

This TIP Amendment was approved by TAB on October 21, 2015, with concurrence from the Metropolitan Council on November 18, 2015.

SEQ #	STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	MILES
1675	2016	M	M	CSAH 116	002-716-015	Anoka County	2.3 2.7
DESCRIPTION include location, description of all work, & city (if applicable)							
CSAH 116, from Crane St in Andover to Jefferson St in Ham Lake-Reconstruct roadway to 4-lane divided roadway including seperated bike/ped facility and intersection improvements							
CSAH 116, from Crane St in Andover to .1 mile east of Van Buren Street NE Ham Lake-Reconstruct roadway to 4-lane divided roadway including seperated bike/ped facility and intersection improvements							
PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	OTHER \$
MC	Grade and Surface			STP	\$11,477,760 \$11,581,964	\$7,840,000	\$3,637,760 \$3,741,964

This TIP amendment is required due to a change in scope and project description. This amendment would adjust one terminus of the project in SFY 2016 of the 2016-2019 TIP for a change to the total project length of 0.4 miles. The CSAH 116 reconstruction project will shift its east terminus from Jefferson to 0.1 mi east of Van Buren St NE to include painted channelization at the intersection with Van Buren St and the senior housing development entrance to the north.

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

- New Money X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

This project cost increase of \$104,204 will be provided by Anoka County, and is sufficient to fully fund the project; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project as part of its conformity analysis for the 2016-2019 TIP. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2016-2019 TIP meet all relevant regional emissions analysis and budget tests. The 2016-2019 TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

This TIP Amendment was approved by TAB on November 18, 2015, with concurrence from the Metropolitan Council on December 9, 2015.

STATE/FED FISCAL YEAR	ROUTE SYS	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
2016	BB	TRF-TCMT-16BE	Metropolitan Council - MT	Section 5309 – Ladders of Opportunity Award – Improve, replace and construct bus facilities, Minneapolis & St. Paul	N/A
PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FTA \$	OTHER \$
B3	FTA Capital Program	FTA	\$3,507,500	\$2,806,000	\$701,500

This amendment is needed to add a project to the 2016-2019 TIP. The Metropolitan Council / Metro Transit was awarded an FTA Section 5309 Bus & Bus Facilities discretionary award on 9/25/2014. In September 2015, a portion of the project was obligated by FTA in the amount of \$567,500. This amount covered those construction activities that have been cleared through the National Environmental Protection Act (NEPA) process. FTA will not obligate any funding prior to NEPA clearance. The NEPA process is ongoing and the remaining balance of the federal project funding in the amount of \$2,806,000 will be obligated by FTA in FFY 2016. FTA requires that the balance of the funding be amended into the 2016-2019 TIP.

Metro Transit, serving the Twin Cities in Minnesota, will receive funding to improve, replace, and construct bus facilities in the Minneapolis-St. Paul region, particularly focused on areas of high poverty and high dependence on transit. The focus will be on bus stop improvements to ensure safe, quality facilities in disadvantaged areas. The project will result in new customer waiting shelters, addition of heat and light to existing shelters, improved transit information, and pedestrian connections. In addition, partnerships with local schools and training centers will better connect residents to education and employment opportunities.

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

- New Money _____ X _____
- Anticipated Advance Construction _____
- ATP or MPO or MnDOT Adjustment by deferral of other projects _____
- Earmark or HPP not affecting fiscal constraint _____
- Other _____

This project received FTA Section 5309 funds from the Bus and Bus Facilities “Ladders of Opportunity” initiative and will also use local Regional Transit Capital (RTC) funds. The federal and local funds slated for this project are sufficient to fully fund the project. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

- Subject to conformity determination_____
- Exempt from regional level analysis..... X* _____
- N/A (not in a nonattainment or maintenance area)....._____

*Exempt from regional level analysis: T-7 (Construction of small passenger shelters and information kiosks)

This TIP Amendment was approved by TAB on November 18, 2015, with concurrence from the Metropolitan Council on December 9, 2015.

