091-090-047	091-090-047	EN PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,500,000	943,312	0	0	0	556,688	DAKOTA CO	O9

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012		PED/BIKE	091-090-050	BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION (SAFETEA-LU)	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2012		PED/BIKE	091-090-056	EN CHEROKEE REGIONAL PARK-CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	2,640,000	1,090,000	0	0	0	1,550,000	SAINT PAUL PARKS & REC	AQ2
2012		PED/BIKE	091-090-057	EN MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY	1,290,240	1,032,192	0	0	0	258,048	DAKOTA CO	AQ2
2012		PED/BIKE	091-090-058	EN TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	0	198,520	DAKOTA CO	AQ2
2012		PED/BIKE	091-090-059	EN MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL	2,500,000	1,090,000	0	0	0	1,410,000	DAKOTA CO	AQ2
2012		PED/BIKE	091-090-060	EN ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL-CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	0	196,200	RAMSEY CO PARKS	AQ2
2012		PED/BIKE	107-090-005	EN LONG MEADOW LAKE, 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
2012		PED/BIKE	107-090-006	EN 20TH AVE TO 22ND AVE, BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	0	972,000	BLOOMINGTON	O9
2012		PED/BIKE	120-020-037	EN LYNMAR LANE TO E OF FRANCE AVE NEAR 72ND ST S, EDINA-CONSTRUCT PED/BIKE BRIDGE OVER FRANCE AVE	2,180,000	1,090,000	0	0	0	1,090,000	EDINA	AQ2
2012		PED/BIKE	127-091-001	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES -NICE RIDE MINNESOTA-MPLS & PARTS OF ST PAUL EXPANSION	150,000	0	0	0	0	40,000	FRIDLEY	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ	
2012		PED/BIKE	141-091-013	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	141-091-016	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	1,505,000	0	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	141-091-030	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - 2010	4,897,000	0	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	141-091-036	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - 2011	5,194,000	0	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	141-591-004	BT **SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	0	0	0	0	0	MINNEAPOLIS	AQ2
2012		PED/BIKE	157-091-005	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT GIRARD AVE/HUMBOLDT AVE BIKE ST IN RICHFIELD	100,000	0	0	0	0	62,525	0	RICHFIELD	AQ2
2012		PED/BIKE	157-091-006	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	150,000	0	0	0	0	10,100	0	RICHFIELD	AQ2
2012		PED/BIKE	160-091-003	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR PHASE II, ROSEVILLE	494,888	0	0	0	0	77,888	0	ROSEVILLE	AQ2
2012		PED/BIKE	164-020-109	EN RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL- RECONSTRUCT RAYMOND AVE, INCLUDING GRADING AND SURFACING, INTERSECTION REALIGNMENT, AND PEDESTRIAN STREETSCAPE IMPROVEMENTS	1,612,800	1,075,200	0	0	0	537,600	0	SAINT PAUL	AQ2
2012		PED/BIKE	164-091-014	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES -ST PAUL BIKE LIBRARY PROJECT FOR 2012	110,000	0	0	0	0	0	0	SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	PED	BIKE	188-118-004	EN ON KENRICK AVE BETWEEN 185TH ST & 205TH ST, ALONG MARION LAKE BETWEEN KENRICK AVE & 195TH ST- CONSTRUCT TRAIL, PURCHASE 14 ACRES FOR PARK & CONSTRUCT TRAIL IN PARK ALONG MARION LAKE (AC PROJECT, PAYBACK IN 2014)	2,577,000	0	0	1,040,000	0	1,537,000	LAKEVILLE	AQ2
2012	PED	BIKE	194-010-010	EN AT MINNEWASHITA PKWY & TH 5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS (AC PROJECT, PAYBACK IN 2013)	1,224,000	0	0	979,200	0	244,800	CHANHASSEN	AQ2
2012	RR		10-00118	SR MPL ON CSAH 33, OAK ST IN NORWOOD YOUNG AMERICA(1 MI S)-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2012	RR		27-00294	SR 39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00295	SR W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00296	SR LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	0	30,800	MN/DOT	S8
2012	RR		27-00297	SR 26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00298	SR 17TH AVE N, MSAS 310, MPLS-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00299	SR ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00300	SR 22ND AVE N, MSAS 311, MPLS-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	US	10	0202-91	SC THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	0	450,000	0	MN/DOT	O7
2012	US	10	0215-59	RC **LGA**HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT	3,149,214	3,149,214	0	0	0	0	MNDOT	NC
2012	US	10	103-010-016	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE (SAFETEA-LU)	1,349,850	0	1,079,880	0	0	269,970	ANOKA CO	O4

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2012	US 12	US 12	2713-104	AM **BP08**AT HENNEPIN CSAH29 (BAKER PARK RD) IN MAPLE PLAIN-PARK AND POOL (CHP 152 TRANSIT ADVANTAGE BONDS)	691,600	0	0	0	0	691,600	MNDOT	E6
2012	US 12	US 12	2713-88	RS **BR4M**FROM W OF HENNEPIN CR 83 TO W OF BOUNDARY AVE IN MAPLE PLAIN-GRADING, SURFACING, CHANNELIZATION, SIGNING,	1,375,000	0	0	0	1,375,000	0	MN/DOT	S16
2012	US 169	US 169	2750-71	RB HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	O6
2012	US 169	US 169	2750-78	AM AT 101ST AVE, BETWEEN US169 & WINNETKA AVE IN BROOKLYN PARK - PAVE ROAD	250,000	0	0	0	250,000	0	MN/DOT	S10
2012	US 169	US 169	2772-83	SC 22ND ST TO 23RD ST, ST LOUIS PARK-CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	555,000	0	0	0	555,000	0	MN/DOT	O3
2012	US 169	US 169	2776-03RW11	RW I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	3,500,000	2,800,000	0	0	700,000	0	MNDOT	O4
2012	US 169	US 169	7009-67	RD NEAR OLD SCOTT CO RD 63 (LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	85,000	0	0	0	85,000	0	MN/DOT	NC
2012	US 212	US 212	1013-79A	PL **MN163**NORWOOD YOUNG AMERICA TO CARVER CO RD 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, & CONSTRUCTION OF EXPANDED RDWY (SAFETEA-LU)	899,901	0	719,921	0	89,990	89,990	MNDOT	O2
2012	US 212	US 212	1013-79B	PL NORWOOD YOUNG AMERICA TO CHASKA-US HIGHWAY 212 EXPANSION(2008 APPROX ACT-TCSF)	755,911	0	604,729	0	75,591	75,591	MNDOT	O2
2012	US 212	US 212	1017-100	RB AT CARVER CSAH 11 INTERCHANGE IN CHASKA-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6

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2012	US 52	1906-55	SC	MN 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, LIGHTING, SIGNING AND CONSTRUCT US52 RAMPS & LOOPS TO CSAH 47 OVERPASS("OLD"ACCESS MANAGEMENT FUNDS(\$910K) & 2012 SC (\$191K)	3,795,000	0	0	0	1,100,000	2,695,000	MN/DOT	NC
2012	US 52	1907-73	SC	INVER GROVE TR TO CONCORD BLVD IN INVER GROVE HTS- CONSTRUCT W FRONTAGE RD, ACCESS CLOSURES, DRAINAGE, POND	1,045,000	0	0	0	1,045,000	0	MN/DOT	NC
2012	US 52	1928-63	AM	ALONG SOUTHVIEW BLVD (DAKOTA CSAH 14) IN SOUTH ST. PAUL - NEW SIDEWALKS, ADA PEDESTRIAN RAMPS AND CONNECT TO EXISTING SIDEWALKS, RETAINING WALL	43,200	0	0	0	43,200	0	MNDOT	AQ2
2012	US 52	1928-64	RS	**BR4M**FROM MN55 TO I494 IN INVER GROVE HTS-BIT MILL & OVERLAY, DRAINAGE, ADA IMPROVEMENTS, AND TMS	4,350,000	3,480,000	0	0	870,000	0	MN/DOT	S10
2012	US 61	6222-165	RS	NORTH OF MN96 IN WHITE BEAR LAKE TO SOUTH OF TH 97 IN FOREST LAKE-MILL & OVERLAY, REPLACE TRAFFIC SIGNAL AT BUFFALO ST. DRAINAGE & GUARDRAIL IMPROVEMENTS	5,715,000	4,470,000	0	0	1,117,500	127,500	MN/DOT	S10
2012	US 61	8206-41	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT TRAFFIC SIGNAL, ADD TURN LANES, DRAINAGE, ADA IMPROVEMENTS AND GUARDRAIL	1,998,080	1,198,080	0	0	445,000	355,000	MNDOT	E2
2013	BB	TRS-TCMT-10B	TR	CMAQ: PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	0	680,520	MET COUNCIL -MT	T10
2013	BB	TRS-TCMT-12A	TR	CMAQ: PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	0	1,680,000	MET COUNCIL - MTS	T10

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CITY	110-101-014	SH	AT BROOKLYN DR & XERXES AVE IN BROOKLYN PARK- CONSTRUCT ROUNDABOUT	614,040	552,636	0	0	0	61,404	BROOKLYN PARK	E1
2013	CITY	141-433-002	RC	ON GRANARY RD FROM 25TH AVE SE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS & BICYCLE TRAIL	8,925,000	7,140,000	0	0	0	1,785,000	MINNEAPOLIS	A15
2013	CITY	141-454-001	BR	COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	0	3,248,000	MINNEAPOLIS	S19
2013	CITY	164-145-040	BR	HAMLIN AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL-REPLACE BR 62502 & APPROACHES	9,750,000	3,876,000	0	0	0	5,874,000	SAINT PAUL	S19
2013	CMAQ	002-596-016	TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT	1,362,720	1,090,176	0	0	0	272,544	ANOKA CO	E6
2013	CMAQ	002-596-017	TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	3,300,000	2,640,000	0	0	0	660,000	ANOKA CO	T10
2013	CMAQ	002-596-018	TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- CONSTRUCTION OF PARK & RIDE LOT	1,632,000	1,305,600	0	0	0	326,400	ANOKA CO	E6
2013	CMAQ	002-596-019	TR	AT INTERSECTION OF TH 65 & ANOKA CSAH 14 IN BLAINE- COMMUTER SERVICE BETWEEN BLAINE & MPLS ON TH65, TH10/610, TH252 & I-94	1,993,733	1,594,986	0	0	0	398,747	ANOKA CO	T10
2013	CMAQ	010-596-006	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE	1,444,014	1,155,211	0	0	0	288,803	CITY OF CARVER	O4

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CMAQ	010-596-007	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-CONSTRUCT 400 STALL PARK & RIDE	3,060,000	2,448,000	0	0	0	612,000	CITY OF CARVER	E6
2013	CMAQ	010-596-008	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 & CARVER CSAH 11-SERVICE BETWEEN CARVER & DOWNTOWN MPLS/U OF M & DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS	1,032,750	826,200	0	0	0	206,550	CITY OF CARVERT	T10
2013	CMAQ	090-080-014	TR	CONSTRUCT ROSEMOUNT DEPOT PASSENGER FACILITY FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	935,850	748,680	0	0	0	187,170	MVTA	E6
2013	CMAQ	107-030-005	TM	AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION & EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILBREW LANE ENTERING FROM I-494, TH77 & TH5	1,300,500	1,040,400	0	0	0	260,100	CITY OF BLOOMINGTON	O8
2013	CMAQ	TRS-TCMT-13	TR	CMAQ: PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	1,540,000	1,232,000	0	0	0	308,000	MVTA	T10
2013	CMAQ	TRS-TCMT-13A	TR	CMAQ: STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF ROSEMOUNT	525,096	420,077	0	0	0	105,019	MVTA	T10
2013	CMAQ	TRS-TCMT-13B	TR	CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2013	CMAQ	TRS-TCMT-13C	TR	CMAQ: AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR & BEAM AVE-PURCHASE & OPERATION OF FOUR BUSES	3,763,663	3,010,930	0	0	0	752,733	MET COUNCIL -MT	T10
2013	CMAQ	TRS-TCMT-13D	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CMAQ	TRCMT-13E	TR	CMAQ	PURCHASE OF THREE LRT VEHICLES FOR HIAWATHA LRT	10,500,000	7,000,000	0	0	0	3,500,000	MET COUNCIL -MT	T10
2013	CR 5	019-605-028A	MC	**MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT-STP)	950,000	0	950,000	0	0	0	0	BURNSVILLE	A15
2013	CR 5	019-605-028B	MC	**MN190**AT TH 13, BURNSVILLE-CONSTRUCTION OF INTERCHANGE (MATCH IS COMING FROM SP 1901-148) (SAFETEA-LU)	1,527,604	0	1,527,604	0	0	0	0	BURNSVILLE	A15
2013	CSAH 1	002-601-045	SH	ON ANOKA CSAH 1(COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIAN	102,000	91,800	0	0	0	0	10,200	ANOKA CO	S16
2013	CSAH 1	002-601-046	SH	ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9(ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED CHANNELIZATION	408,000	367,200	0	0	0	0	40,800	ANOKA CO	E1
2013	CSAH 10	146-020-012	SH	ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES	295,800	266,220	0	0	0	0	29,580	MOUNDS VIEW	E2
2013	CSAH 17	002-617-020	SH	ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18(CROSSTOWN BLVD NE) IN HAM LAKE-CONSTRUCT TRAFFIC SIGNAL, TURN LANES	510,000	459,000	0	0	0	0	51,000	ANOKA CO	E2
2013	CSAH 17	070-617-022	RC	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT	8,874,000	7,099,200	0	0	0	0	1,774,800	SCOTT CO	A15
2013	CSAH 17	166-020-014	SH	ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD INCLUDING TURN LANES	1,224,000	1,101,600	0	0	0	0	122,400	SHAKOPEE	E1
2013	CSAH 18	002-611-033	SH	ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11(NORTHDALE BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES	612,000	550,800	0	0	0	0	61,200	ANOKA CO	E1
2013	CSAH 3	027-603-053	MC	**MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2001 APPROPRIATIONS ACT)	2,104,245	0	1,683,396	0	0	0	420,849	HENNEPIN CO	E3

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CSAH 3	027-603-053A	MC	**MN23**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE (SAFETEA-LU)	6,796,043	0	5,436,834	0	0	1,359,209	HENNEPIN CO	E3
2013	CSAH 3	027-603-053B	MC	**MN151**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE (SAFETEA-LU)	1,799,800	0	1,439,840	0	0	359,960	HENNEPIN CO	E3
2013	CSAH 5	019-605-028	MC	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS(REMAINDER OF THE MATCH COMING FROM SP 1901-148)	7,875,000	7,140,000	0	0	0	735,000	DAKOTA CO	A15
2013	CSAH 60	188-020-021	RC	AT DAKOTA CSAH 60(185TH ST) & DAKOTA CSAH 50(KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT	2,040,000	1,632,000	0	0	0	408,000	LAKEVILLE	E1
2013	CSAH 81	027-681-029	RC	N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY	10,080,000	7,840,000	0	0	0	2,240,000	HENNEPIN CO	A10
2013	CSAH 9	019-609-018	RC	FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS & TURN LANES	7,012,500	5,610,000	0	0	0	1,402,500	DAKOTA CO	S4
2013	I 35	1980-68AC2	RC	**LGA** CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	0	MN/DOT	NC
2013	I 35E	1982-158	SC	S JCT I35E/W IN BURNSVILLE TO MN77 IN EAGAN - SIGN REPLACEMENT	350,000	0	0	0	350,000	0	MNDOT	O8
2013	I 35E	1982-161	BI	FROM I35E/I35W SPLIT TO DAKOTA CSAH 11 IN BURNSVILLE-REDECK AND APPROACH WORK ON BRIDGES 19893, 19809, 19811, 19812, 19889, 19866, 19813, 19814, GUARDRAIL, PED RAMP UPGRADES	1,865,000	1,678,500	0	0	186,500	0	MN/DOT	S19

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2013	1	I 35E	6280-308	BR	UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RECONSTRUCT INCLUDING REPLACE EXISTING INTERCHANGE AT PENNSYLVANIA AVE WITH INTERCHANGE AT CAYUGA ST, FRONTAGE ROAD CONSTRUCTION, RETAINING WALLS, TRAILS AND INCLUDING REPLACING 5 BRIDGES (NEW BR# 62	131,000,000	51,325,000	0	0	0	79,675,000	MN/DOT	A20
2013	1	I 35E	6280-308RR	BR	UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-RAILROAD AGREEMENT	2,100,000	0	0	0	0	2,100,000	MN/DOT	NC
2013	1	I 35E	6280-308RW3	RW	**MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	3,000,000	0	2,400,000	0	600,000	0	MN/DOT	A20
2013	1	I 35E	6280-308UT	BR	UNIVERSITY AVE TO JUST NORTH OF MARYLAND AVE IN ST PAUL-UTILITY RELOCATION	1,050,000	0	0	0	0	1,050,000	MN/DOT	NC
2013	1	I 35W	0280-63	NO	E OF I-35W, N OF LAKE DR ALONG RESIDENTIAL AREA (MANUFACTURED HOME COMMUNITY), BLAINE - NOISE WALL	2,070,000	0	0	0	1,865,000	205,000	MNDOT	O3
2013		I 35W	1981-126	MC	FROM CRYSTAL LAKE RD (ON I-35) TO BURNSVILLE PARKWAY IN BURNSVILLE - LANDSCAPING	70,000	0	0	0	70,000	0	MNDOT	O6
2013		I 35W	2781-439	BI	PORTLAND AVE & PARK AVE BRIDGES OVER I35W IN MPLS- REDECK BRIDGES 27851 & 27852 & APPROACH WORK	4,715,000	4,086,000	0	0	454,000	175,000	MN/DOT	S19
2013	3	I 35W	2782-293	RB	FROM PENN AVE TO PORTLAND AVE IN RICHFIELD/MPLS - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	0	250,000	0	MNDOT	O6
2013	3	I 35W	2782-319	RB	FROM PENN AVE TO PORTLAND AVE IN RICHFIELD/MPLS - LANDSCAPE RESIDENTIAL SIDE OF NOISE WALLS IN COMMONS	250,000	0	0	0	250,000	0	MNDOT	O6