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	
-	2016	M	M	I-35W	6284-166	MNDOT	I-35W, from Ramsey CR C in Roseville to I-694 in Arden Hills/New Brighton – Mill and overlay, drainage, guardrail, signing <u>I-35W, From Ramsey CR C in Roseville to I-694 in Arden Hills/New Brighton – Mill and overlay, drainage, TMS</u>	
MILES	PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	TH \$
3.48	RS	PVTR – Pavement resurface and rehabilitation			NHPP	\$2,705,000	2,434,500	\$270,500

This amendment is needed to amend the scope and description of a project in the TIP. The project is a mill and overlay on I-35W from County Rd C in Roseville to I-694 in Arden Hills. It also includes work to drainage, striping, and traffic management systems (TMS). The amendment will remove “guardrail and signing” from the project description, as these components were removed from the project in the last year, but were not updated in the most recent TIP update. The amendment will also add the language “TMS”, referring to transportation management systems, which was also left out of the most recent TIP update.

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

X

There is no cost increase associated with this scope change. The project costs were adjusted in the 2016-2019 STIP to meet the proposal amendment language. Federal and state funds already programmed for this project are sufficient to fully fund the project; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

X*

*Exempt from regional level analysis: S-10 (pavement resurfacing and/or rehabilitation)

This TIP Amendment was approved by TAB on November 18, 2015, with concurrence from the Metropolitan Council on December 9, 2015. NOTE: MnDOT did not finish this STIP amendment because it was a 2018 program year.

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)		
	2018	M	M	PED/BIKE	027-090-024 TRS-TCMT-18D	Hennepin County Metro Transit	Three grade-separated road crossings along Cedar Lake LRT Regional Trail: Tunnels beneath CSAH 20 in Hopkins and Wooddale Ave in St Louis Park and a bridge over Beltline Blvd in St Louis Park Three grade-separated road crossings, with stairways connected to the roadway at each, along Cedar Lake LRT Regional Trail: Tunnels beneath CSAH 20 in Hopkins and Wooddale Ave in St Louis Park and a bridge over Beltline Blvd in St Louis Park.		
PROG	MILES	TYPE OF WORK		PROP FUNDS		TOTAL \$	FHWA \$	FTA \$	OTHER \$
		Ped/Bike		STP		7,621,400	5,830,000	0	1,791,400
				STP & FTA New Starts		9,523,000	3,711,000	3,907,400	1,904,600

This TIP amendment accompanies a scope change approved by TAB on November 18, 2015, resulting in changes to the project’s cost, sponsor, and description. This project will be administered by the Southwest LRT project (TRF-TCMT-17Y) but will remain its own stand-alone line in the TIP. The project will add stairways at each crossing: east and west sides of Beltline Boulevard; east side of Wooddale Avenue; and west side of Blake Road. The scope change leverages additional New Starts funds from the Southwest LRT projects, enabling Hennepin County to turn \$2,119,000 of its 2014 Regional Solicitation award back to the region.

How is Fiscal Constraint Maintained as required by 23 CFR 450.216?

STP and FTA New Starts funding are guaranteed by the federal sources. Additional New Starts funding will be leveraged from the Southwest LRT project. The local match increase is reflective of the total project cost increase. Hennepin County, Three Rivers Park District, the City of Hopkins and the City of St. Louis Park will provide the local match.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt from regional level analysis: AQ-2 (bicycle and pedestrian facilities)

This TIP Amendment was approved by TAB on November 18, 2015, with concurrence from the Metropolitan Council on December 9, 2015.

SEQ #	STATE FISCAL YEAR	A T P	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)
1490	2016	M	M	Ped / Bike	091-090-076	Three Rivers Park District	Bassett Creek Regional Trail, From intersection of Boone Ave N and 36th Ave N in New Hope to intersection of 32nd Ave N and Xenia Ave N in Crystal-Construct ped/bike trail
MILES	PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	OTHER \$
2.8	EN	Pedestrian bike trail		TAP	1,153,600 2,042,800	922,880	230,720 1,119,920

Three Rivers Park District was granted Transportation Alternative Program funds for the Bassett Creek Regional Trail project. The project is currently in FY 2016 and had an estimated cost of \$1,153,600 at the time of grant award. The purpose of this is to account for an increase in estimated construction cost of \$889,200 to a new total of \$2,042,800.

There are two primary reasons for the cost increase from the amount in the grant application. The first reason is the inflation of construction costs since 2011, when the cost estimate was formulated. On average, street/trail construction costs have risen an estimated 25% since 2011. For example, excavation costs have increased approximately 25 to 30% since 2011, pavement removal by 20 to 25%, and bituminous pavement 30 to 35%.

Additionally, as the Park District started the trail design process, the cities of New Hope and Crystal have directed the Park District to avoid private easements as much as possible to construct the trail. This has resulted in more street and associated utility reconstruction work for project than was anticipated in the original estimate.

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

X

No additional federal funds are needed and the additional local funds are being provided by Three Rivers Park District therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt from regional level analysis: AQ-2 (bicycle and pedestrian facilities)

This TIP Amendment was approved by TAB on January 21, 2016, with concurrence from the Metropolitan Council on February 10, 2016.

PROJECT 1 IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
1470	2016	M	M	CSAH 46	027-646-007	Hennepin County	CSAH 46 (46th St East) over Godfrey Pkwy in Mpls-Replace BR 90585 (New Bridge 27B84)	-
PROG	TYPE OF WORK	PROP FUNDS		TOTAL \$	FHWA \$	OTHER \$		
BR	Bridge Replace	STP		\$5,140,000	\$1,792,000 0	\$3,348,000 \$5,140,000		

PROJECT 2 IDENTIFICATION:

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
1471	2016	M	M	CSAH 53	027-653-021	Hennepin County	CSAH 53, from Xerxes Ave S to Richfield Parkway in Richfield-Roundabout, turn lanes, bike/ped facility	-
PROG	TYPE OF WORK	PROP FUNDS		TOTAL \$	FHWA \$	OTHER \$		
RD	Grade & Surface	STP		\$40,000,000	\$7,840,000 \$9,632,000	\$32,160,000 \$30,368,000		

An amendment is needed to adjust the federal funding for these two projects. Project 1 will be funded entirely with local funds. Project 2 will use the FHWA funds from Project 1 and use less local funding. The scopes of these project are not changing.

OVER

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Cumulative federal and local funds are not changing for these two projects. The federal funding from Project 1 will be reduced by \$1,792,000 and the local funding will be increased by \$1,792,000. The federal funding for Project 2 will be increased by \$1,792,000 and the local funding will be reduced by \$1,792,000. These federal and local funds are sufficient to fully fund the projects; therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

Project 1 (027-646-007) is exempt (S-19, Widening narrow pavements or reconstructing bridges (no additional travel lanes)

Project 2 (SP 027-653-021) is subject to conformity determination - A20

This TIP Amendment was approved by TAB on February 17, 2016, with concurrence from the Metropolitan Council on February 24, 2016.

SEQ #	STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	MILES
	2016	M	M	Ped/Bike	141-030-022	City of Minneapolis	-
DESCRIPTION; include location, description of all work, & city (if applicable)							
6th St S, 7th St S and 9th St S from 1st Ave N to Chicago Ave and 8th St S from 1st Ave N to Hennepin Ave- Landscaping, pedestrian ramps, countdown timers, street lighting and durable crosswalk markings							
6th St S from 5th Ave N to Portland Ave, 7th St S from 1st Ave N to Chicago Ave, 8th St S from 1st Ave N to Hennepin Ave, and 9th St S from 1st Ave N to Park Ave -- Landscaping, pedestrian ramps, countdown timers, street lighting and durable crosswalk markings							
PROG	TYPE OF WORK	PROP FUNDS	TOTAL\$	FHWA\$	OTHER \$		
-	Bike / Ped	TAP	\$2,050,000	\$1,120,000	\$930,000		
			\$1,843,384	\$875,317	\$968,067		

An amendment is needed due to a change in project scope and funding for the Downtown East-West Pedestrian Improvements Project (SP # 141-030-022). The City of Minneapolis has received Highway Safety Improvement (HSIP) funding for signal replacement projects on 7th and 6th Streets for FY 2017 and 2018, respectively. These projects have created some overlap with some intersections included in the Downtown East-West Pedestrian Improvement Project. Because the project is programmed for FY 2016, the concern is that some elements would later be negatively impacted by the HSIP projects and essentially need to be reconstructed. Additionally, the City is undergoing a project that will result in reconstruction of intersections on 4th Avenue. The City is therefore proposing eliminating all work from 11 intersections and partial work from six others.