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2013	I 35W		2782-321	BI W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON-DECK REPAIR OF BRIDGES 9041, 9039, 9213, REPLACE SIGNAL, GUARDRAIL	1,515,000	0	0	0	1,195,000	320,000	MN/DOT	S19
2013	I 394		2789-133	SC WB TO I494 NB & SB EXIT RAMP, MINNETONKA - MODIFY CO RD-CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB, M/O	690,000	0	0	0	690,000	0	MN/DOT	E1
2013	I 494		2785-364	MC FROM 35W TO TH 100 IN BLOOMINGTON AND RICHFIELD - ADD AUXILIARY LANE IN WB DIRECTION, NOISE WALL, DRAINAGE, PONDING, LIGHTING AND TMS	8,230,000	6,584,000	0	0	1,646,000	0	MNDOT	A15
2013	I 494		2785-367	RS FROM JUST W OF 34TH AVE TO JUST W OF FRANCE AVE IN BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, RETAINING WALLS & TMS	15,115,000	13,603,500	0	0	1,511,500	0	MNDOT	S10
2013	I 494		2785-378	BR XERXES AVE BRIDGE OVER I-494 IN BLOOMINGTON-REPLACE BRIDGE #9126 AND APPROACH PANELS. ALSO INCLUDES RECONSTRUCTION OF XERXES AVE (JUST TO THE NORTH AND SOUTH OF THE BRIDGE) AND SOUTHTOWN BLVD (JUST EAST AND WEST OF THE INTERSECTION WITH XERXES AVE)	6,835,000	6,151,500	0	0	683,500	0	MN/DOT	S19
2013	I 494		2785-388	AM **TED** AT 34TH AVE S IN BLOOMINGTON -INTERCHANGE CONSTRUCTION (TED INTERCHANGE FUNDS)	6,000,000	0	0	0	0	6,000,000	MNDOT	E3
2013	I 694		6285-146	SC AT RAMSEY CO ROAD F IN ARDEN HILLS - NEW SIGNAL INSTALLATION (DE-BUNDLED FROM 6285-135)	200,000	106,720	0	0	26,680	66,600	MN/DOT	E2

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2013	1694	6285-147	SC	FROM I35W IN ARDEN HILLS TO VICTORIA STREET (RAMSEY CSAH 52) IN SHOREVIEW - CABLE MEDIAN GUARDRAIL (DE-BUNDLED FROM 6285-135)	210,000	189,000	0	0	21,000	0	MN/DOT	S9
2013	1694	6286-55	SC	FROM US 61 TO CENTURY AVE IN WHITE BEAR LAKE - REPLACEMENT OF INTERCHANGE LIGHTING	620,000	0	0	0	620,000	0	MNDOT	S18
2013	194	6283-174	DR	TH 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	610,000	0	0	0	610,000	0	MNDOT	NC
2013	194	8281-03	BI	OVER ST. CROIX RIVER AT LAKELAND, MN/HUDSON, WI- EPOXY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET)	2,247,000	0	0	0	1,123,500	1,123,500	MN/DOT	S19
2013	194	8282-114	AM	**BP08**AT MANNING AVE IN WOODBURY - PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	5,719,481	0	0	0	0	5,719,481	MNDOT	E6
2013	LOCAL	999070-030-006	SH	COUNTY-WIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, AND OTHER APPURTENCES	616,080	554,472	0	0	0	61,608	SCOTT CO	S6
2013	MN 100	2755-90	BI	AT BASS LAKE ROAD & AT BROOKLYN BLVD BOTH OVER TH 100 IN BROOKLYN CENTER- REDECK BRIDGES 27041 & 27038. REPLACE APPROACH PANELS, SIGNAL INTERCONNECT AND SIGNING	3,710,000	2,968,000	0	0	742,000	0	MN/DOT	S19
2013	MN 101	1009-22	AM	FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	1,900,000	0	0	0	1,900,000	0	MNDOT	A15
2013	MN 101	194-010-011	RC	FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY(FEDERAL MATCH IS UNDER SP 1009-22)	5,726,400	5,426,400	0	0	0	300,000	CHANHASSEN	A15

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2013	MN 13	1901-148	AM	AT CSAH 5 IN BURNSVILLE- CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS(\$9M INTERCHANGE BONDS, \$7M CHP 36 BONDS, \$1M SC, \$.55K AM) (TIED TO SP 019-605-028)	17,550,000	0	0	0	1,550,000	16,000,000	MNDOT	E1
2013	MN 13	1901-162	BI	OVER I35W IN BURNSVILLE- PAINT BRIDGES 9779 & 9780, GUARDRAIL & DRAINAGE	585,000	468,000	0	0	117,000	0	MN/DOT	S19
2013	MN 13	1901-169	RC	FROM 0.4 MI W OF I-35W TO I- 35W IN BURNSVILLE- RECONSTRUCT TO CONCRETE	825,000	0	0	0	825,000	0	MNDOT	S10
2013	MN 13	7001-108	SC	SCOTT CSAH 44 (160TH ST SE)/RIDGEMONT AVE SE IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA UPGRADES	280,000	0	0	0	140,000	140,000	MNDOT	E2
2013	MN 13	7001-110	RC	FROM US 169 (ON MN 101) IN SHAKOPEE TO LOUISIANA AVE IN SAVAGE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2013	MN 149	1917-42	SC	TH 110 TO SMITH AVE - SIGN REPLACEMENT	250,000	0	0	0	250,000	0	MNDOT	O8
2013	MN 149	195-010-010	RC	FROM TH 55 TO I-494 IN EAGAN- RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL	3,162,000	2,529,600	0	0	0	632,400	EAGAN	A15
2013	MN 169	2772-96	BI	OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR & OVER 2ND ST IN HOPKINS-REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL	1,675,000	0	0	0	1,675,000	0	MN/DOT	S19
2013	MN 252	2748-59	SC	AT 66TH AVE N IN BROOKLYN CENTER-REPLACE EB 66TH AVE FREE RIGHT AT TH 252 WITH RIGHT TURN LANE & REPLACE TRAFFIC SIGNAL, ADA UPGRADES, NEW DRAINAGE STRUCTURES	350,000	0	0	0	225,000	125,000	MNDOT	E2
2013	MN 280	6242-9472	BI	UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL-REPAIR/MODIFY BRS 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT	425,000	0	0	0	425,000	0	MNDOT	S19
2013	MN 284	1014-15	AM	E 10TH ST, WACONIA- CONSTRUCT ROUNDABOUT	1,000,000	0	0	0	400,000	600,000	MN/DOT	E1

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 3		1908-79	RS JUST N OF ANNE MARIE TR IN INVER GROVE HTS TO MN 110 IN SUNFISH LAKE-MILL & OVERLAY, CONCRETE REPAIR, CONSTRUCT LEFT TURN LANE, DRAINAGE, GUARDRAIL REPAIRS & REPLACE BIT CURB WITH CONCRETE	2,450,000	0	0	0	2,450,000	0	0 MNDOT	S10
2013	MN 36		6212-164	DR JUST E OF SNELLING AVE, ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT	220,000	0	0	0	220,000	0	0 MNDOT	NC
2013	MN 36		6212-167	BR OVER KELLER LAKE IN MAPLEWOOD-REPLACE BR 5715 & APPROACHES, GUARDRAIL, STORM SEWER AND PONDS	3,730,000	2,984,000	0	0	746,000	0	0 MN/DOT	S19
2013	MN 36		8204-56	DR MN120 TO STILLWATER BLVD N - REPAIR AND REPLACE DETERIORATING PIPES, STRUCTURES & APRONS AND REPLACE & GUARDRAIL	735,000	0	0	0	735,000	0	0 MNDOT	NC
2013	4	MN 36	8214-114MIT13	BR OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,200,000	0	0	0	0	7,200,000	MN/DOT	A20
2013	4	MN 36	8217-4654E	BI **ELLA**OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654	3,310,000	1,324,000	0	0	331,000	1,655,000	MN/DOT	S19
2013	MN 47		0205-96	SC 37TH AVE NE IN COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2013	MN 47		0205-97	SC 40TH AVE NE/ANOKA CO CSAH 2 - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013	MN 47		2726-69	RS TH 65(CENTRAL AVE) TO 27TH AVE NE IN MPLS - MILL & OVERLAY, DRAINAGE UPGRADES/REPAIRS AND PED RAMP UPGRADES	2,500,000	2,000,000	0	0	500,000	0	0 MNDOT	S10
2013	MN 5		1002-98	TM FROM EAST JUNCTION CARVER CR11 TO I-494-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL	1,711,489	1,369,191	0	0	342,298	0	0 MNDOT	E2

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2013	MN 5	194-010-012AC		SH	ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES(AC PAYBACK 1 OF 1)	918,000	918,000	0	0	0	0	0 CHANHASSEN	NC
2013	11	MN 610	2771-37E	MC	**MN266** TH 610 CONSTRUCTION-ROADWAY IMPROVEMENTS(2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	0 MN/DOT	A15
2013		MN 62	2774-16	BI	UNDER PENN AVE & UNDER XERXES AVE IN MPLS, EDINA, & RICHFIELD-REDECK BR 7268 & 27504 AND REPLACE APPROACH PANELS	1,590,000	1,272,000	0	0	318,000	0	0 MNDOT	S19
2013		MN 62	2774-18	AM	**BP08**AT PENN AVE IN RICHFIELD-PARK AND RIDE (CHAPTER 152 TRANSIT ADVANTAGE BONDS)	3,704,621	0	0	0	0	3,704,621	MNDOT	E6
2013		MN 62	2775-21	SC	FROM MN77 TO 45TH AVE SOUTH IN MPLS - REPLACE LIGHTING SYSTEMS	375,500	0	0	0	375,500	0	0 MNDOT	S18
2013		MN 65	0207-96	SC	49TH AVE NE/ANOKA CSAH 4 - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013		MN 65	0207-98	BR	AT 80TH AVE NE OVER TH65 IN SPRING LAKE PARK-REPLACE PED BRIDGE 02022 WITH 12' BRIDGE & ADA RAMPS	1,110,000	888,000	0	0	222,000	0	0 MN/DOT	AQ2
2013		MN 65	0208-137	TM	TH 10 TO ANOKA CSAH 14 IN BLAINE-SIGNS FOR BUS SHOULDER	25,000	0	0	0	25,000	0	0 MN/DOT	O8
2013		MN 65	2710-42	BR	NORTH OF 14TH AVE IN MPLS- REPLACE RAILROAD BRIDGE 90446 & RAISE CLEARANCE, DRAINAGE	11,665,000	0	0	0	11,665,000	0	0 MN/DOT	S19
2013		MN 95	8209-46	TM	AT NE QUAD I-94 IN LAKELAND- MODIFY, EXPAND, & CHIP SEAL PARK & RIDE LOT, INSTALL CAMERAS, BIKE PARKING, LIGHTING AND DRAINAGE	185,000	0	0	0	185,000	0	0 MN/DOT	E6
2013		MN 952A	2770-01	RD	3RD AVE RAMP IN MPLS FROM NW END OF BR 27816 N TO JCT OF I94 & WB RAMP FROM WASHINGTON AVE - BUS SHOULDER REPLACEMENT	1,020,000	0	0	0	1,020,000	0	0 MN/DOT	S4
2013		MN 999	880M-ADA-13	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2013	1,080,000	860,000	0	0	220,000	0	0 MNDOT	NC

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 999	880M-AM-13	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	4,000,000	0	0	0	4,000,000	0	0	MN/DOT	NC
2013	MN 999	880M-BI-13	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	3,570,000	2,856,000	0	0	714,000	0	0	MN/DOT	NC
2013	MN 999	880M-CA-13	CA	METRO SETASIDE - CONSULTANT DESIGN -2013	8,700,000	0	0	0	8,700,000	0	0	MN/DOT	NC
2013	MN 999	880M-CM-13	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2013	17,370,000	5,600,000	0	0	11,770,000	0	0	MN/DOT	NC
2013	MN 999	880M-NO-13	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2013	110,000	0	0	0	110,000	0	0	MN/DOT	NC
2013	MN 999	880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,695,000	0	0	0	5,695,000	0	0	MN/DOT	NC
2013	MN 999	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	100,000	0	0	0	100,000	0	0	MN/DOT	NC
2013	MN 999	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	750,000	0	0	0	750,000	0	0	MN/DOT	NC
2013	MN 999	880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	19,000,000	0	0	0	19,000,000	0	0	MN/DOT	NC
2013	MN 999	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	4,600,000	0	0	0	4,600,000	0	0	MN/DOT	NC
2013	MN 999	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	13,700,000	0	0	0	13,700,000	0	0	MN/DOT	NC
2013	MN 999	880M-SC-13	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2013	205,000	0	0	0	205,000	0	0	MN/DOT	NC
2013	MN 999	880M-TE-13	SC	METRO SETASIDE FOR WATER RESOURCE (\$160) PRESERVATION PROJECTS FOR FY 2013	160,000	0	0	0	160,000	0	0	MN/DOT	NC
2013	MN 999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	1,000,000	0	0	0	1,000,000	0	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	MN 999	880M-TR-13		TM METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,220,000	0	0	0	1,220,000	0	MN/DOT	NC
2013	MN 999	8825-212		SC METROWIDE-RELAMP IN ONE QUADRANT	450,000	0	0	0	450,000	0	MN/DOT	S18
2013	MN 999	8825-356		SC METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MNDOT	E2
2013	MN 999	8825-366		TM METROWIDE-REPLACE DMS, COMMUNICATIONS & CONTROLLERS	500,000	0	0	0	500,000	0	MN/DOT	S7
2013	MN 999	TRLF-RW-13		RW REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2013	PED/BIKE	002-614-035		EN OVER 35W IN LINO LAKE- CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14	329,766	263,813	0	0	0	65,953	ANOKA CO	AQ2
2013	PED/BIKE	010-090-004		EN CONNECTION OF LAKE MINNETONKA TR & MINN RIVER BLUFFS LRT REG TR- CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION	556,716	445,373	0	0	0	111,343	CARVER CO	AQ2
2013	PED/BIKE	019-090-011		EN THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL	1,275,000	1,020,000	0	0	0	255,000	DAKOTA CO	AQ2
2013	PED/BIKE	082-090-004		EN CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM WASHINGTON CR 8 TO 140TH ST IN HUGO	765,000	612,000	0	0	0	153,000	WASHINGTON CO	AQ2
2013	PED/BIKE	091-090-069		EN ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, AND APPURTENCES	637,500	510,000	0	0	0	127,500	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE	091-090-070		EN ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS-TRAIL IMPROVEMENTS, LIGHTING, AND APPURTENCES	701,250	561,000	0	0	0	140,250	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE	091-090-073		EN OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION & RW ACQ FOR A LUCE LINE REGIONAL TR PED/BIKE	1,760,000	1,020,000	0	0	0	740,000	THREE RIVERS PARK DISTRICT	AQ2

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2013		PED/BIKE	092-090-049	EN CONNECT LAKE BYLLESBY REG PARK TO STATE TR- CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER	678,300	542,640	0	0	0	135,660	DNR	AQ2	
2013		PED/BIKE	140-010-007	EN AT DODD RD(TH 149) & TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS	628,320	502,656	0	0	0	125,664	MENDOTA HTS	AQ2	
2013		PED/BIKE	141-090-037	EN FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-LIGHTING	1,275,000	1,020,000	0	0	0	255,000	MINNEAPOLIS	S18	
2013		PED/BIKE	194-010-010AC	EN AT MINNEWASHTA PKWY & TH 5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS (AC PAYBACK 1 OF 1)	979,200	979,200	0	0	0	0	0	CHANHASSEN	NC
2013		PED/BIKE	199-108-003	EN ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY- CONSTRUCT MISSISSIPPI RIVER TRAIL	509,487	387,808	0	0	0	121,679	CITY OF RAMSEY		AQ2
2013	RR		10-00117	SR MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA(2 MI SW)-INSTALL GATES	204,000	183,600	0	0	0	20,400	MNDOT	S8	
2013	RR		19-00138	SR PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES	229,500	206,550	0	0	0	22,950	MNDOT	S8	
2013	RR		19-00139	SR UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT- UPGRADE TO GATES	280,500	252,450	0	0	0	28,050	MNDOT	S8	
2013	RR		27-00301	SR PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES	229,500	206,550	0	0	0	22,950	MNDOT	S8	
2013	RR		27-00302	SR CP ON BROOKSIDE AVE, MSAS 305 IN ST LOUIS PARK-INSTALL GATES	255,000	229,500	0	0	0	25,500	MNDOT	S8	
2013	RR		62-00202	SR MNR ON HAMLIN AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES & ONE CANTILEVER	255,000	229,500	0	0	0	25,500	MNDOT	S8	
2013	RR		62-00205	SR CP ON WESTERN AVENUE, MUN 724 IN ST PAUL-INSTALL GATES	280,500	252,450	0	0	0	28,050	MNDOT	S8	
2013	US 169		2750-74	SC FROM HENNEPIN COUNTY ROAD 30 IN OSSEO TO US 10 IN ANOKA - SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8	