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Federal funds are being reduced and the City of Minneapolis is committed to paying all local funds for this project.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

- Exempt from regional level analysis X*

*Exempt from regional level analysis: AQ-2 (bicycle and pedestrian facilities)

This TIP Amendment was approved by TAB on February 17, 2016, with concurrence from the Metropolitan Council on February 24, 2016.

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	M I L E S	
1484	2016	M	M	Local 999	141-030-028	Minneapolis	Install overhead signal indications at various locations in Minneapolis Install overhead signal indications and ADA upgrades at various locations in Minneapolis	-	
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
SH	Spot improvement		HSIP	2,586,533 4,040,000	2,327,880	-	-	-	258,653 1,712,120

This amendment is needed to revise the cost of the project from \$2,586,533 to \$4,040,000. The cost has increased due to the addition of pedestrian curb ramps to some of the intersections in the project area.

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

- New Money -
- Anticipated Advance Construction -
- ATP or MPO or MnDOT Adjustment by deferral of other projects -
- Earmark or HPP not affecting fiscal constraint -
- Other X

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt Project Category S-7 (Traffic control devices) per Section 93.126 of the Conformity Rules

This TIP Amendment was approved by TAB on February 17, 2016, with concurrence from the Metropolitan Council on March 23, 2016.

SEQ #	STATE FISCAL YEAR	A	D	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	
1482	2016	M	M	Local999	141-030-023	Minneapolis	35th and 36th St between Park Ave and Blaisdale Ave in Mpls-Construct overhead signal indications at 16 intersections 35th and 36th St between Park Ave and <u>Blaisdell</u> Ave in Mpls-Construct overhead signal indications and <u>ADA upgrades</u> at <u>12</u> intersections	
MILES	PROG	TYPE OF WORK			PROP FUNDS	TOTAL \$	FHWA \$	OTHER \$
-	SH	Traffic Signal Revision			HSIP	1,344,000 <u>3,075,000</u>	1,209,600	134,400 <u>1,865,400</u>

This amendment is needed to remove four intersections from the scope of work and increase the project total cost due to the additional ADA ramp/intersection work required.

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

X

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

X*

*Exempt Project Category S-7 (Traffic control devices) per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on February 17, 2016, with concurrence from the Metropolitan Council on February 24 2016.

SEQ #	STATE FISCAL YEAR	ATP	DIST	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	MILES
1736	2017	M	M	US 169	2772-113	MNDOT	1.0
DESCRIPTION							
include location, description of all work, & city (if applicable)							
<p>**APP**US169, FROM BREN ROAD TO 7TH ST IN HOPKINS- REPLACE BRIDGE 27568 (NEW BRIDGE #27W35) AND BOX CULVERT 90478 (NEW BOX CULVERT #27X15)- DESIGN BUILD PROJECT (TIED TO 2772-104, 2772-105, 2772-110)</p> <p>**APP**US169, FROM BREN ROAD TO 7TH ST IN HOPKINS- REPLACE BRIDGE 27568 (NEW BRIDGE #27W35) AND THE DRAINAGE BOX CULVERT 90478 (NEW BOX CULVERT #27X15), AND CONSTRUCT BOX CULVERT #27X16 FOR NEW BIKE/PED TRAIL - DESIGN BUILD PROJECT (TIED TO 2772-104, 2772-105, 2772-110)</p>							
PROG	TYPE OF WORK		PROP FUNDS	TOTAL \$	FHWA \$	TH \$	
BR	NEW BRIDGE		NHPP	65,855,000	15,855,000	50,000,000	

This amendment is needed to amend the scope and description of a project in the TIP. The project is the reconstruction of the US 169 - Nine Mile Creek Bridge. Because of the causeway bridge design, the project scope is being updated to include a box culvert number to accommodate passage of a Three Rivers Park District bike/pedestrian trail under the causeway. The culvert is wide enough to require a culvert number (greater than 10 ft. wide) per guidance for federal authorization, much like a bridge number. The project costs are not changing to accommodate the box culvert.

While this project construction will be in state fiscal year (SFY) 2017, the project will be Design Build. A request for proposals (RFP) for the Design Build contract will go out for bid in April 2016, at which time federal authorization will happen, so therefore the description in the TIP needs to be updated.

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

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

X

No additional federal funds are needed, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

X*

This TIP Amendment was approved by TAB on February 17, 2016, with concurrence from the Metropolitan Council on February 24 2016.

SEQ #	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	DESCRIPTION include location, description of all work, & city (if applicable)
1493	2016	M	M	Ped/Bike	107-090-009	<p>Old Cedar Avenue Trail from East Old Shakopee Road to Cedar Avenue Bridge in Bloomington—Construct ped/bike trail</p> <p>Old Cedar Avenue Trail from East Old Shakopee Road to Minnesota River in Bloomington-Construct ped/bike trail, rehab pkg lot and road reconstruct</p>

AGENCY	MILES	PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	OTHER \$
Bloomington	0.7	BT	Pedestrian Bike Trail	FLAP FLTP	2,323,100 4,747,000	800,000 (FLAP) 570,000 (FLTP) Total FWHA= 1,370,000	1,523,100 3,377,000

This amendment is needed to update the total project cost and description to an existing project in the TIP. An additional Federal Lands Transportation Program (FLTP) grant from the Fish and Wildlife Services was awarded to this project in the amount of \$570,000, which will be added to the existing \$800,000 in Federal Lands Access Program (FLAP) funds. The local contribution from the City of Bloomington is also increasing from \$1,523,100 to \$3,377,000. The total project costs in the TIP and STIP will now be \$4,747,000. The project’s cost has increased because of a refined and detailed cost estimate process. The project description is also being updated to better identify the termini of the project.

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

- New Money X

The additional new money from the Federal Lands Transportation Program and the City of Bloomington is enough to fully fund the project; therefore fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

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

AIR QUALITY CONFORMITY:

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

*Exempt Project Category AQ2 (pedestrian and bicycle projects) per Section 93.126 of the Conformity Rules.