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	US 169	2750-75	RC	AT 93RD AVENUE (HENNEPIN CSAH 30) IN BROOKLYN PARK AND OSSEO-CONVERT EXISTING INTERSECTION TO A FOLDED DIAMOND HALF INTERCHANGE (INTERCHANGE BONDS)	11,975,000	0	0	0	5,975,000	6,000,000	MNDOT	E3
2013	US 169	2776-03AC2	MC	HIGHWAY 169/1494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 2 OF 3)	8,000,000	8,000,000	0	0	0	0	MN/DOT	A15
2013	US 169	7005-88	TM	MARSCHALL RD(SCOTT CSAH 17) TO SB 3RD LANE DROP, SHAKOPEE-TRAFFIC MGMT SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S7
2013	US 52	1905-33	SH	AT DAKOTA CSAH 86 IN RANDOLPH TWP-CONVERT TO A 3/4 INTERSECTION WITH MEDIAN U-TURNS, EXTEND TURN LANES AT INTERSECTION, DRAINAGE & LIGHTING	905,300	814,770	0	0	90,530	0	MNDOT	E1
2013	US 52	1906-57	SH	AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURN, EXTEND TURN LANES AT INTERSECTION, DRAINAGE & LIGHTING	910,300	819,270	0	0	91,030	0	MNDOT	E1
2013	US 61	1913-72	SC	TH 55, HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	0	131,000	44,000	MNDOT	E2
2013	US 61	6222-168	TM	FROM RAMSEY CTY ROAD 30 (LARPEN TEUR AVE) TO N JCT RAMSEY CTY ROAD 9/FRENCHMAN RD-COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS & MESSAGE SIGNS & UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,776,228	1,420,982	0	0	355,246	0	MNDOT	E2
2013	US 952	1908-82	SC	EAST BERNARD ST/DAKOTA MSAS 114, WEST ST PAUL - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	BB	TRS-TCMT-11B	TR	CMAQ PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	0	1,650,000	SOUTHWEST TRANSIT	T10

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2014	CMAQ	CR 202	TRS-TCMT-14	TR	CMAQ: PURCHASE SIX BUSES & FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO & DOWNTOWN ST. PAUL ALONG I-35E, TH 13 & OTHER ROADWAYS	3,606,923	2,885,538	0	0	0	721,385	MVTA	T10
2014	CMAQ	CR 74	TRS-TCMT-14A	TR	CMAQ: CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS & DOWNTOWN ST. PAUL	13,839,259	7,000,000	0	0	0	6,839,259	MET COUNCIL -MT	T1
2014	CMAQ	CR 202	TRS-TCMT-14B	TR	CMAQ: ON I-94 NEAR MANNING AVE IN LAKE ELMO-CONSTRUCT PARK & RIDE	11,428,823	7,280,000	0	0	0	4,148,823	MET COUNCIL -MT	E6
2014	CMAQ	CR 3	TRS-TCMT-14C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ2
2014	CMAQ	CR 202	TRS-TCMT-14D	TR	CMAQ: EXPANSION SERVICE AND BUSES - SHAKOPEE & PRIOR LAKE	1,005,000	804,000	0	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2014	CR 202	CR 202	189-113-004	SH	ON CR 202(ZACHARY LN) AT 101ST AVE IN MAPLE GROVE- CONSTRUCT ROUNDABOUT, WIDEN ZACHARY LANE	1,040,000	936,000	0	0	0	104,000	MAPLE GROVE	E1
2014	CR 3	CR 3	002-596-020	SH	ON ANOKA CR 3(COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES	520,000	468,000	0	0	0	52,000	ANOKA CO	E1
2014	CR 74	CR 74	002-596-015	SH	ON 221ST AVE NE AT TH 65 IN EAST BETHEL-NEW TRAFFIC SIGNAL INSTALLATION, TURN LANE CONSTRUCTION ON CR	1,248,000	1,123,200	0	0	0	124,800	ANOKA CO	E2
2014	CSAH 11	CSAH 11	002-611-032	RC	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS- RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL	3,031,600	2,425,280	0	0	0	606,320	ANOKA CO	A15

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2014	CSAH 18	010-618-013	RC	ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY	6,222,000	4,977,600	0	0	0	1,244,400	CARVER CO	A15
2014	CSAH 31	062-631-009	SH	ON RAMSEY CSAH 31(MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES	1,663,951	1,497,556	0	0	0	166,395	RAMSEY CO	E1
2014	CSAH 31	062-631-010	SH	ON RAMSEY CSAH 31 (MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL-TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES	1,575,354	1,417,819	0	0	0	157,535	RAMSEY CO	E1
2014	CSAH 32	019-632-028	SH	ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE-CONSTRUCT WB LEFT TURN LANE AND CHANNELIZATION	364,000	327,600	0	0	0	36,400	DAKOTA CO	E1
2014	CSAH 5	002-605-018	SH	ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT & RIGHT TURN LANES	1,040,000	936,000	0	0	0	104,000	ANOKA CO	E1
2014	CSAH 5	027-605-029	BR	HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441	19,200,000	8,320,000	0	0	0	10,880,000	HENNEPIN CO	S19
2014	CSAH 51	002-651-007	RC	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS & BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS	7,956,000	6,364,800	0	0	0	1,591,200	ANOKA CO	A15
2014	CSAH 61	027-661-046	RC	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS & MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS	10,000,000	7,280,000	0	0	0	2,720,000	HENNEPIN CO	A15
2014	CSAH 78	002-678-020	SH	ON ANOKA CSAH 78 (HANSON BLVD) AT ANOKA CSAH 20 (161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	936,000	842,400	0	0	0	93,600	ANOKA CO	E1

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2014	EN	EN	138-010-012	EN KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT- MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	910,000	248,258	0	0	0	661,742	RAM-WASH METRO WATER DIST	O9
2014	EN	EN	164-213-007	EN ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY- STREETScape, LIGHTING	1,425,000	1,040,000	0	0	0	385,000	SAINT PAUL	S10
2014	1	I 35E	6280-308RW4	RW **MN209** I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION (SAFETEA-LU)	912,909	0	730,327	0	182,582	0	MN/DOT	A20
2014		I 35E	6281-19	RS FROM RAMSEY CR E TO 0.2 MILES S OF RAMSEY CSAH 96 IN VADNAIS HTS-BITUMINOUS MILL & OVERLAY, REPAIR/REPLACE CULVERTS, PIPES & DRAINAGE, LOOP	1,950,000	0	0	0	1,950,000	0	MN/DOT	S10
2014		I 35E	6281-20	BI RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE	1,440,000	1,296,000	0	0	144,000	0	MN/DOT	S19
2014		I 35W	0280-68	SC INTERCHANGES AT S JCT ANOKA CSAH 23 (LAKE DR) IN BLAINE, AT ANOKA CSAH 32 (85TH AVE) IN BLAINE/SHOREVIEW AND AT N JCT ANOKA CSAH 23 (LAKE DR) IN LINO LAKES - REPLACE INTERCHANGE LIGHTING	235,000	0	0	0	235,000	0	MNDOT	S18
2014	3	I 35W	2782-295	RB FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD - GATEWAYS LANDSCAPING	500,000	0	0	0	500,000	0	MNDOT	O6
2014		I 35W	2782-320	BR FROM W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053, APPROACH WORK, DRAINAGE, SIDEWALKS, GUARDRAILS, RETAINING WALLS, TMS	8,525,000	7,452,000	0	0	828,000	245,000	MN/DOT	S19
2014		I 35W	2783-128	RS NB, UNDER HENN AVE TO STINSON BLVD EXIT RAMP, MPLS - INSTALL DRAINAGE SYSTEM, NB SHOULDER/DITCH	720,000	648,000	0	0	72,000	0	MN/DOT	NC

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2014	I 35W	6284-157	BI	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS-REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL	1,060,000	954,000	0	0	106,000	0	0	MN/DOT	S19
2014	I 494	1985-137	RS	EASTBOUND LANES FROM PIEPER ROAD BRIDGE IN INVER GROVE HTS TO I35E IN MENDOTA HTS-MILL & OVERLAY, DRAINAGE	1,660,000	0	0	0	1,660,000	0	0	MN/DOT	S10
2014	I 494	2785-371	SC	AT TH 55 & AT HENNEPIN CSAH 9 INTERCHANGES IN PLYMOUTH-REPLACE INTERCHANGE LIGHTING	155,000	0	0	0	155,000	0	0	MNDOT	S18
2014	I 494	2785-372	BI	AT JCT TH 77 IN BLOOMINGTON-REDECK BRIDGES 9082 & 9080 & REPLACE APPROACH PANELS	1,100,000	990,000	0	0	110,000	0	0	MN/DOT	S19
2014	I 494	2785-373	BI	FROM OVER SCHMIDT LAKE RD TO I94/494 JUNCTION IN MAPLE GROVE-REDECK & PAINT BRIDGES 27905, 27973, 27974, 27975, 27976, REDECK BRIDGES 27977, 27978, REPAIR BRIDGES 27681, 27906, MISC APPROACH WORK, DRAINAGE	6,515,000	5,863,500	0	0	651,500	0	0	MN/DOT	S19
2014	I 94	2780-87	SC	FROM CROW RIVER IN HASSAN TWP TO FISH LAKE INTERCHANGE IN MAPLE GROVE-REPLACE SIGNING	500,000	0	0	0	500,000	0	0	MNDOT	O8
2014	I 94	2781-438	SC	FROM I-694 IN BROOKLYN CENTER TO LOWRY TUNNEL IN MINNEAPOLIS - SIGN REPLACEMENT	400,000	0	0	0	400,000	0	0	MNDOT	O8
2014	I 94	6282-190	NO	PRIOR AVE TO FAIRVIEW AVE, ST PAUL-NOISE WALL CONSTRUCTION ON SOUTH SIDE	995,000	0	0	0	700,000	295,000	0	MN/DOT	O3
2014	MN 110	1918-108	SC	AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	0	MNDOT	E2
2014	MN 25	7003-13	SC	MN25/TH169 WEST RAMP TERMINAL AS IT INTERSECTS IN BELLE PLAINE - INSTALL SIGNAL SYSTEMS AND NECESSARY EQUIPMENT	250,000	0	0	0	250,000	0	0	MN/DOT	E2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	MN 3		1908-83	SC AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL	400,000	0	0	0	400,000	0	MNDOT	E2
2014	MN 36		138-010-018	RC FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT INTERCHANGE AT ENGLISH ST	10,100,000	7,280,000	0	0	0	2,820,000	MAPLEWOOD	A15
2014	MN 36		8204-62	MC FROM I-694 IN PINE SPRINGS TO JUST EAST OF HIGHLANDS TRAIL N. IN GRANT-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2014	4	MN 36	8214-114B	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36(W) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	168,625	0	134,900	0	33,725	0	MNDOT	O4
2014	4	MN 36	8214-114CC	RW **MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(W) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (SAFETEA-LU)	5,031,073	0	4,024,858	0	1,006,215	0	MNDOT	A20
2014	4	MN 36	8214-114L	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36(W) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654 (SAFETEA-LU)	4,330,875	0	3,464,700	0	0	866,175	STILLWATER	O4
2014	4	MN 36	8214-114MIT14	BR OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,200,000	0	0	0	0	1,200,000	MN/DOT	A20
2014	4	MN 36	8214-114RW	RW ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(W) TH 64-RIGHT OF WAY ACQUISITION	1,370,000	1,096,000	0	0	274,000	0	MNDOT	O4
2014	4	MN 36	8217-82045	BR OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PROJECT, PAYBACK IN 2015 & 2016)	416,750,000	89,000,000	0	71,000,000	0	256,750,000	MN/DOT	A20

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	MN 55		2723-120	SC AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB & LENGTHEN EB L-TURN LANE	825,000	0	0	0	670,000	155,000	MN/DOT	E2
2014	MN 55		2724-119	RD ON 28TH ST IN MPLS - STORMWATER TUNNEL REPAIRS	390,000	0	0	0	390,000	0	MN/DOT	NC
2014	MN 55		8825-388	TM TH55, TH13 & TH 149- COORDINATION & RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,172,475	937,980	0	0	234,495	0	MNDOT	E2
2014	MN 610		2771-100	MC FROM HENNEPIN CSAH 81 IN MAPLE GROVE TO US169 IN BROOKLYN PARK-	100,000	0	0	0	100,000	0	MNDOT	O6
2014	MN 62		2775-15	SC FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD & MINNEAPOLIS - REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MNDOT	S18
2014	MN 65		0208-136	SC AT VIKING BLVD IN HAM LAKE- EXTEND NB & SB LEFT TURN LANES	195,000	0	0	0	195,000	0	MN/DOT	E1
2014	MN 7		2706-214	SC AT SHADY OAK RD(HENNEPIN CSAH 61) IN MINNETONKA- TRAFFIC SIGNAL REBUILD	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	MN 7		2706-225	SC AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD-SIGNAL REPLACEMENT & TURN LANE EXTENSION	255,000	0	0	0	190,000	65,000	MNDOT	E2
2014	MN 7		2706-227	SC AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-TRAFFIC SIGNAL REBUILD	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	MN 999		880M-ADA-14	SC **ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2014	1,080,000	860,000	0	0	220,000	0	MNDOT	NC
2014	MN 999		880M-AM-14	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2014	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2014	MN 999		880M-BI-14	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	1,930,000	1,544,000	0	0	386,000	0	MN/DOT	NC
2014	MN 999		880M-CA-14	CA METRO SETASIDE - CONSULTANT DESIGN -2014	8,700,000	0	0	0	8,700,000	0	MN/DOT	NC

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2014	MN 999	880M-CM-14	880M-CM-14	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2014	20,000,000	0	0	0	20,000,000	0	MN/DOT	NC
2014	MN 999	880M-PM-14	880M-PM-14	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2014	MN 999	880M-RB-14	880M-RB-14	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	100,000	0	0	0	100,000	0	MN/DOT	NC
2014	MN 999	880M-RS-14	880M-RS-14	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2014	4,590,000	3,672,000	0	0	918,000	0	MN/DOT	NC
2014	MN 999	880M-RW-14	880M-RW-14	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	25,600,000	0	0	0	25,600,000	0	MN/DOT	NC
2014	MN 999	880M-RX-14	880M-RX-14	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2014	MN 999	880M-SA-14	880M-SA-14	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	0	13,700,000	0	MN/DOT	NC
2014	MN 999	880M-SC-14	880M-SC-14	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2014	2,275,000	0	0	0	2,275,000	0	MN/DOT	NC
2014	MN 999	880M-TE-14	880M-TE-14	SC	METRO SETASIDE FOR WATER RESOURCES (\$955K), TRAF MGMT(\$500K) PRESERVATION PROJECTS FOR FY 2014	1,455,000	0	0	0	1,455,000	0	MN/DOT	NC
2014	MN 999	880M-TM-14	880M-TM-14	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	400,000	0	0	0	400,000	0	MN/DOT	NC
2014	MN 999	880M-TR-14	880M-TR-14	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2014	2,000,000	0	0	0	2,000,000	0	MN/DOT	NC
2014	MN 999	8825-355	8825-355	SC	NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MNDOT	S18
2014	MN 999	8825-364	8825-364	SC	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE & CONTROLLERS	500,000	0	0	0	500,000	0	MNDOT	NC
2014	MN 999	8825-389	8825-389	SH	METROWIDE-PROACTIVE CONTRACT FOR RURAL INTERSECTION LIGHTING	208,000	187,200	0	0	20,800	0	MNDOT	S18

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2014	MN 999	TRLF-RW-14		RW REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2014	PED/BIKE	062-636-006		EN CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL	3,437,000	1,040,000	0	0	0	2,397,000	RAMSEY CO	AQ2
2014	PED/BIKE	070-701-008		EN ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT	1,300,000	1,040,000	0	0	0	260,000	SCOTT CO	AQ2
2014	PED/BIKE	091-090-068		EN FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL	1,202,500	962,000	0	0	0	240,500	MPLS PARK/REC BOARD	AQ2
2014	PED/BIKE	091-090-071		EN ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS	1,040,000	832,000	0	0	0	208,000	MPLS PARK/REC BOARD	AQ2
2014	PED/BIKE	091-090-072		EN OVER HENNEPIN CSAH 19 IN SHOREWOOD & TONKA BAY-CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE	2,000,000	1,040,000	0	0	0	960,000	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	091-090-074		BT CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON	7,150,000	5,720,000	0	0	0	1,430,000	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	091-090-075		BT CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS, SHELTERS, KIOSKS	2,704,000	2,163,200	0	0	0	540,800	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	098-090-007		EN ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE TRAIL	270,291	216,233	0	0	0	54,058	HANOVER	AQ2
2014	PED/BIKE	103-090-002		EN FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA-CONSTRUCT THE RUM RIVER TR. & INTERPRETIVE/EDUCATIONAL FOR THE HENRY HAMMER TR	988,000	790,400	0	0	0	197,600	ANOKA	AQ2

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2014		PED/BIKE	107-425-008	EN HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON-CONSTRUCT TRAIL	674,700	539,760	0	0	0	134,940	BLOOMINGTON	AQ2
2014		PED/BIKE	141-090-038	EN OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REHABILITATE & PAINT BR 9(MN BR 94246)	1,300,000	1,040,000	0	0	0	260,000	MINNEAPOLIS	AQ2
2014		PED/BIKE	164-090-013	EN FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED RAILWAY	747,500	598,000	0	0	0	149,500	SAINT PAUL	AQ2
2014		PED/BIKE	179-090-004	EN FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL	1,300,000	1,040,000	0	0	0	260,000	BURNSVILLE	AQ2
2014		PED/BIKE	188-118-004AC	EN ON KENRICK AVE BETWEEN 185TH ST & 205TH ST, ALONG MARION LAKE BETWEEN KENRICK AVE & 195TH ST-CONSTRUCT TRAIL, PURCHASE 14 ACRES FOR PARK & CONSTRUCT TRAIL IN PARK ALONG MARION LAKE (AC PAYBACK 1 OF 1)	1,040,000	1,040,000	0	0	0	0	LAKEVILLE	NC
2014	RR		02-00134	SR MNMR ON 69TH AVE NE, MSAS 305 IN FRIDLEY & SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE-DUE TO CLOSURE AT SPRING CREEK DRIVE	260,000	260,000	0	0	0	0	MNDOT	S8
2014	RR		10-00119	SR TCW ON TACOMA AVENUE, MUN 25 IN NORWOOD YOUNG AMERICA-INSTALL GATES	225,000	202,500	0	0	0	22,500	MNDOT	S8
2014	RR		27-00303	SR CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	234,000	0	0	0	26,000	MNDOT	S8
2014	RR		27-00304	SR PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2014	RR		62-00203	SR MNMR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8

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2014	RR	RR	70-00123	UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS)	312,000	280,800	0	0	0	31,200	MNDOT	S8
2014	RR	RR	82-00139	UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES	286,000	257,400	0	0	0	28,600	MNDOT	S8
2014	RR	RR	82-00140	UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES	338,000	304,200	0	0	0	33,800	MNDOT	S8
2014	US 10	US 10	6205-37	I35W TO I694, ARDEN HILLS & MOUNDS VIEW - MILL & OVERLAY, DRAINAGE	3,034,000	2,427,200	0	0	606,800	0	MN/DOT	S10
2014	US 169	US 169	2772-90	FROM I-494 IN BLOOMINGTON/EDINA TO I-94 IN MAPLE GROVE/BROOKLYN PARK-REPLACE SIGNING	750,000	0	0	0	750,000	0	MNDOT	O8
2014	US 169	US 169	2772-91	FROM JUST N OF JCT I494 IN BLOOMINGTON TO JUST N JCT MN 62 IN EDINA-MILL & OVERLAY, CRACK & SEAL OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE	4,780,000	3,824,000	0	0	956,000	0	MN/DOT	S10
2014	US 169	US 169	2772-92	FROM N END OF BRIDGE OVER TH55 IN PLYMOUTH TO 0.2 MI S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK-MILL & OVERLAY, CRACK & SEAL OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE	13,725,000	10,980,000	0	0	2,745,000	0	MN/DOT	S10
2014	US 169	US 169	7005-102	**BP08**AT MARSCHALL ROAD IN SHAKOPEE-PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	1,169,800	0	0	0	0	1,169,800	MNDOT	E6
2014	US 169	US 169	7005-94	THROUGH BELLE PLAINE - REMOVE MEDIAN CROSSOVERS (HIGH PRIORITY IRC)	500,000	0	0	0	500,000	0	MN/DOT	S16
2014	US 169	US 169	7005-97	**SAM** AT SCOTT COUNTY ROAD 69 - INTERCHANGE CONSTRUCTION (SAM INTERCHANGE BONDS)	15,400,000	0	0	0	0	15,400,000	MNDOT	E3
2014	US 52	US 52	1905-34	FROM TH 19 IN CANNON FALLS TO 117TH AVE IN INVER GROVE HTS-REMOVE MEDIAN CROSSOVERS, CONSTRUCT LEFT TURN LANE FROM TH52 NB TO 180TH ST E	245,000	0	0	0	245,000	0	MN/DOT	S16

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2014	US 52	1928-57	SC	FROM TH 55 IN INVER GROVE HTS TO I-94 IN ST PAUL-REPLACE SIGNING	500,000	0	0	0	500,000	0	MNDOT	O8
2014	6	US 61	1913-64B	BR **MN261**HASTINGS BRIDGE 19004(2010 APPROPRIATIONS ACT-STP)	435,167	0	435,167	0	0	0	MN/DOT	S19
2014	US 61	1913-75	TM	FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	3,744,000	2,995,200	0	0	748,800	0	MNDOT	O8
2014	US 61	6222-162	RS	FROM 800' S WHITE BEAR AVE TO .25 MI N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, DRAINAGE, REPLACE SIGNAL AT BUFFALO ST/4TH ST(SF INCLUDES RR AGREEMENT)	3,650,000	0	0	0	3,505,000	145,000	MN/DOT	S10
2014	US 952A	173-010-007	RC	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-WIDENING, MILL & OVERLAY, LANDSCAPING	10,383,000	7,280,000	0	0	0	3,103,000	WEST ST PAUL	S19
2014	US 952A	1908-84	AM	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-MEDIAN BARRIER AND ACCESS CLOSURES	1,000,000	0	0	0	1,000,000	0	MNDOT	S9
2015	I 35	1980-81	NO	WEST SIDE OF I35 FROM BURNSVILLE CIRCLE TO 157TH ST W IN BURNSVILLE-NOISE BARRIER	885,000	0	0	0	805,000	80,000	MNDOT	O3
2015	I 35E	6281-25	BR	OVER GOOSE LAKE RD AND BNSF RR IN VADNAIS HEIGHTS-REPLACE BRIDGES 9567 AND 9568 INCLUDING REPLACEMENT AND PROFILE ADJUSTMENTS OF PAVEMENT ON BOTH SIDES OF BRIDGE, GUARDRAIL, DRAINAGE, TMS	10,460,000	9,414,000	0	0	1,046,000	0	MN/DOT	S19
2015	I 35W	2782-315	RB	FROM 42ND ST IN MPLS TO 66TH ST IN RICHFIELD -CORRIDOR LANDSCAPING	200,000	0	0	0	200,000	0	MNDOT	O6
2015	I 35W	2783-134	RD	STORMWATER TUNNEL SOUTH OF MISSISSIPPI RIVER TO I35W/194 COMMONS IN MINNEAPOLIS-TUNNEL REPAIR	2,655,000	0	0	0	0	2,655,000	MNDOT	NC

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2015	1	1494	1985-139	SC AT MN 149 (NORTH AND SOUTH RAMPS) IN MENDOTA HEIGHTS - REPLACE SIGNAL SYSTEMS	375,000	0	0	0	375,000	0	MNDOT	E2
2015	10	1494	2785-337	RB TH 5 TO JUST W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TH 169, EDEN PRAIRIE - I494 LANDSCAPING	300,000	0	0	0	300,000	0	MN/DOT	O6
2015	10	1494	2785-338	MC TH 169 INTERCHANGE, JUST W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TO JUST W OF W BUSH LK RD, BLOOMINGTON - LANDSCAPING	170,000	136,000	0	0	34,000	0	MN/DOT	O6
2015	1	1694	6285-148	RC US10 SB TO EB LEFT ENTRANCE TO I694 AND MERGE TO SNELLING AND SB HAMLINE TO EB I694 IN ARDEN HILLS - LANDSCAPING	200,000	0	0	0	200,000	0	MNDOT	O6
2015	1	194	2781-447	BI WB RAMP OVER LRT AND CITY STREET LOCATED JUST EAST OF JCT OF TH 55 IN MINNEAPOLIS AND ON I494 OVER 34TH STREET IN BLOOMINGTON- PAINT BRIDGES 27859, 27861, 27V28 AND 27765, AND APPROPRIATE BEARING WORK ON BRIDGES, GUARDRAIL	1,345,000	1,210,500	0	0	134,500	0	MN/DOT	S19
2015	1	194	2781-448	BI NEAR JUNCTION OF I94 AND I394 IN MPLS - REMOVE AND REPLACE LOW SLUMP AND O/L AND DECK REPAIRS ON BRIDGES 27793 AND 27799L, GUARDRAIL	415,000	373,500	0	0	41,500	0	MN/DOT	S19
2015	1	194	6282-200	BI AT MACKUBIN STREET IN ST. PAUL-REDECK PEDESTRIAN BRIDGE #9737 AT MACKUBIN, SIDEWALK, FENCING, GUARDRAIL, PED RAMPS, TMS	750,000	675,000	0	0	75,000	0	MN/DOT	S19
2015	1	194	6283-175	SC EB I94 FROM 7TH ST EXIT TO MOUNDS BLVD IN ST PAUL-ADD AUXILIARY LANE, NOISEWALL, DRAINAGE, POND, TMS, SIGNING, LIGHTING, GUARDRAIL	3,510,000	2,808,000	0	0	702,000	0	MN/DOT	A15
2015	1	194	8282-109	TM WASHINGTON CSAH 15 IN WOODBURY TO ST CROIX RIVER IN LAKELAND-TRAFFIC MGMT SYSTEM	350,000	0	0	0	350,000	0	MNDOT	S7

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2015		LOCAL 999880M-BIR-15		BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2015	5,000,000	4,000,000	0	0	0	1,000,000	MN/DOT	NC
2015		LOCAL 999880M-CMAQ-15		NA	METRO ATP SETASIDE FOR CMAQ (TRANSIT EXPANSION & SYSTEM MGMT) PROJECTS YET TO BE SELECTED FOR FY 2015	31,250,000	25,000,000	0	0	0	6,250,000	MN/DOT	NC
2015		LOCAL 999880M-EN-15		EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2015	10,000,000	8,000,000	0	0	0	2,000,000	MN/DOT	NC
2015		LOCAL 999880M-RR-15		SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2015	2,225,000	2,002,500	0	0	0	222,500	MN/DOT	NC
2015		LOCAL 999880M-SHL-15		SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2015	8,900,000	8,010,000	0	0	0	890,000	MN/DOT	NC
2015		LOCAL 999880M-UG-15L		MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	37,500,000	30,000,000	0	0	0	7,500,000	MN/DOT	NC
2015		MN 100 2734-33A		BR	**MN241**HWY 100 TRAIL BR & 26TH ST PED BR (2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	0 MN/DOT	AQ2
2015		MN 121 2728-01		BI	AT 61ST ST (JUST NE OF JCT MN121 & MN62) IN MPLS- RETROFIT PEDESTRIAN BRIDGE (#27061) STAIRS TO ADA COMPLIANT RAMPS, GUARDRAIL, RETAINING WALL, AND NOISE WALLS	1,270,000	1,016,000	0	0	254,000	0	0 MN/DOT	AQ2
2015		MN 13 1902-55		RD	FROM JUST NORTH OF 2ND ST IN MENDOTA TO I35E IN LILYDALE-RECONSTRUCT ROADWAY INCLUDING ADDING MAINLINE STORM SEWER, CURB AND GUTTER, CATCH BASINS AND RESURFACING	7,330,000	0	0	0	7,330,000	0	0 MNDOT	NC
2015		MN 13 7001-104		AM	FROM GREEN OAKS TRAIL TO RUSTIC ROAD IN PRIOR LAKE AND SAVAGE-CONSTRUCT TRAIL, 3/4 INTERSECTION AT 150TH & RESTRICT ACCESS TO R/W/O AT ZINRAN/OAKLAND BEACH AVE	1,400,000	0	0	0	1,400,000	0	0 MN/DOT	E1

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	MN	13	7001-107	SC AT SCOTT CSAH 42 (EGAN DR) IN PRIOR LAKE/SAVAGE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	300,000	0	0	0	150,000	150,000	MNDOT	E2
2015	MN	13	7001-98	SC AT DULUTH AVE SE (SCOTT MSAS 101) IN PRIOR LAKE - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	275,000	0	0	0	137,500	137,500	MNDOT	E2
2015	MN	36	6212-148	BR OVER LEXINGTON AVENUE IN ROSEVILLE-REPLACE BRIDGE 5723(AC PROJECT, PAYBACK 1 OF 1 IN 2016)	24,000,000	7,200,000	0	12,000,000	4,800,000	0	MN/DOT	S19
2015	4	MN 36	8214-114	RC FROM EAST END TUENGE ROAD TO ST CROIX RIVER IN STILLWATER, OAK PARK HTS, & BAYPORT - RECONSTRUCT INCLUDING FR RDS, OSGOOD INTERSECTION, INTERCHANGE AT TH 95, BRIDGE 82043 AT BEACH RD	44,720,000	0	0	0	0	44,720,000	MN/DOT	O4
2015	4	MN 36	8214-114MIT15	BR OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,900,000	0	0	0	0	1,900,000	MN/DOT	S19
2015	4	MN 36	8214-147	RC W OF NORTHWESTERN AV TO E OF TUENGE RD IN CITY OF OAK PK HGT & STILLWATER- RECONSTRUCT INCLUDING FR RDS & INTERSECTIONS	16,750,000	0	0	0	0	16,750,000	MN/DOT	E2
2015	4	MN 36	8217-82045AC1	BR OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-NEW BRIDGE 82045 OVER ST. CROIX RIVER, INCLUDING RAMPS ON & OFF TH 95 (AC PAYBACK 1 OF 2)	51,000,000	51,000,000	0	0	0	0	MN/DOT	A20
2015	MN	51	6216-130	BR AT RAMSEY COUNTY ROAD E IN ARDEN HILLS-REPLACE BRIDGE 62010 TO ACCOMMODATE A PEDESTRIAN TRAIL, APPROACH PANEL WORK, DRAINAGE, GUARDRAIL	2,070,000	1,656,000	0	0	414,000	0	MN/DOT	S19
2015	MN	55	2722-82	SC AT HENNEPIN CSAH 101/SIOUX TRAIL IN MEDINA - REPLACE TEMPORARY WOOD POLE SIGNAL SYSTEM WITH PERMANENT SIGNAL SYSTEM	300,000	0	0	0	150,000	150,000	MNDOT	E2

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	11	MN 610	2771-38E	MC	**MN119** TH 169 IN BROOKLYN PARK TO 194 IN MAPLE GROVE-GRADING, BRS. (SAFETEA-LU)	936,516	0	749,213	0	187,303	0	MNDOT	A15
2015	11	MN 610	2771-38S1A	MC	**MN211** TH 169 IN BROOKLYN PARK TO 194 IN MAPLE GROVE-GRADING, BRS (SAFETEA-LU)	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A15
2015	11	MN 610	2771-38S2A	MC	**MN226** TH 169 IN BROOKLYN PARK TO 194 IN MAPLE GROVE-GRADING, BRS (SAFETEA-LU)	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A15
2015	11	MN 610	2771-38TA	MC	**MN235** TH 169 IN BROOKLYN PARK TO 194 IN MAPLE GROVE-GRADING, BRS(SAFETEA-LU)	4,204,068	0	3,363,254	0	840,814	0	MNDOT	A15
2015		MN 610	2771-45	SC	FROM US 169 IN BROOKLYN PARK TO US 10 IN BLAINE - SIGN REPLACEMENT	400,000	0	0	0	400,000	0	MNDOT	O8
2015		MN 62	2763-47	SC	FROM I-494 IN EDEN PRAIRIE TO TH 55 IN MPLS (EXCEPT MN62/I35W COMMONS AREA) AND US212 FROM I494 TO MN62 IN EDEN PRAIRIE-SIGN REPLACEMENT	650,000	0	0	0	650,000	0	MNDOT	O8
A-2015		MN 65	0207-100	RD	FROM SOUTH OF INTERSECTION OF 53RD AVE NE IN FRIDLEY TO BRIDGE UNDER ANOKA CSAH 10 IN SPRING LAKE PARK-MILL AND OVERLAY, MAJOR CONCRETE PAVEMENT REPAIR, DRAINAGE, GUARDRAIL, ADA, RR CROSSING AND BUS STOP IMPROVEMENTS	8,685,000	6,948,000	0	0	1,717,000	20,000	MN/DOT	S10
2015		MN 65	0207-99	SC	AT 41ST AVE NE IN COLUMBIA HEIGHTS - REPLACE TRAFFIC SIGNAL AND ADA IMPROVEMENTS	280,000	0	0	0	140,000	140,000	MNDOT	E2
2015		MN 65	0208-142	AM	FROM 133RD AVE IN BLAINE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	250,000	0	0	0	250,000	0	MNDOT	E1
2015		MN 65	0208-143	AM	FROM 140TH AVE TO 145TH AVE IN HAM LAKE-FRONTAGE ROAD AND CLOSE ACCESSES	250,000	0	0	0	250,000	0	MNDOT	E1