**TRUNK HIGHWAY AND STATE AID
ADMINISTRATIVE MODIFICATIONS FOR 2016-2019 STIP
SFY 2016**

2/2/2017

SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
1457A	M	CSAH 1	002-601-047	2016	ANOKA COUNTY	CSAH 1 (COON RAPIDS BLVD), FROM BLACKFOOT ST TO CR 3, AND CR 3 (COON RAPIDS BLVD) FROM CSAH 1 TO TH10/TH 47 RAMPS IN COON RAPIDS- INSTALL HIGH VISIBILITY PAVEMENT MARKINGS	5.6	SH	STRIPING	HSIP	303,240	272,916	0	0	0	0	30,324	303,240	3/3/2016	THIS MODIFICATION IS NEEDED TO PROVIDE A TECHNICAL CORRECTION TO THE DESCRIPTION BY PROVIDING A MORE DETAILED DESCRIPTION OF THE PROJECT TERMINI. THE SCOPE AND WORK REMAINS THE SAME. NO ADDITIONAL FUNDS ARE NEEDED, THEREFORE FISCAL CONSTRAINT IS MAINTAINED.
1463A	M	CSAH 11	002-611-034	2016	ANOKA COUNTY	ANOKA CSAH 11, FROM EGRET BLVD TO NORTHDAL BLVD IN COON RAPIDS- RECONSTRUCT ROADWAY INTO 4-LANE DIVIDED ROADWAY	4.0	RC	GRADE AND SURFACING	STP	6,935,751	3,346,560	0	0	0	0	3,589,191	6,935,751	5/31/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO DOCUMENT AN INCREASE IN THE TOTAL PROJECT COST. THE REVISED TOTAL PROJECT COST CHANGED FROM \$5,206,810 TO \$6,935,751, A DIFFERENCE OF \$1,728,941 OF WHICH ARE ALL LOCAL FUNDS. THE PROJECT SCOPE REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED AND THE ADDITIONAL LOCAL FUNDS NEEDED WILL BE PROVIDED BY ANOKA COUNTY ,THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1477A	M	LOCAL	019-060-004	2016	DAKOTA COUNTY	**SB**ALONG TH 55, FROM 117th ST E TO 0.1 MI. NORTH OF INTERSECTION WITH DOYLE PATH - CONSTRUCT PED/BIKE TRAIL, INCLUDING BR. NO. 19J57 (ASSOCIATED TO SP 019-090-019).	1.8	EN	PEDESTRIAN BIKE TRAIL	TAP	800,000	400,000	0	0	0	0	400,000	800,000	12/23/2015	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO REVISE THE DESCRIPTION OF THIS PROJECT AND TO ELIMINATE DESIGN ENGINEERING. THE PROJECT SCOPE AND COST REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS OR LOCAL FUNDS ARE NEEDED. THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.
1671A	M	PED/BIKE	019-090-019	2016	DAKOTA COUNTY	**AC**ALONG TH 55, FROM 117th ST E TO 0.1 MI. NORTH OF INTERSECTION WITH DOYLE PATH - CONSTRUCT PED/BIKE TRAIL, INCLUDING BR. NO. 19J57 (AC PROJECT, PAYBACK IN 2017; ASSOCIATED TO SP 019-060-004).	1.8	EN	PEDESTRIAN BIKE TRAIL	TAP	360,000	0	1,040,000	0	0	0	360,000	1,400,000	12/28/2015	SP 019-090-019 (SEQ. #1671) IS IN SFY 2017 OF THE 2016-2019 STIP WITH A PROJECT TOTAL COST OF \$1,400,000 OF WHICH \$1,040,000 IS FEDERAL (TAP) FUNDS AND \$360,000 DAKOTA COUNTY LOCAL FUNDS. THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO ADVANCE CONSTRUCT THIS PROJECT FROM FY 2017 TO FY 2016 AND REVISE THE PROJECT DESCRIPTION. THE PROJECT SCOPE AND COST REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS OR LOCAL FUNDS ARE NEEDED. THEREFORE, FISCAL CONSTRAINT IS MAINTAINED