**TABLE A-20
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	MN	77	1925-52	BI	OVER MINNESOTA RIVER IN BLOOMINGTON AND EAGAN-PAINT NORTHBOUND BRIDGE 9600N, SOUTHBOUND 9600S AND PEDESTRIAN BRIDGE 9600F AND REPLACE GUARDRAIL	2,405,000	1,924,000	0	0	481,000	0	MN/DOT	S19
2015	MN	999	880M-ADA-15	SC	**ADA** METRO SETASIDE FOR ADA PROJECT FOR FY 2015	1,080,000	860,000	0	0	220,000	0	MNDOT	NC
2015	MN	999	880M-AM-15	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2015	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2015	MN	999	880M-ATM-15	TM	METRO SETASIDE FOR ACTIVE TRAFFIC MANAGEMENT PROJECTS FOR FY 2015	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2015	MN	999	880M-BI-15	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2015	11,585,000	9,363,000	0	0	2,222,000	0	MN/DOT	NC
2015	MN	999	880M-CA-15	CA	METRO SETASIDE - CONSULTANT DESIGN -2015	8,000,000	0	0	0	8,000,000	0	MN/DOT	NC
2015	MN	999	880M-CM-15	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2015	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2015	MN	999	880M-IM-15	TM	METRO SETASIDE-INCIDENT MANAGEMENT FOR METRO PROJECTS IN FY 2015	150,000	0	0	0	150,000	0	MN/DOT	NC
2015	MN	999	880M-NO-15	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2015	1,760,000	0	0	0	1,760,000	0	MN/DOT	NC
2015	MN	999	880M-PM-15	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2015	4,500,000	0	0	0	4,500,000	0	MN/DOT	NC
2015	MN	999	880M-RB-15	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2015	100,000	0	0	0	100,000	0	MN/DOT	NC
2015	MN	999	880M-RS-15	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2015	14,215,000	7,715,000	0	0	6,500,000	0	MN/DOT	NC
2015	MN	999	880M-RW-15	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2015	10,100,000	0	0	0	10,100,000	0	MN/DOT	NC
2015	MN	999	880M-RX-15	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2015	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	MN	999	880M-SA-15	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2015	11,000,000	0	0	0	11,000,000	0	MN/DOT	NC
2015	MN	999	880M-SC-15	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2015	6,220,000	0	0	0	6,220,000	0	MN/DOT	NC
2015	MN	999	880M-SCE-15	MC METRO SETASIDE FOR STRATEGIC CAPACITY ENHANCEMENT PROJECTS FOR FY 2015	30,000,000	14,000,000	0	0	16,000,000	0	MN/DOT	NC
2015	MN	999	880M-TE-15	SC METRO SETASIDE FOR TRAFFIC ENGINEERING (\$50K) & WIRE (\$80K) FOR FY 2015	130,000	0	0	0	130,000	0	MN/DOT	NC
2015	MN	999	880M-TM-15	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2015	400,000	0	0	0	400,000	0	MN/DOT	NC
2015	MN	999	880M-TR-15	TM METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2015	850,000	0	0	0	850,000	0	MN/DOT	NC
A-2015	MN	999	880M-UG-15	MC METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2015	11,250,000	9,000,000	0	0	2,250,000	0	MN/DOT	NC
2015	MN	999	8825-382	TM METROWIDE - CABLE REPLACEMENT AND UPGRADE/REFURBISH ELECTRICAL SERVICES	500,000	0	0	0	500,000	0	MNDOT	NC
2015	MN	999	8825-383	SC DISTRICTWIDE - REPAIR OR REPLACE SIGN STRUCTURES	500,000	0	0	0	500,000	0	MNDOT	O8
2015	MN	999	8825-391	SC NW QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	450,000	0	0	0	450,000	0	MNDOT	S18
2015	MN	999	TRLF-RW-15	RW REPAYMENT, FY 2015, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2015	US	10	0202-93	SC AT FELDSPAR AVE NW- RECONSTRUCT INTERSECTION, EXTEND LEFT TURN LANES ON US10, ADD OVERHEAD LIGHTING	275,000	0	0	0	275,000	0	MNDOT	E1

**TABLE A-20
All Projects (Except FTA Funded) by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2015	US 10	0202-94	RS	FROM FAIROAK AVE IN ANOKA TO JUST EAST OF HANSON BLVD OVERPASS IN COON RAPIDS-MILL AND OVERLAY, AGGREGATE SHOULDERING, DRAINAGE, CURB AND GUTTER, ADA IMPROVEMENTS, PROFILE REPAIRS, TMS	7,775,000	6,220,000	0	0	1,555,000	0	MN/DOT	S10
2015	US 169	2772-97	SC	AT 36TH AVE N (EAST RAMP) IN PLYMOUTH - REPLACE SIGNAL SYSTEM	225,000	0	0	0	112,500	112,500	MNDOT	E2
2015	US 169	2772-99	NO	EAST SIDE OF US169 FROM APPROX. 16TH ST W TO N OF WAYZATA BLVD IN ST. LOUIS PARK-NOISE BARRIER AND ACCESS CLOSURE (\$135K ACCESS MGMT, \$735K NOISE)	950,000	0	0	0	870,000	80,000	MNDOT	O3
2015	US 169	7008-100	SC	BETWEEN TH 282 AND TH 21 IN JORDAN - CONSTRUCT MEDIUM BARRIER AND REPLACE MEDIUM DRAINAGE STRUCTURES AND PIPES	2,450,000	0	0	0	2,450,000	0	MNDOT	S9
2015	US 52	1928-60	SC	FROM SOUTHVIEW BLVD IN SOUTH ST PAUL TO PLATO BLVD IN ST PAUL - REPLACE LIGHTING SYSTEMS	1,062,000	849,600	0	0	212,400	0	MNDOT	S18
2015	US 61	6222-166	SC	AT BUERKLE ROAD IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT INCLUDING ADA/PEDESTRIAN UPGRADES	250,000	0	0	0	125,000	125,000	MNDOT	E2
2015	US 952	1908-75	SC	AT THOMPSON AVENUE IN WEST ST. PAUL - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
Totals					2,271,673,406	858,542,760	58,135,205	85,937,200	514,648,056	718,792,113		

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	BB		091-595-023	MC SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION	127,000,000	0	0	0	0	91,000,000	RAMSEY CO	E6
2011	BB		091-595-024	MC UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (TIGER)	35,000,000	0	0	0	0	0	RAMSEY CO	E6
2011	BB		091-595-025	MC UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (2010 HIGH SPEED RAIL GRANT)	18,737,803	0	0	0	0	0	RAMSEY CO	E6
2011	BB		TRS-TCMT-10C	TR PURCHASE OF 4 LRV'S (INCLUDES FORMER TRS-SMTC-10A)	13,600,000	10,250,600	0	0	0	3,349,400	MET COUNCIL -MT	T2
2011	BB		TRS-TCMT-10D	TR CMAQ/MVTA: PURCHASE 10 BUSES FOR DEDICATED OPERATION & DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE BUSWAY	5,253,700	4,202,960	0	0	0	1,050,740	MET COUNCIL-MTS	T10
2011	BB		TRS-TCMT-11A	TR CMAQ: TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE, NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY & MPLS-FY 2011	322,156	257,725	0	0	0	64,431	MET COUNCIL -MT	T10
2011	CITY		164-070-008	RW **MN219** RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2011	CITY		164-070-009	RC **MN219** CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2011	CMAQ		141-080-045	TM TRAF MGMT CTR & ITS UPGRADES-PHASE 3A, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE	3,250,000	2,400,000	0	0	0	850,000	MINNEAPOLIS	S7

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CMAQ		141-080-048	TM OPTIMIZE SIGNAL TIMING, SIGNALIZED INTERSECTIONS, HIAWATHA AVE, LYNDALE AVE S, E/W LAKE ST & HENNEPIN AVE S	236,250	189,000	0	0	0	47,250	MINNEAPOLIS	E2
2011	CMAQ		141-080-049	TM DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR SOUTH SIDE INTERSECTIONS, MPLS	525,000	400,000	0	0	0	125,000	MINNEAPOLIS	E2
2011	CMAQ		141-080-050	TM TRAF MGMT CTR & ITS UPGRADES-PHASE 3B, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE	3,250,000	2,400,000	0	0	0	850,000	MINNEAPOLIS	S7
2011	CMAQ		CM-05-10AC3	TR PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 3 OF 3)	416,300	416,300	0	0	0	0	RAMSEY	E6
2011	CMAQ		CMT-09-07	TR CMAQ: AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR & BEAM AVE-EXPAND EXISTING PARK & RIDE LOT BY 544 STALLS	13,982,966	4,129,070	0	0	0	9,853,896	MET COUNCIL -MT	T10
2011	CMAQ		TDM-2011	TM TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ1
2011	CR 57		002-596-011	SH ANOKA CO RD 57(SUNFISH LK BLVD) & ALPINE DR, RAMSEY-TRAFFIC SIGNAL INSTALLATION, TURN LANES,	1,090,000	981,000	0	0	0	109,000	ANOKA CO	E1
2011	CSAH 10		010-610-043	RS FROM TH 7 TO NEWTON AVE IN WATERTOWN & CARVER CSAH 92 FROM N OF CR 155 TO CARVER/HENNEPIN COUNTY LINE-MILL & OVERLAY ON TRAVEL LANES AND SHOULDER PAVING	1,703,825	750,000	0	0	0	953,825	CARVER CO	S10

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CSAH 10	027-610-031		RD AT VARIOUS LOCATIONS IN HENNEPIN COUNTY-BITUMINOUS MILL AND OVERLAY	2,199,125	1,759,300	0	0	0	439,825	HENNEPIN CO	S10
2011	CSAH 10	189-020-020		RC VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC	15,300,000	6,840,000	0	0	0	8,460,000	MAPLE GROVE	A15
2011	CSAH 101	229-020-003		PL I94/BROCKTON LANE INTERCHANGE, PRELIMINARY ENGINEERING(2010 APPROPRIATIONS ACT-IMD)	1,000,000	0	0	0	0	200,000	DAYTON	O2
2011	CSAH 116	002-716-011		RC ANOKA CO RD 57(SUNFISH LAKE BLVD), RAMSEY TO GERMANIUM ST, RAMSEY & ANOKA-RECONSTRUCT TO 4-LANE DIVIDED RDWY INCLUDING PED/BIKE TRAIL	5,900,000	3,680,800	0	0	0	2,219,200	ANOKA CO	A15
2011	CSAH 152	027-752-025		BI ON CEDAR AVE(HENNEPIN CSAH 152) OVER WASHINGTON AVE (HENNEPIN CSAH 122) IN MPLS - RECONDITION DECK ON BRIDGE #27030, PED ENHANCEMENTS	925,000	600,000	0	0	0	325,000	HENNEPIN CO	S19
2011	CSAH 153	027-753-013		BR **MN262**LOWRY AVE BRIDGE #2723 REPLACEMENT PHASE II IN MPLS (2010 APPROPRIATIONS ACT-STP)	486,917	0	486,917	0	0	0	HENNEPIN CO	S19
2011	CSAH 153	027-753-013A		BR LOWRY AVE BRIDGE #2723 REPLACEMENT PHASE II IN MPLS (2009 APPROPRIATIONS ACT-TCSP)	26,513,083	0	475,000	0	0	26,038,083	HENNEPIN CO	S19
2011	CSAH 17	027-617-028		RD ON FRANCE AVE (HENNEPIN CSAH 17) FROM TH 62 IN RICHFIELD TO I494 IN BLOOMINGTON - CONCRETE PAVEMENT REPAIR	600,000	480,000	0	0	0	120,000	HENNEPIN CO	S10
2011	CSAH 17	070-617-023		SH AT SCOTT CSAH 42 IN SHAKOPEE-PARTIAL GRADE SEPARATION INTERCHANGE, T-INTERSECTION, NB OVER LEFT TURNS, ETC	4,400,000	1,836,000	0	0	0	2,564,000	SCOTT CO	E1

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CSAH 19	CSAH 19	082-619-021	RD WASHINGTON CSAH 19(KEATS AVE/WOODBURY DR), FROM TH 61 IN COTTAGE GROVE TO SOUTH OF WASHINGTON CSAH 18(BAILEY RD) IN WOODBURY - PAVEMENT REHABILITATION	1,771,450	1,011,150	0	0	0	760,300	WASHINGTON CO	S10
2011	CSAH 2	CSAH 2	082-602-014	SH WASHINGTON CSAH 2 (W BDWY AVE) & 12TH ST NW, FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC	1,070,000	963,000	0	0	0	107,000	WASHINGTON CO	S2
2011	CSAH 2	CSAH 2	082-602-015	RC W BDWY(WASHINGTON CSAH 2), 19TH ST SW TO 12TH ST SW INCLUDING I-35 INTERCHANGE, FOREST LAKE- RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	0	4,935,000	WASHINGTON CO	A15
2011	CSAH 2	CSAH 2	082-602-015A	RC **MN165**CONSTRUCTION FOR I-35 & WASHINGTON CSAH 2 INTERCHANGE & CSAH 2 CORRIDOR TO TH 61 IN FOREST LAKE-	1,899,700	0	1,519,760	0	0	379,940	WASHINGTON CO	A15
2011	CSAH 2	CSAH 2	082-602-015B	RC 12TH SW TO TH 61. FOREST LAKE-RECONSTRUCT TO DIVIDED SECTION, TRAIL, ETC	4,469,000	3,575,200	0	0	0	893,800	WASHINGTON CO	A15
2011	CSAH 22	CSAH 22	027-622-003	BR LYNDALE AVE(HENNEPIN CSAH 22) OVER MINNEHAHA CREEK, MPLS-REPLACE BR 90444	2,400,000	1,449,157	0	0	0	950,843	HENNEPIN CO	S19
2011	CSAH 23	CSAH 23	019-623-023	RC 181ST ST IN LAKEVILLE TO 147TH ST IN APPLE VALLEY- RECONSTRUCT TO 6-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC (LOCAL SAP 19-623-25 IS INCLUDED AS PART OF THIS PROJECT)	25,500,000	5,775,000	0	0	0	19,725,000	DAKOTA CO	A15
2011	CSAH 23	CSAH 23	019-623-024	RC DAKOTA CSAH 42 TO N OF 138TH ST IN APPLE VALLEY- RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC	13,240,000	7,840,000	0	0	0	5,400,000	DAKOTA CO	S4
2011	CSAH 31	CSAH 31	062-631-005	SH MARYLAND AVE AT RICE ST, ST PAUL-RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	1,600,000	708,750	0	0	0	891,250	RAMSEY CO	S2
2011	CSAH 31	CSAH 31	062-631-006	SH MARYLAND AVE, PROSPERITY AVE, ST PAUL- RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	1,600,000	722,250	0	0	0	877,750	RAMSEY CO	S2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CSAH 42		070-642-023	RD FROM LOUISIANA TO SCOTT CSAH 27 IN SAVAGE & FROM JUST EAST OF CH 21 TO BOONE AVE IN PRIOR LAKE - PAVEMENT REHABILITATION, ADA COMPLIANCE FOR PEDESTRIAN CURB RETURNS	2,630,000	883,050	0	0	0	1,746,950	SCOTT CO	S10
2011	CSAH 5		002-605-019	RD CSAH 5(NOWTHEN BLVD) FROM TH 47 TO ANOKA CR 64(181ST) IN RAMSEY-PAVEMENT RECLAMATION, ADA IMPROVEMENTS, TURN LANES	2,500,000	1,687,350	0	0	0	812,650	ANOKA	S10
2011	CSAH 65		062-665-049	RC FROM WHITE BEAR COURT TO CR F (BIRCH ST) IN WHITE BEAR LAKE - CONCRETE PAVEMENT REHABILITATION, PED CURB RAMP UPGRADES & APS INSTALLATION	2,212,875	1,770,300	0	0	0	442,575	RAMSEY CO	S10
2011	CSAH 68		070-668-002	SH SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP- CONSTRUCT ROUNDABOUT	1,300,000	705,600	0	0	0	594,400	SCOTT CO	S7
2011	CSAH 70		019-670-010	RD FROM DAKOTA CSAH 5/KENSINGTON BLVD TO DAKOTA CSAH 23(CEDAR AVE) IN LAKEVILLE - BITUMINOUS OVERLAY, ADA COMPLIANT PEDESTRIAN RAMPS, LOOP DETECTORS	2,200,000	1,508,850	0	0	0	691,150	DAKOTA CO	S10
2011	EN		164-020-113	EN ALONG UNIV AVE FROM RICE ST TO HENN/RAMSEY CO LINE IN ST PAUL-STREETScape FOR CCLRT	1,300,000	1,040,000	0	0	0	260,000	SAINT PAUL	O6
2011	EN		164-595-001AC	EN UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS (AC PAYBACK 1 OF 1)	1,336,291	1,336,291	0	0	0	0	ST PAUL	O6
2011	EN		164-595-002AC	EN HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS(AC PAYBACK 1 OF 1)	668,496	668,496	0	0	0	0	ST PAUL	O6
2011	EN		164-595-004AC	EN COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK(AC PAYBACK 1 OF 1)	249,373	249,373	0	0	0	0	ST PAUL PARK/REC	O9

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	I 35		0283-25	SC **ELLA**N JCT I-35E/35W, COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE, FOREST LAKE-REPLACE SIGNING	180,444	0	0	0	180,444	0	MN/DOT	O8
2011	I 35E		0282-34	RC FROM SOUTH OF RAMSEY CO CSAH 96 IN WHITE BEAR LAKE TO NORTH JCT I35W IN LINO LAKES-UNBONDED CONCRETE OVERLAY, DRAINAGE CORRECTIONS, CABLE MEDIUM BARRIER, ETC (CHP 388 BONDS)	18,120,931	8,530,000	0	0	0	9,590,931	MN/DOT	S10
2011	I 35E		1982-150	RS 0.2 MI S OF DAKOTA CSAH 26(LONE OAK RD), EAGAN TO W 7TH ST IN ST PAUL- 4" MILL & OVERLAY, DRAINAGE, GUARDRAIL	6,794,026	6,114,623	0	0	679,403	0	MN/DOT	S10
2011	1	I 35E	6280-308RW1	RW I-94 TO MARYLAND AVE IN ST PAUL-RW ACQUISITION	4,000,000	0	0	0	4,000,000	0	MN/DOT	O4
2011	I 35E		6280-365	SC COMMON SECTION OF I694/I35E FROM SB UNDER NB OFF RAMP TO I694 TO E JCT I694- INSTALL CABLE MEDIUM BARRIER (OTHER FUNDS ARE DPS SECT 164)	107,408	0	0	0	10,741	96,667	MN/DOT	S9
2011	I 35W		0280-58	SC **ELLA**I-694 IN NEW BRIGHTON/ARDEN HILLS TO N JCT I-35/I-35E, COLUMBUS TWP-REPLACE SIGNING(ASSOCIATED SP 6284-139)	398,893	0	0	0	398,893	0	MN/DOT	O8
2011	I 35W		0280-62	CA I-694, NEW BRIGHTON TO LEXINGTON AVE, BLAINE-STUDY FOR FUTURE INVESTMENTS(2008 APPROP ACT-IMD)	402,580	0	0	0	40,258	0	MN/DOT	O1
2011	I 35W		0280-66	CA I35W N CONGESTION MITIGATION & DESIGN - ON NB, LAKE DRIVE TO 95TH, BLAINE(2009 APPROPRIATIONS ACT-IMD)	1,055,555	0	0	0	105,555	0	MNDOT	O1
2011	I 35W		1981-111	SC BURNSVILLE PKWY, BURNSVILLE, TO I-494, BLOOMINGTON-REPLACE SIGNING	450,000	405,000	0	0	45,000	0	MN/DOT	O7

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	I 35W	1981-120	MC	**BP08**NB ONLY, CRYSTAL LAKE RD TO BURNSVILLE PKWY, BURNSVILLE-TIE INTO EXISTING HOV LANE BY CONSTRUCTING MEDIAN BARRIER, HOT LANE IN MEDIAN, AND MILL & OVERLAY OF ADJACENT LANES NB AND SB, ETC (\$13.9M CHAPTER 152 FOR TRANSIT ADVAN BONDS)	12,516,973	1,147,120	0	0	127,458	11,242,395	MN/DOT	S16
2011	I 35W	1981-123	NO	WEST SIDE OF I35W BETWEEN MCANDREWS ROAD TO 1200 FT SOUTH OF BURNSVILLE PKWY- NOISE BARRIER (OTHER FHWA FUNDS ARE UPA-TCSP; BONDS FUNDS ARE \$1.1M CHP 152 TRANSIT ADV BONDS; \$630K IS CHP 152 BONDS)	1,975,753	0	0	0	0	1,005,172	MN/DOT	O3
2011	I 35W	1981-125	RS	SB FROM BURNSVILLE PARKWAY TO MN13 IN CITY OF BURNSVILLE - MILL AND OVERLAY	626,635	0	0	0	626,635	0	MN/DOT	S10
2011	I 35W	2782-324	SC	FROM 94TH ST TO 106TH ST W IN BLOOMINGTON - LIGHTING REPLACEMENT	411,975	0	0	0	411,975	0	MN/DOT	S18
2011	I 394	2789-134	RD	AT XENIA & PARK PLACE IN GOLDEN VALLEY-EXIT RAMP MODIFICATIONS (LOW COST-HIGH BENEFIT PROJECT)	589,079	0	0	0	0	589,079	MN/DOT	E3
2011	I 494	2785-330B	PL	**MN199**I-494 LANE ADDITION, HENNEPIN CO	900,045	0	720,036	0	180,009	0	MNDOT	A20
2011	I 494	2785-362	BI	AT NICOLLET AVE IN BLOOMINGTON-DECK REPAIR ON NICOLLET AVE BR 9077 & MISC. MAINTENANCE WORK INCLUDING STAIRWAY REPAIR, CHAIN LINK ENCLOSURE REPLACEMENT & BRIDGE PAINTING ON PED BRIDGE 9078	652,503	587,253	0	0	65,250	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	1694	1694	6285-135	RC AT INTERCHANGE OF 1694/TH51/TH10 & ON 1694 AT ISLAND LAKE CHANNEL- RECONSTRUCT INTERCHANGE INCLUDING GRADING, SURFACING & REPLACING 7 BRIDGES (BR # 9301, 9302, 9310, 9311, 9312, 9447, 9448) WITH 6 NEW BRIDGES (BR # 62716, 62717, 62719, 62720, 62051, 62052)	42,484,915	10,800,000	0	27,436,423	4,248,492	0	MN/DOT	S6
2011	1694	1694	8286-67	SC WASHINGTON CSAH 10(10TH ST/MINNEHAHA), OAKDALE- REPLACE LIGHTING SYSTEM	139,305	0	0	0	139,305	0	MN/DOT	S18
2011	194	194	2781-415	RS NICOLLET AVE IN MPLS TO CRETIN/VANDALIA IN ST. PAUL- BITUMINOUS MILL & OVERLAY, CONCRETE PAVEMENT REPAIR, BRS, DRAINAGE, ETC (\$7,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	16,003,965	11,152,429	0	0	2,029,856	2,821,680	MNDOT	S10
2011	194	194	2781-417	SC SHINGLE CREEK PKWY RAMP TERMINI; BROOKLYN CENTER- REPLACE TRAFFIC SIGNALS	336,935	0	0	0	149,058	187,877	MN/DOT	E2
2011	194	194	2781-419	BI UNDER PED BR, SHINGLE CRK PKWY, 694 ON-RAMP, UNDER 694, HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH & OVER TH 252, BROOKLYN CENTER & MPLS-PARTIAL PAINT BR 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807 & 27808	2,176,576	1,958,918	0	0	217,658	0	MN/DOT	S19
2011	194	194	2781-443	TM FROM LOWRY TUNNEL IN MPLS TO JOHN IRELAND BLVD IN ST PAUL-TRAFFIC MANAGEMENT SYSTEM (\$6,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	5,445,215	0	0	0	3,469	5,441,746	MNDOT	S7
2011	194	194	2781-444	TM FROM LOWRY TUNNEL IN MPLS TO JOHN IRELAND BLVD IN ST PAUL-ITS SIGN STRUCTURES (\$1M DIST C IS ITS; \$5.5M DIST C IS DEST INNOV; \$2,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	6,377,015	4,587,099	0	0	0	1,789,916	MNDOT	S7

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	194		2781-446	TM **ELLA**WB FROM I-35W TO TH 55 IN MPLS-ROADWAY STRIPING & SIGNING MODIFICATIONS (LOW COST/HIGH BENEFIT PROJECT)	238,297	0	0	0	238,297	0	MN/DOT	S11
2011	194		6283-172	SC NB TH 61 TO WHITE BEAR AVE, ST PAUL-CONSTRUCT EB AUXILIARY LANE & RAMP METER, ETC (LOW COST, HIGH BENEFIT PROJECT)	1,140,565	0	0	0	0	1,140,565	MN/DOT	E1
2011	LOCAL		999027-030-023	SC ALONG HENNEPIN CSAH 23, CSAH 36 AND CSAH 152 - PEDESTRIAN RAMP RETROFITS	500,000	400,000	0	0	0	100,000	HENNEPIN CO	AQ2
2011	LOCAL		999027-030-024	SC VARIOUS LOCATIONS IN NORTH MPLS - PEDESTRIAN RAMP RETROFITS	500,000	400,000	0	0	0	100,000	HENNEPIN CO	AQ2
2011	LOCAL		999091-070-019	RB GRAND ROUNDS NATIONAL SCENIC BYWAY MISSING LINK-PHASE 1: DESIGN, ACQUISITIONS, ENVIRONMENTAL REMEDIATION, CONSTRUCTION (2010 APPROPRIATIONS ACT-FEDERAL LANDS (PUBLIC LANDS HIGHWAY))	500,000	0	0	0	0	0	MPLS PARK/REC BOARD	O2
2011	MN	100	2734-44	SC W 50TH ST, EDINA TO TH 55, GOLDEN VALLEY-REPLACE SIGNING	366,161	292,929	0	0	73,232	0	MN/DOT	O7
2011	MN	100	2755-83	SH HENNEPIN CSAH 152 TO I-694,BROOKLYN CENTER-UPGRADE LIGHTING, PARTIAL TO CONTINUOUS	275,550	247,995	0	0	27,555	0	MN/DOT	S18
2011	MN	120	6227-65	SH CENTURY COLLEGE ENTRANCE, WHITE BEAR LAKE/MAHTOMEDI-REBUILD	184,913	166,422	0	0	18,491	0	MN/DOT	E2
2011	MN	120	6227-71	SR UP ON TH 120 S OF LARPEN TEUR IN MAPLEWOOD/OAKDALE-REPLACE GATES	325,026	292,523	0	0	32,503	0	MN/DOT	S1
2011	MN	13	070-596-003	RC TH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT TH 13/101 INCLUDING BR 70003 FOR EB 101 TRAFFIC, ETC (ASSOCIATED TO 7001-103)	9,840,000	7,840,000	0	0	0	2,000,000	SCOTT CO	A10

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	MN 13	1901-154	1901-154	RS 0.2 MI S OF I-494 TO I-494, EAGAN-BITUMINOUS OVERLAY, GUARDRAIL, DRAINAGE	373,181	0	0	0	373,181	0	MN/DOT	S10
2011	MN 13	1902-56	1902-56	SC AT I-35E IN LILYDALE & MENDOTA HTS-INSTALL TRAFFIC SIGNALS AT ENTRANCE/EXIT RAMPS	288,250	0	0	0	288,250	0	MN/DOT	E2
2011	MN 13	211-010-007	211-010-007	RC VERNON AVE TO LYNN AVE, SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	6,250,000	3,937,500	0	0	0	2,312,500	SAVAGE	E1
2011	MN 13	7001-103	7001-103	RC TH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-ASSOCIATED SP 070-596-003)	4,932,832	3,429,400	0	0	857,350	646,082	MN/DOT	A10
2011	MN 13	7001-103ES	7001-103ES	RC \$\$\$ETH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-ASSOCIATED SP 70-596-03)	4,269,168	0	0	0	0	0	MN/DOT	A15
2011	MN 156	1912-56	1912-56	SC GRAND AVE, SOUTH ST PAUL-REBUILD TRAFFIC SIGNAL	223,200	0	0	0	111,600	111,600	MN/DOT	E2
2011	MN 20	1903-07	1903-07	SC MN 19, CANNON FALLS TO MN 50, DOUGLAS TWP-REPLACE SIGNING	37,676	0	0	0	37,676	0	MN/DOT	O7
2011	MN 25	7003-12	7003-12	RD **ELLA**E FOREST ST TO UP RR, BELLE PLAINE-EROSION REPAIR, RETAINING WALL, ETC (\$192K BARC)	339,910	0	0	0	339,910	0	MN/DOT	S9
2011	MN 284	1014-19	1014-19	AM FROM 10TH ST TO TH 5 IN WACONIA- CHANNELIZATION & SIGNAL REPLACEMENT (\$594K AM, \$225K TRAFFIC)	1,085,000	0	0	0	819,000	266,000	MNDOT	E2
2011	MN 36	6211-88	6211-88	RB WHITE BEAR AVE, MAPLEWOOD TO MN 120, NORTH ST PAUL - LANDSCAPING	93,272	0	0	0	93,272	0	MNDOT	O6
2011	MN 36	6212-159	6212-159	SC HAMLIN AVE/COMMERCE ST, ROSEVILLE-REBUILD TRAFFIC SIGNAL	153,711	0	0	0	19,214	134,497	MN/DOT	E2

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	4	MN 36	8214-114MIT11	BR OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,500,000	0	0	0	0	1,500,000	MN/DOT	A20
2011		MN 41	1008-65	SC 4TH ST, CHASKA-REBUILD TRAFFIC SIGNAL	198,877	0	0	0	99,439	99,438	MN/DOT	E2
2011		MN 47	0205-98	RD FROM 44TH AVE IN COLUMBIA HTS TO 85TH AVENUE IN BLAINE - ADA IMPROVE AT 12 INTERSECTIONS	567,037	0	0	0	567,037	0	MNDOT	AQ2
2011		MN 50	1923-11	RD **ELLA**INTERSECTION WITH TH 20, DOUGLAS TWP-REPAIR PIPE & VAULT	219,234	0	0	0	219,234	0	MN/DOT	S7
2011		MN 51	164-010-062	EN **MN253**SNELLING AVE PEDESTRIAN MEDIAN, ST PAUL- IMPROVE PEDESTRIAN SAFETY (2009 APPROPRIATIONS ACT-STP)	475,000	0	475,000	0	0	0	SAINT PAUL	O1
2011		MN 51	6215-95	AM AT LEXINGTON PKWY/W 7TH ST AND AT MARSHALL AVE IN ST PAUL-INSTALL ACCESSIBLE PEDESTRIAN SIGNALS (APS) & PEDESTRIAN RAMPS AT THESE TWO INTERSECTIONS	70,000	0	0	0	70,000	0	MNDOT	E2
2011		MN 610	0217-24	TM FROM TH169 IN BROOKLYN PARK TO TH10 IN COON RAPIDS-EXPAND FIBER OPTIC	317,315	253,852	0	0	63,463	0	MN/DOT	S7
2011	11	MN 610	2771-37D	CA **MN254**TH 169 IN BROOKLYN PARK TO 194 IN MAPLE GROVE- PRELIMINARY ENGINEERING/EIS RE-EVALUATION (2009 APPROPRIATIONS ACT-STP)	1,520,000	0	1,520,000	0	0	0	MN/DOT	A15
2011		MN 62	2775-14	SC TH 77, MPLS-REPLACE LIGHTING SYSTEM	350,775	0	0	0	350,775	0	MN/DOT	S18
2011		MN 62	2775-18	BI **ELLA**UNDER PORTLAND AVE, RICHFIELD-REPLACE DECK ON BR 7269 (WAS SP	885,923	0	0	0	885,923	0	MN/DOT	S19
2011		MN 65	0208-144	AM FROM 215TH AVE TO 221ST AVE IN EAST BETHEL-ACCESS CLOSURES & CONSTRUCT EAST FRONTAGE ROAD	594,000	0	0	0	594,000	0	MNDOT	E1
2011		MN 7	2706-217	SC BAKER RD & LAKE ST EXT, MINNETONKA-REPLACE LIGHTING SYSTEM	139,700	0	0	0	139,700	0	MN/DOT	S18

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	MN 77	MN 77	2758-67	SC **ELLA**N OF OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON TO TH 62, RICHFIELD-REPLACE SIGNING	269,132	0	0	0	269,132	0	MN/DOT	O7
2011	MN 77	MN 77	2758-69	BI UNDER OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON-REPAIR DECK ON BR 27062, STORM SEWER AND PEDESTRIAN RAMPS	563,853	451,082	0	0	112,771	0	MN/DOT	S19
2011	MN 97	MN 97	8201-17	AM AT HORNSBY ST IN COLUMBUS- REALIGN TO INTERSECT TH 97 AT GREATER DISTANCE FROM TH 35 EAST RAMPS	594,000	0	0	0	594,000	0	MNDOT	E1
2011	MN 999	MN 999	2700-54	TM INTEGRATED CORRIDOR SIGNAL COORDINATION, I-394 CORRIDOR INCLUDING THE 55, TH 7, ETC. DEPLOYMENT OF TRANSIT SIGNAL PRIORITY, CCTV CAMERAS & VARIABLE MESSAGE SIGNS	2,107,564	1,686,051	0	0	421,513	0	MN/DOT	S7
2011	MN 999	MN 999	880M-AM-11	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	57,000	0	0	0	57,000	0	MN/DOT	NC
2011	MN 999	MN 999	880M-BI-11	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	675,000	0	0	0	675,000	0	MN/DOT	NC
2011	MN 999	MN 999	880M-CA-11	CA METRO SETASIDE - CONSULTANT DESIGN -2011	7,500,000	0	0	0	7,500,000	0	MN/DOT	NC
2011	MN 999	MN 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	MN 999	MN 999	880M-RB-11	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	0	100,000	0	MN/DOT	NC
2011	MN 999	MN 999	880M-RW-11	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	14,500,000	0	0	0	14,500,000	0	MN/DOT	NC
2011	MN 999	MN 999	880M-RX-11	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,410,000	0	0	0	4,410,000	0	MN/DOT	NC
2011	MN 999	MN 999	880M-SA-11	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	15,500,000	0	0	0	15,500,000	0	MN/DOT	NC
2011	MN 999	MN 999	880M-SC-11	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	1,150,000	0	0	0	1,150,000	0	MN/DOT	NC