2610A	M	PED/BIKE	019-090-019AC	2017	DAKOTA COUNTY	**AC**ALONG TH 55, FROM 117th ST E TO 0.1 MI. NORTH OF INTERSECTION WITH DOYLE PATH - CONSTRUCT PED/BIKE TRAIL, INCLUDING BR. NO. 19J57 (PAYBACK 1 OF 1; ASSOCIATED TO SP 019-060-004).	1.8	EN	PEDESTRIAN BIKE TRAIL	TAP	1,040,000	1,040,000	0	0	0	0	0	1,040,000	12/28/2015	SP 019-090-019 (SEQ. #1671) IS IN SFY 2017 OF THE 2016-2019 STIP WITH A PROJECT TOTAL COST OF \$1,400,000 OF WHICH \$1,040,000 IS FEDERAL (TAP) FUNDS AND \$360,000 DAKOTA COUNTY LOCAL FUNDS. THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO ADVANCE CONSTRUCT THIS PROJECT FROM FY 2017 TO FY 2016 AND REVISE THE PROJECT DESCRIPTION. THE PROJECT SCOPE AND COST REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS OR LOCAL FUNDS ARE NEEDED. THEREFORE, FISCAL CONSTRAINT IS MAINTAINED
2681A	M	US 10	0202-105	2017	MNDOT	US10, AT DAYTON PORT WEIGH STATION IN CITY OF RAMSEY – SIGN REPLACEMENT, WARNING FLASHER INSTALLATION	2.4	TM	LIGHTING	STP	140,000	112,000	0	0	28,000	0	0	140,000	7/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW LIGHTING PROJECT IN SFY 2017 FROM A DISTRICT C SETASIDE. SP 880C-WS-17 (SEQ. #2072) IS A DISTRICT C SETASIDE WITH A TOTAL PROJECT BALANCE OF \$285,000. THIS PROJECT WILL USE \$140,000 LEAVING A BALANCE OF \$145,000 FOR FUTURE SFY 2017 PROJECTS. FEDERAL AND STATE FUNDS CURRENTLY PROGRAMMED ON SP 880C-WS-17 ARE SUFFICIENT TO FULLY FUNDTHIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1466A	M	LOCAL	027-030-033	2016	HENNEPIN COUNTY	COUNTYWIDE: INSTALL GROUND IN EDGE LINE STRIPING AT VARIOUS LOCATIONS IN HENNEPIN COUNTY	0.0	SH	STRIPING	HSIP	908,922	818,030	0	0	0	0	90,892	908,922	1/14/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A TECHNICAL CORRECTION IN THE ROUTE SYSTEM, PROJECT DESCRIPTION AND MILES MAKING IT A COUNTYWIDE PROJECT. A DIFFERENT PROJECT DESCRIPTION HAD BEEN INADVERTENTLY IDENTIFIED FOR THIS SP THIS WAS ALWAYS THE INTEND WORK TO BE COMPLETED, DUE TO STAFF CHANGES THIS DID NOT GET CATCHED. THE TOTAL PROJECT COST AND SCOPE REMAIN THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED; THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.