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2011	MN	999	880M-TM-11	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	755,000	0	0	0	755,000	0	MN/DOT	NC
2011	MN	999	8825-315	TM METROWIDE-REPLACE QUEUE & MAINLINE LOOP DETECTORS	140,771	0	0	0	140,771	0	MN/DOT	NC
2011	MN	999	8825-373	SC ON TH 5 & TH 212 IN CARVER CO, TH 55 IN HENN CO, & TH 61 IN WASH CO-SIGNING & STRIPING IMPROVEMENTS(GAP PROJECT-DPS164 FUNDS)	665,817	0	0	0	0	665,817	MNDOT	S11
2011	MN	999	8825-386	SC METROWIDE-OVERHEAD SIGN REPAIR & REPLACEMENT	713,085	0	0	0	713,085	0	MNDOT	O7
2011	MN	999	8825-408	SC METROWIDE-LIGHT POLE REPLACEMENT	218,235	0	0	0	218,235	0	MN/DOT	NC
2011	MN	999	8825-417	TM METROWIDE - REPAIR FIBER OPTIC CABLES	166,900	133,520	0	0	33,380	0	MN/DOT	NC
2011	MN	999	8825-418	TM METROWIDE - SHELTER SECURITY INSTALLATION	250,000	0	0	0	250,000	0	MN/DOT	NC
2011	MN	999	TRLF-RW-11	RW REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,964,622	0	0	0	2,964,622	0	MN/DOT	NC
2011		PED/BIKE	019-623-028	EN ON THE CEDAR AVE TRANSITWAY FROM 181ST IN LAKEVILLE TO 138TH IN APPLE VALLEY-LIGHTING, LANDSCAPING, OTHER IMENITIES	3,020,000	1,020,000	0	0	0	2,000,000	DAKOTA CO	O6
2011		PED/BIKE	027-090-022	BT **MN242**FRANCE AVE TO MISSISSIPPI RIVER-RAILING & RETAINING WALL ALONG MIDTOWN GREENWAY CORRIDOR(2006 APPROPRIATIONS ACT)	273,657	0	273,657	0	0	0	HENNEPIN CO	AQ2
2011		PED/BIKE	027-091-001	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-LOWRY AVENUE STREETScape IMPROVEMENTS	108,400	0	0	0	0	0	HENNEPIN CO	AQ2
2011		PED/BIKE	082-090-002	EN OVER WASHINGTON CO RD 83(11TH AVE SW), FOREST LAKE-CONSTRUCT MULTI-MODAL BR FOR HARDWOOD CREEK REG TRAIL, ETC	926,500	741,200	0	0	0	185,300	WASHINGTON CO	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		PED/BIKE	091-090-048	EN CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,150,000	691,409	0	0	0	458,591	DAKOTA CO	O9
2011		PED/BIKE	107-591-001	BT **SRTS IN** SAFE ROUTES TO SCHOOL -CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	175,000	0	0	0	0	0	BLOOMINGTON	AQ2
2011		PED/BIKE	128-091-004	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-GOLDEN VALLEY-COMLETE STREETS PROJECT (RIGHT OF WAY)	675,000	0	0	0	0	0	GOLDEN	AQ2
2011		PED/BIKE	141-020-107	EN ALONG CEDAR & FRANKLIN AVES, MPLS-IMPROVE PED ACCESS & SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,050,000	840,000	0	0	0	210,000	MINNEAPOLIS	O9
2011		PED/BIKE	141-091-015	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS (BIKE LANES & BLVD TREATMENTS ALONG 4 CORRIDORS)-CONSTRUCTION, CE, & EDUCATIONAL ACTIVITIES	440,453	0	0	0	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-028	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-BIKE PARKING PROGRAM-VARIOUS CITIES ADJACENT TO MINNEAPOLIS	75,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-031	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECT(BIKE LANES & BLVD TREATMENTS ALONG GLENWOOD CORRIDOR)-CONSTRUCTION, CE, & EDUCATIONAL ACTIVITIES	164,767	0	0	0	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-442-001	RC RECONSTRUCT 22ND ST E ON NEW ALIGNMENT & ADD RIGHT-IN RIGHT-OUT WITH CEDAR AVE(TIPEDD FUNDS)	1,590,000	1,000,000	0	0	0	590,000	MINNEAPOLIS	AQ2

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ	
2011		PED/BIKE	141-591-005	BT **SRTS IN** SAFE ROUTES TO SCHOOL - BICYCLE & PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT IN MINNEAPOLIS	5,000	0	0	0	0	0	0 MINNEAPOLIS	01	
2011		PED/BIKE	141-591-006	BT **SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING OF MAPPING OF SAFE ROUTES TO EACH SCHOOL & DISTRIBUTING THE MAPS IN MINNEAPOLIS	57,000	0	0	0	0	0	0 MINNEAPOLIS	01	
2011		PED/BIKE	155-591-003	BT **SRTS IN** SAFE ROUTES TO SCHOOL - SIDEWALK & TRAIL CONSTRUCTION & INTERSECTION IMPROVEMENTS IN PLYMOUTH	208,500	0	0	0	0	36,000	PLYMOUTH	AQ2	
2011		PED/BIKE	157-091-004	RW SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PURCHASE RW FOR OLIVER AVE BIKE ST.	50,000	0	0	0	0	0	0 RICHFIELD	AQ2	
2011		PED/BIKE	160-091-002	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR PHASE I, ROSEVILLE	595,966	0	0	0	0	75,966	ROSEVILLE	AQ2	
2011		PED/BIKE	164-090-010	EN W SIDE OF LEXINGTON PKWY, MINNEHABA AVE TO ENERGY PARK DR, ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	0	0	642,000	SAINT PAUL	O9
2011		PED/BIKE	164-091-013	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-SMART TRIP 2011 NEIGHBORHOOD	171,700	0	0	0	0	0	56,700	SAINT PAUL	AQ2
2011		PED/BIKE	188-591-002	BT **SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING & BIKE RACKS IN LAKEVILLE	146,000	0	0	0	0	0	0	LAKEVILLE	AQ2
2011		PED/BIKE	235-090-002	EN CONSTRUCT TRAIL ALONG ANOKA CR 81 FROM 233RD LN TO DEER CREEK 2ND PARK & NEAR ST FRANCIS MIDDLE SCHOOL	232,866	186,293	0	0	0	0	46,573	ST FRANCIS	AQ2

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	RR	RR	27-00290	SR N NATHAN LN, MSAS 160, PLYMOUTH, HENNEPIN CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR	RR	27-00291	SR XERXES AVE S, MSAS 409, BLOOMINGTON-INSTALL CANTILEVERS/GATES	299,750	269,775	0	0	0	29,975	MN/DOT	S8
2011	RR	RR	70-00121	SR SYNDICATE ST, MSAS 105, JORDAN, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR	RR	70-00122	SR VALLEY VIEW DR, TWP 87, JORDAN (0.25 MI N), SAND CREEK TWP, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	US 10	US 10	0215-63	SH NB EXIT TO SB FOLEY BLVD, COON RAPIDS-REMOVE FREE RIGHT, ADD DUAL RIGHT TURN LANES, REVISE SIGNAL, ETC	266,928	240,235	0	0	26,693	0	MN/DOT	E1
2011	US 10	US 10	0215-64	SC 7TH AVE RAMP, ANOKA-REBUILD TRAFFIC SIGNAL	387,400	0	0	0	193,700	193,700	MN/DOT	E2
2011	US 169	US 169	142-010-016	MC AT BREN ROAD IN MINNETONKA & EDINA - RECONSTRUCTION OF INTERCHANGE INCLUDING BRIDGE 27B69(REPLACES 27566), ETC	12,000,000	0	0	0	0	12,000,000	MINNETONKA	E3
2011	US 169	US 169	2750-73	SC FROM APPROX. 1000' N OF 63RD AVE IN NEW HOPE TO APPROX 1000' N OF 77TH AVE (HENNEPIN CSAH 130) IN BROOKLYN PARK-INSTALL CABLE MEDIAN BARRIER	484,125	0	0	0	48,899	435,226	MN/DOT	S9
2011	US 169	US 169	2772-89	NO EAST SIDE OF TH169 FROM ROCKFORD ROAD (HENNEPIN CSAH 9) TO 36TH AVE N IN NEW HOPE-NOISEWALL, DRAINAGE (\$31K WRE, \$1.195 NOISE)	1,245,209	0	0	0	1,245,209	0	MN/DOT	S9
2011	US 169	US 169	2772-93	MC AT BREN ROAD IN MINNETONKA & EDINA - RECONSTRUCTION OF INTERCHANGE INCLUDING BRIDGE 27B69(REPLACES 27566), ETC, DESTINATION INNOVATION (\$7.65M)	7,650,000	0	0	0	7,650,000	0	MINNETONKA	E3
2011	US 169	US 169	2776-03	MC HIGHWAY 169/1494 INTERCHANGE IMPROVEMENTS, MN/AC PROJECT, PAYBACKS IN 2012, 2013, 2014)	139,225,000	30,225,000	0	49,000,000	3,000,000	57,000,000	MN/DOT	A10

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	7	US 169	2776-03	MC **MN265**TH 169/1494 INTERCHANGE CONSTRUCTION, MN (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A10
2011	7	US 169	2776-03A	MC HIGHWAY 169/1494 INTERCHANGE IMPROVEMENTS, MN (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	0	0	118,750	0	MN/DOT	A15
2011	7	US 169	2776-03AC1	MC HIGHWAY 169/1494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 1 OF 3)	15,000,000	15,000,000	0	0	0	0	MN/DOT	A10
2011	7	US 169	2776-03AC3	MC HIGHWAY 169/1494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK, 3 OF 3)	26,000,000	26,000,000	0	0	0	0	MN/DOT	A15
2011	7	US 169	2776-03RW10	RW I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	665,000	532,000	0	0	133,000	0	MNDOT	E3
2011		US 169	2776-101	SC FRM S OF SCOTT CSAH 18 IN SHAKOPEE TO N OF 1494 IN BLOOMINGTON & EDEN PRAIRIE-TEMP STRIPING, TEMP SIGNINGS, SIGNAL MODIFS, TRAFFIC CONTROL, AND REVERSAL OF PROJECT	266,660	0	0	0	266,660	0	MN/DOT	S11
2011		US 169	7005-102RW	AM **BP08**AT MARSCHALL ROAD IN SHAKOPEE-RW FOR PARK AND RIDE (CHP 152 TRANSIT ADVANTAGE BONDS)	2,392,000	0	0	0	0	2,392,000	MNDOT	O4
2011		US 169	7008-45AC2	MC SCOTT CO RD 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BR 70043 & 70044-NEW INTERCHANGE, ETC(AC PAYBACK 2 OF 2 & OTHER-DEBT MGMT)	8,250,000	1,751,000	0	0	0	8,250,000	MN/DOT	O4
2011		US 169	7008-54	MC SCOTT CO RD 64, BELLE PLAINE - LANDSCAPING	47,664	0	0	0	47,664	0	MNDOT	O6
2011		US 169	7009-70	AM AT 173RD ST IN SAND CREEK TOWNSHIP-ACCESS CLOSURES & BACKAGE ROAD IMPROVEMENTS	594,000	0	0	0	594,000	0	MNDOT	E1
2011		US 52	1906-58	RB 0.4 MI S OF DAKOTA CSAH 46 TO 0.3 MI N OF DAKOTA CSAH 46. COATES - LANDSCAPING	55,320	0	0	0	55,320	0	MNDOT	O6

**TABLE A-21
Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	US 52	1928-55	1928-55	BI LOCATIONS I-494, INVER GROVE HTS, TO BELVEDERE ST, ST PAUL-DECK REPAIR ON BR 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856 & 62044	1,476,019	1,180,815	0	0	295,204	0	MN/DOT	S19
2011	US 52	1928-59	1928-59	SC FROM 80TH ST IN INVER GROVE HEIGHTS TO THE CONCRETE BARRIER SOUTH OF BUTLER AVE IN S ST. PAUL-INSTALL CABLE MEDIUM BARRIER	1,032,364	0	0	0	103,236	929,128	MN/DOT	S9
2011	US 52	6244-30	6244-30	BR PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE), REPAIR/MODIFY BRS 62027,62881,62875,62876; APPROACHES & RAMP MODIFICATIONS	124,779,889	40,800,000	0	0	448,991	83,530,898	MN/DOT	S19
2011	US 52	6244-30RW2	6244-30RW2	RW PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE BR 9800	4,000,000	0	0	0	4,000,000	0	MNDOT	O4
2011	US 52	6244-36	6244-36	BI OVER EATON/JUP RR & OVER CONCORD ST IN ST PAUL-REDECK & PAINT BR 62026, DECK REPAIR & PAINT BR 62045; UNDER PED BRS NEAR LEWIS ST & AT WINIFRED-PAINT BRS 19025 & 62023; GUARDRAIL, ETC	5,601,009	4,480,000	0	0	1,121,009	0	MN/DOT	S19
2011	US 61	6221-43	6221-43	AM AT INTERSECTION OF ARCADE STREET & MINNEHAHA AVE IN ST. PAUL-SIGNAL RECONSTRUCTION	121,338	0	0	0	121,338	0	MNDOT	E2
2011	US 61	6222-159	6222-159	SC BEAM AVE, MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	122,594	0	0	0	122,594	0	MN/DOT	E2
2011	US 61	8205-131	8205-131	AM AT TH61/TH95/WEST FRONTAGE ROAD IN COTTAGE GROVE-RECONSTRUCT INTERSECTION, SIGNAL REVISION	594,000	0	0	0	594,000	0	MNDOT	E1
Totals					953,854,869	274,318,765	8,056,719	76,436,423	95,529,337	400,495,631		

**TABLE A-22
Federal Scenic Byway Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2012	LOCAL 999091-060-067	RB	GRAND ROUNDS MISSISSIPPI GORGE- PICNIC/OBSERVATION AREA (SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	136,000	0	34,000	MPLS PARK/REC BOARD	O9
2012	LOCAL 999091-060-079	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL (SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	90,000	0	22,500	MPLS PARK/REC BOARD	O9
2012	LOCAL 999091-060-083	RB	GRAND ROUNDS MISSISSIPPI GORGE- RESTROOMS FACILITY (SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	200,000	0	100,000	MPLS PARK/REC BOARD	O9
2012	LOCAL 999091-060-097	RB	GRAND ROUNDS MISSISSIPPI GORGE- PARKING/OVERLOOK (SCENIC BYWAYS 2009 APPROPRIATIONS ACT)	150,000	0	120,000	0	30,000	MPLS PARK/REC BOARD	AQ2
Totals				732,500	0	546,000	0	186,500		

Appendix B.
Conformity Documentation
Of the 2012-2015 Transportation Improvement Program to the 1990 Clean Air
Act Amendments
May 2, 2011

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 2012-2015 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

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

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the USEPA on September 3, 2009. This appendix describes the procedures used to analyze the 2012-2015 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 2012-2015 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2012-2015 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

	Page
I. CONFORMITY OF THE <i>2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM</i> : FINDINGS AND CONCLUSIONS	B-3
II. CONSULTATION PROCEDURES.....	B-4
III. DESCRIPTION OF EMISSION ANALYSIS METHODOLOGY AND ASSUMPTIONS.....	B-6
IV. ESTIMATED FUTURE EMISSIONS IN THE TWIN CITIES CARBON MONOXIDE NON- ATTAINMENT AREA	B-18
V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES	B-19
VI. EXHIBITS	B-22
1. CO MAINTENANCE AREA MAP	
2. REGIONAL TRAVEL DEMAND MODEL FLOW CHART	
3. SAMPLE MOBILE 6.2 OUTPUT FILES	
4. CODES FOR PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS	

I. CONFORMITY OF THE 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

An analysis of the regionally significant projects listed in the TIP was prepared. The analysis included the projects listed in Tables B-1 through B-4. 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), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects* (§93.126, §93.127). The TIP analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MN/DOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published March 8, 2011.

Other conformity requirements have been addressed as follows:

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

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

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

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

Solicitation of comments on the TIP is done by notice of a public hearing and a 45-day comment period. The TIP is adopted after the 45-day public comment period and revised as needed in response to comments received. A public hearing is held by the TAB on the TIP during the public comment period. A copy of the TIP is available to download from the Council's web site. A draft document for public comment and technical information are available at no charge to the public through requests to the Council's Data Center. The 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, EPA and the FHWA. The following is a list of interagency meetings held and scheduled in 2010 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

2012-2015 TIP Adoption Schedule

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
April	<ul style="list-style-type: none"> <input type="checkbox"/> Review TIP schedule for conformity analysis <input type="checkbox"/> Review draft project list prepared by MN/DOT to begin conformity analysis <input type="checkbox"/> Review draft project list from Regional Solicitation 	MN Interagency Air Quality and Transportation Planning Committee	<input type="checkbox"/> Begin TIP review and adoption process
April 21, 2011	Draft 2012-2015 TIP	TAC – F&PC	<input type="checkbox"/> Recommend to TAC
May 4, 2011	Draft 2012-2015 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public meeting and comment
May 18, 2011	Draft 2012-2015 TIP	TAB	<ul style="list-style-type: none"> <input type="checkbox"/> Adopts Draft TIP and sets public hearing date <input type="checkbox"/> MPCA letter of comment included <input type="checkbox"/> Public comment period starts <input type="checkbox"/> Input process – notice in State Register
June 15, 2011	Public Hearing	TAB	<input type="checkbox"/> TAB conducts public hearing
July 5, 2011	45 – day public comment period ends		
July 21, 2011	Public Hearing Report and Final TIP	TAC F&PC	<input type="checkbox"/> Review and recommend
August 3, 2011	Public Hearing Report and Final TIP	TAC	<input type="checkbox"/> Review and recommend
August 17, 2011	Public Hearing Report and Final TIP	TAB	<input type="checkbox"/> Adopts Public Hearing Report and Final TIP and forwards to MC.
August 22, 2011	Adopt the 2012-2015 TIP	Metropolitan Council Transportation Committee	<input type="checkbox"/> Recommends Adoption of the 2012-2015 TIP
September 14, 2011	Adopt the 2012-2015 TIP	Metropolitan Council	<input type="checkbox"/> Adopt the 2012-2015 TIP

III. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2012-2015 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and Mn/DOT. 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.

2012-2015 Transportation Improvement Program

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 2012-2015 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;

- Major Projects from 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 (2011-2014), or;
 - have completed the NEPA process.

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

2030 Transportation Policy Plan; Adopted November 10, 2009

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2012-2015 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-1 through B-3.

Wright County and City of New Prague Projects

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

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

Table B-1			
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	
I-94	ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF RAMP FOR CSAH 19	MN/DOT	8680-145
I-94	ADD WB AUXILLARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO	MN/DOT	8605-44
CSAH 116	SUNFISH LAKE BOULEVARD TO GERMANIUM ST - RECONSTRUCT TO FOUR LANES	ANOKA COUNTY	
CSAH 23	147 TH ST TO 181 TH ST - CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	

Table B-1
Regionally Significant TIP Projects
2015 Action Scenario

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	002-617-018
CSAH 2	19 TH ST SW TO 12 TH ST SW AND THE I-35 INTERCHANGE – RECONSTRUCTION	WASHINGTON COUNTY	
CSAH 81	TH 100 TO CSAH 10 – RECONSTRUCT TO 6-LANE URBAN DIVIDED ROADWAY	HENNEPIN COUNTY	
CSAH 96	AT TH 10 IN ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC.	RAMSEY COUNTY	062-596-003
TH 7	AT LOUISIANA AVE IN ST. LOUIS PARK- CONSTRUCT INTERCHANGE ETC.	ST. LOUIS PARK	2706-226
CSAH 10	FROM VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, TRAILS, ETC.	MAPLE GROVE	
CSAH 116	FROM CSAH 7 TO 38 TH AVE IN ANOKA & ANDOVER- RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC.	ANOKA COUNTY	
TH 13	FROM ZINRAN AVE S TO LOUISIANA AVE S IN SAVAGE- RECONSTRUCT TH 13/101 INCLUDING AN OVERPASS FOR EB 101 TRAFFIC, ETC	SCOTT COUNTY	
TH 36	AT HILTON TRAIL IN PINE SPRINTS-RECONSTRUCT INTERSECTION	MN/DOT	8204-55
TH 169/I-494	NEW INTERCHANGE CONSTRUCTION	MN/DOT	2776-03B
CITY	ON GRANARY RD FROM 25 TH AVE TO 17 TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS AND BICYCLE TRAIL	MINNEAPOLIS	141-433-02
CSAH 17	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT, ETC	SCOTT COUNTY	70-617-22
CSAH 5	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-605-28
TH 101	FROM CARVER CSAH 18(LYMAN BLVD) CSAH 14(PIONEER TR) IN CHANHASSEN- RECONSTRUCT TO 4-LN RDWY, ETC	CHANHASSEN	194-010-11
TH 149	FROM TH 55 TO I-494 IN EAGAN RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL, ETC	EAGAN	195-010-10
CSAH 11	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL, ETC	ANOKA COUNTY	02-611-32
CSAH 18	ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	CARVER COUNTY	10-618-13
CSAH 61	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS AND MINNETONKA- COUNTY UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	HENNEPIN COUNTY	27-661-46
TH 36	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD- CONSTRUCT SPLIT- DIAMOND INTERCHANGE BETWEEN ENGLISH ST/TH 61, ACCESS CLOSURES, SIGNAL INSTALLATION, ETC	MAPLEWOOD	138-010-18
CSAH 51	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL- WIDENING, MILL AND OVERLAY, LANDSCAPING, ETD	ANOKA COUNTY	02-651-07
I-94	EB I-94 FROM 7 TH ST EXIT TO MOUNDS BLVD- ADD AUXILLARY LANE	MN/DOT	6283-175

Table B-1 Regionally Significant TIP Projects 2015 Action Scenario			
I-494	FROM I-35W TO TH 100 IN BLOOMINGTON AND RICHFIELD- ADD AUXILLARY LANE		
CR 5	CONSTRUCT INTERCHANGE AT TH 13	CITY OF BURNSVILLE	019-605-028Scott Cty
TH 61	REPLACE MISSISSIPPI RIVER BRIDGE AND APPROACHES	Mn/DOT	1913-64
TH 52	REPLACE LAFAYETTE BRIDGE	Mn/DOT	6244-30

Table B- 2 Regionally Significant TIP Projects 2020 Action Scenario			
Route	Description	Agency	Mn/DOT Project Numbers – comments
TH 36	NEW ST CROIX RIVER CROSSING	MN/DOT	8217-82045
TH 610	CONSTRUCT FROM I-94 to CSAH 81		
I- 35E	FROM MARYLAND TO I-94, RECONSTRUCT WITH MNPASS LANE	Mn/DOT	6280-308

Table B- 3 Regionally Significant TIP Projects 2030 Action Scenario			
Route	Description	Agency	Mn/DOT Project Numbers - Comments
	NO REGIONALLY SIGNIFICANT PROJECTS IDENTIFIED		

IV. CONFORMITY DEMONSTRATION

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

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

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

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

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

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

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

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

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

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

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

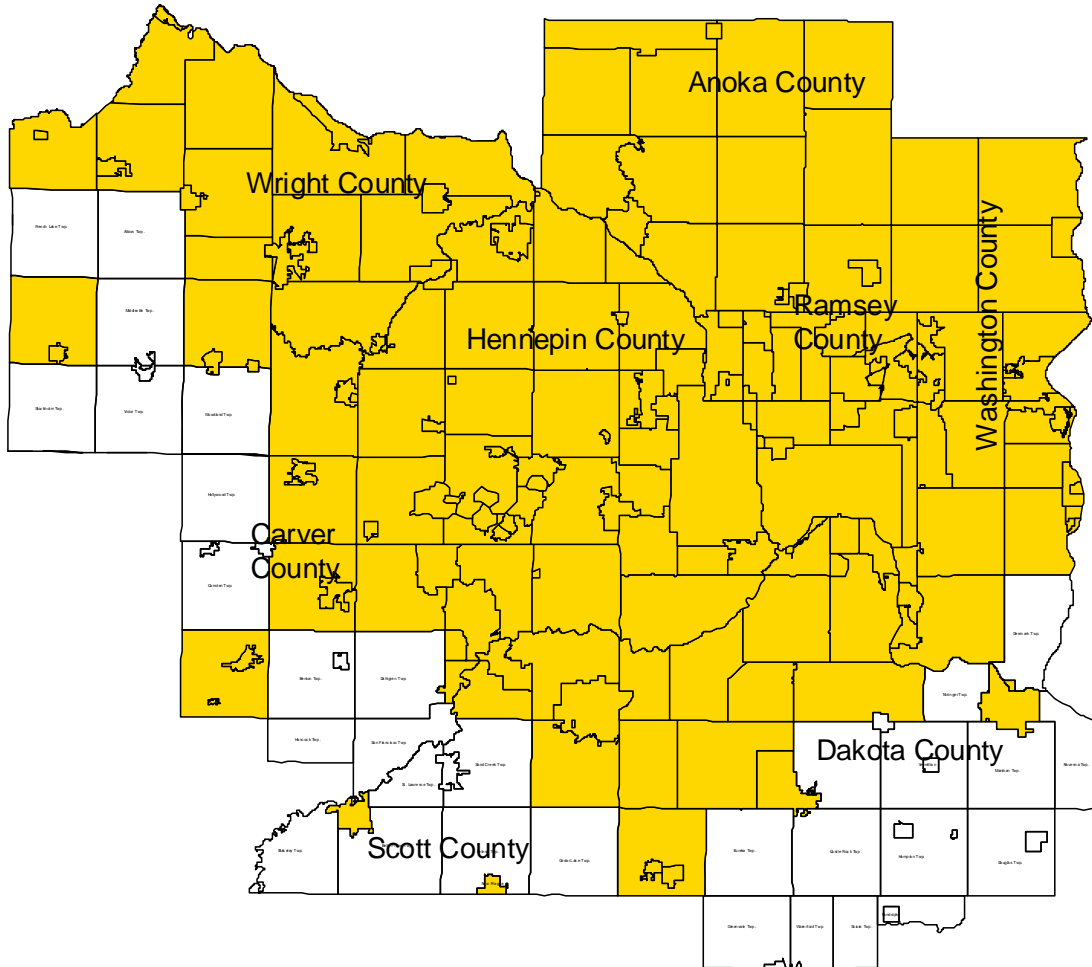
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

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



Note: Shaded area is designated maintenance.



EXHIBIT 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. 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 2012-2015 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

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

MASS TRANSIT

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

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

AIR QUALITY

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

OTHER

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

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

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

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, 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 2010A-10
Action - Year 2015A-15
Action - Year 2020A-20
Action - Year 2030A-25

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

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 2009-2012 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.



Chapter 3: Regional Transportation Finance

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

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

Recent Funding Developments

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

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

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



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

MVST Revenue Dedication

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

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

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

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

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

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

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

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

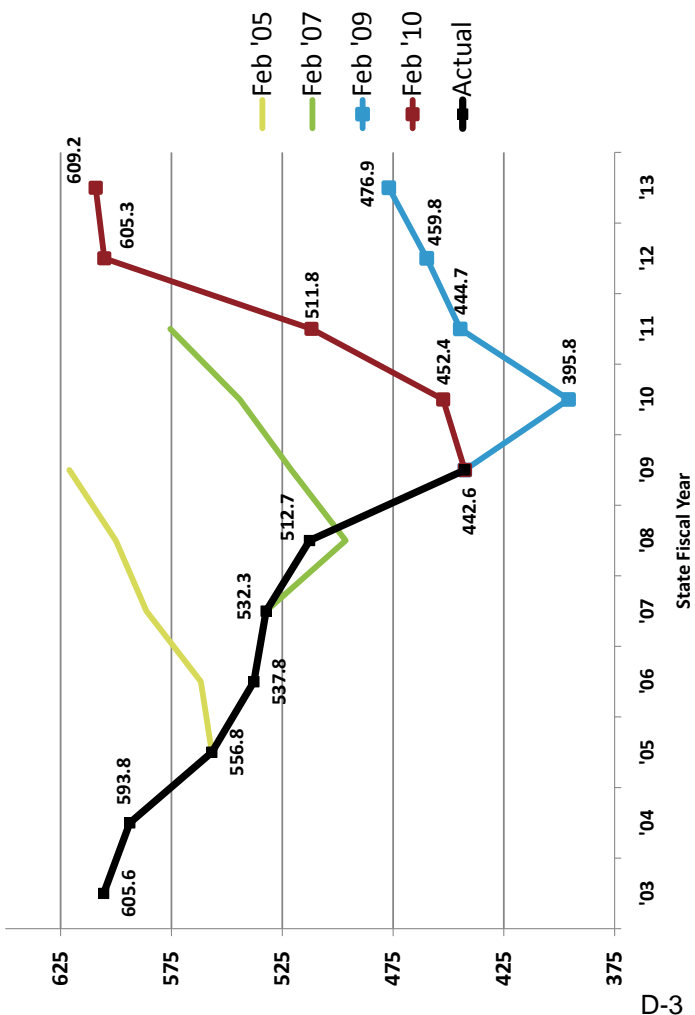


operating costs. Once the MVST revenues are fully phased in, collections will need to increase by at least three percent to five percent annually just to enable the transit system to maintain its existing levels of service. In the transit chapter, this plan makes the assumption that MVST revenues will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

2008 Omnibus Transportation Funding Bill

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

Figure 3-3: Forecasted Statewide MVST Revenues



Highway Funding Provisions

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

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

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

Table 3-4: Gas Tax and Debt Service Surcharge

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

* Maximum or actual amount needed for debt service.





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

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

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

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

Transit Funding Provisions

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

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

The metropolitan sales tax legislation also specified the following:

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

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



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

Transportation Finance Issues and Trends

Volatility and Decrease of MVST Revenues

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

Revenue Source Lacking to Grow Bus Operations

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

Increasing Gas Prices and Leveling off of Gas Tax Revenues

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

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

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

Uncertain Future of Federal Revenues

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

Lack of Funding for Highway Expansion

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

Transportation Finance Policies and Strategies

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

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing for Regional Transportation Investments

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

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

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

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

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

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

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



D-7

Highway and Transit Revenues

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

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

Highway Revenues

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

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

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

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

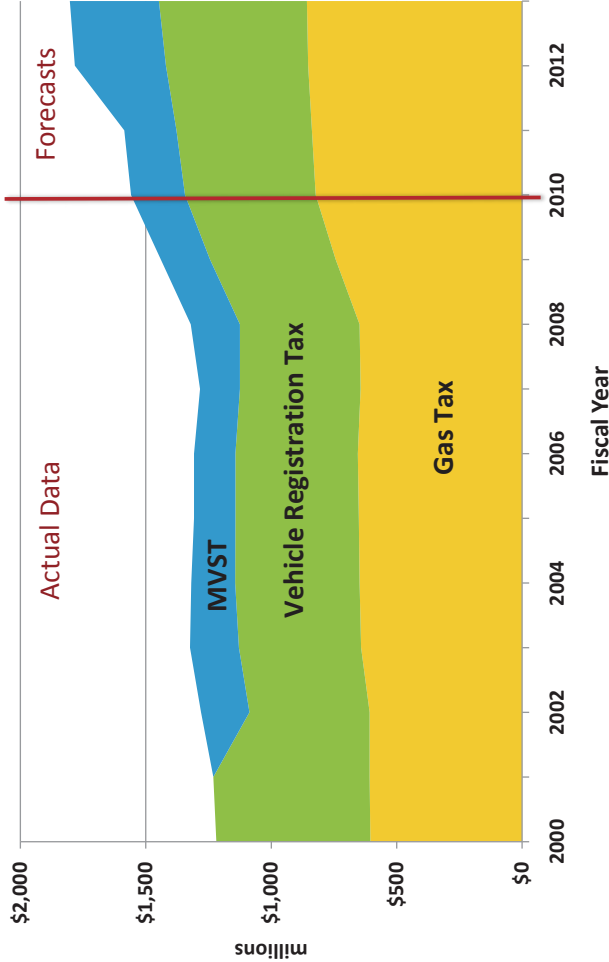
Prior to the adoption of the 2006 constitutional amendment to dedicate the MVST revenues to transportation, highways received 32 percent of the total MVST revenues or about \$160 million in FY 2007. Under the new constitutional dedication, this amount will grow to 60 percent of total MVST revenues by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

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

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



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



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

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

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



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



Transit Revenues

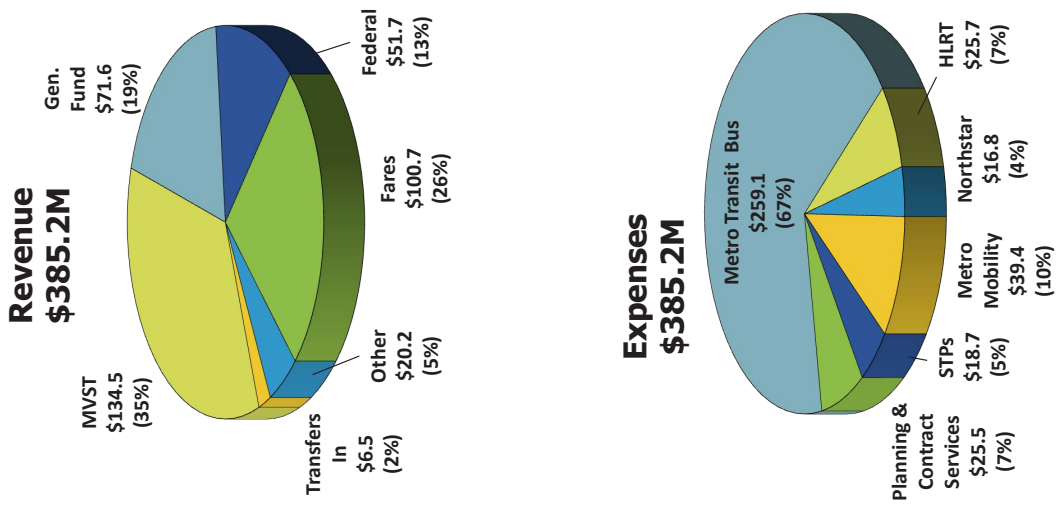
Operating Revenues

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

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

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

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





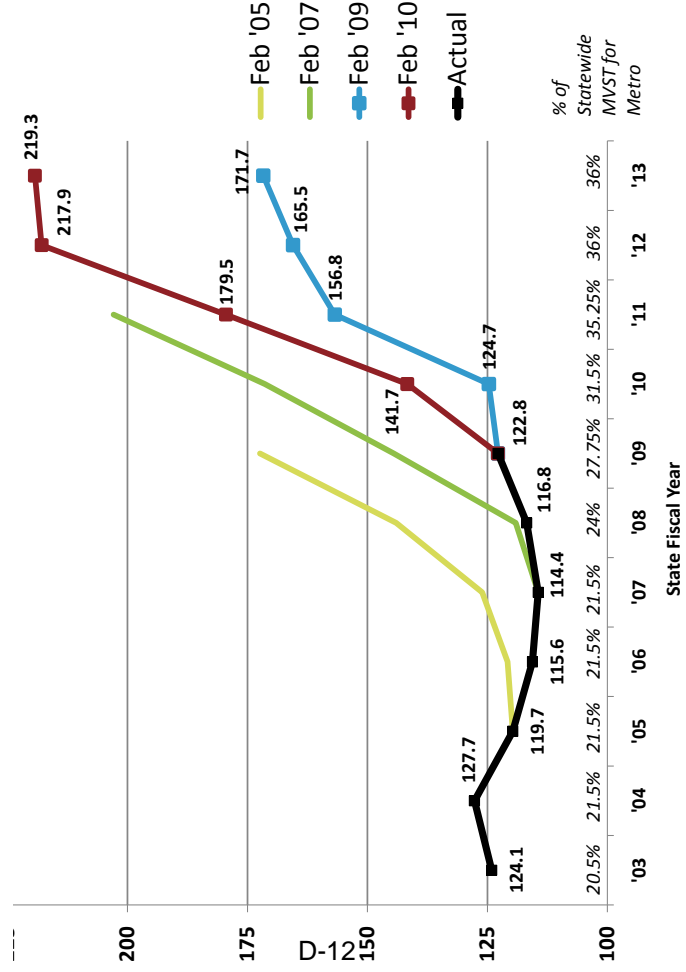
This policy plan assumes that after 2012, the existing transit operating revenues will grow at a rate to maintain existing levels of service. It is assumed the growth to cover inflationary cost increases will occur primarily through growth in the MVST revenues and will require a growth rate of three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

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

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

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

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



Transit Capital Revenue

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



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

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

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

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

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

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



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

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

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

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