**TRUNK HIGHWAY AND STATE AID
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SEQ.#	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
1470A	M	CSAH 46	027-646-007	2016	HENNINGEN COUNTY	CSAH 46 (46TH ST EAST) OVER GODFREY PKWY IN MPLS-REPLACE BR 90585 (NEW BRIDGE 27884)	0.0	BR	BRIDGE REPLACEMENT	STP	0	0	0	0	0	0	0	-	2/12/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE STIP. FEDERAL STP FUNDS FOR THIS PROJECT ARE BEING REMOVED FROM THE PROJECT AND ADDED TO SP 027-653-021. THIS PROJECT WILL BE FUNDED COMPLETELY FROM HENNINGEN COUNTY. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED. THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2621A	M	CSAH 81	027-681-034	2016	HENNINGEN COUNTY	**AC** CSAH 81 (BOTTINEAU BLVD), FROM 0.3 MI N OF 63RD AVE N TO 0.14 MI N OF CSAH 8 (71ST AVE NORTH) IN BROOKLYN PARK - RECONSTRUCT TO A MULTI-LANE DIVIDED HIGHWAY AND INCLUDES MULTI-USE TRAIL (PAYBACK IN 2017)	1.0	RC	PEDESTRIAN BIKE TRAIL	STP	7,840,000	7,840,000	0	0	0	0	0	7,840,000	1/25/2016	THIS MODIFICATION IS NEEDED TO MOVE THIS PROJECT FORWARD FROM SFY 2017 INTO SFY 2016 WITH AN ADVANCE CONSTRUCTION (AC) PAYBACK IN SFY 2017. THE TOTAL PROJECT COST AND SCOPE REMAIN THE SAME. FEDERAL FUNDS PROGRAMMED FOR THIS PROJECT IN SFY 2017 (AC PAYBACK IN SFY 2017) AND THE LOCAL FUNDS BRING PROVIDED BY HENNINGEN COUNTY ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE;FISCAL CONSTRAINT IS MAINTAINED.
1658A	M	CSAH 81	027-681-034	2016	HENNINGEN COUNTY	**AC** CSAH 81 (BOTTINEAU BLVD), FROM 0.3 MI N OF 63RD AVE N TO 0.14 MI N OF CSAH 8 (71ST AVE NORTH) IN BROOKLYN PARK - RECONSTRUCT TO A MULTI-LANE DIVIDED HIGHWAY AND INCLUDES MULTI-USE TRAIL (PAYBACK IN 2017)	1.0	RC	PEDESTRIAN BIKE TRAIL	STP	5,510,000	0	7,840,000	0	0	0	5,510,000	13,350,000	1/25/2016	THIS MODIFICATION IS NEEDED TO MOVE THIS PROJECT FORWARD FROM SFY 2017 INTO SFY 2016 WITH AN ADVANCE CONSTRUCTION (AC) PAYBACK IN SFY 2017. THE TOTAL PROJECT COST AND SCOPE REMAIN THE SAME. FEDERAL FUNDS PROGRAMMED FOR THIS PROJECT IN SFY 2017 (AC PAYBACK IN SFY 2017) AND THE LOCAL FUNDS BRING PROVIDED BY HENNINGEN COUNTY ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE;FISCAL CONSTRAINT IS MAINTAINED.
1462C	M	CSAH 9	062-609-006	2016	RAMSEY COUNTY	RAMSEY CSAH 9 (RAMSEY CO RD H) FROM CSAH 77 TO 0.1 MI EAST OF NB I35W IN MOUNDS VIEW-ROADWAY RECONSTRUCTION, REPLACE BRIDGE #9582 (NEW BRIDGE 62732) AND RAMP RECONSTRUCTION (TIED TO 6284-162)	0.0	SH	SPOT IMPROVEMENT	HSIP	14,200,000	630,000	0	0	0	0	13,570,000	14,200,000	2/4/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A TECHNICAL CORRECTION TO THE PROJECT DESCRIPTION TO CORRECT THE BRIDGE NUMBER FROM #62937 TO #62732. PROJECT SCOPE AND COST REMAIN THE SAME. NO ADDITIONAL FUNDS ARE REQUIRED, THEREFORE FISCAL CONSTRAINT IS MAINTAINED
1462B	M	CSAH 9	062-609-006	2016	RAMSEY COUNTY	RAMSEY CSAH 9 (RAMSEY CO RD H) FROM CSAH 77 TO 0.1 MI EAST OF NB I35W IN MOUNDS VIEW-ROADWAY RECONSTRUCTION, REPLACE BRIDGE #9582 (NEW BRIDGE 62937) AND RAMP RECONSTRUCTION (TIED TO 6284-162)	0.0	SH	SPOT IMPROVEMENT	HSIP	14,200,000	630,000	0	0	0	0	13,570,000	14,200,000	1/20/2016	THIS MODIFICATION IS TO DOCUMENT A TECHNICAL CORRECTION TO THE PROJECT DESCRIPTION. THE DESCRIPTION SHOULD HAVE INCLUDED THE BRIDGE INFORMATION FROM THE TIED SP# 6284-162. THE PROJECT SCOPE AND COST REMAIN THE SAME. NO ADDITIONAL FUNDS ARE REQUIRED, THEREFORE FISCAL CONSTRAINT IS MAINTAINED
1462A	M	CSAH 9	062-609-006	2016	RAMSEY COUNTY	RAMSEY CSAH 9 (RAMSEY CO RD H) FROM CSAH 77 TO 0.1 MI EAST OF NB I35W IN MOUNDS VIEW-ROADWAY RECONSTRUCTION (TIED TO 6284-162)	0.0	SH	GRADE AND SURFACING	HSIP	14,200,000	630,000	0	0	0	0	13,570,000	14,200,000	12/16/2015	THIS MODIFICATION IS NEEDED TO DOCUMENT A TOTAL PROJECT COST CHANGE FROM \$17,200,000 TO \$14,200,000 A DECREASE OF \$3,000,000 IN LOCAL FUNDS. THE PROJECT SCOPE REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1480A	M	LOCAL	070-030-007	2016	SCOTT COUNTY	COUNTYWIDE: SHOULDER PAVING ON VARIOUS ROADWAYS IN SCOTT COUNTY	0.0	SH	PAVE SHOULDER	HSIP	2,280,000	2,052,000	0	0	0	0	228,000	2,280,000	1/12/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO PROVIDE A TECHNICAL CORRECTION TO THE TOTAL PROJECT MILES (COUNTYWIDE) AND DESCRIPTION TO REFLECT THE ACTUAL WORK BEING DONE. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1673A	M	PED/BIKE	070-090-001	2017	SCOTT COUNTY	SCOTT WEST REGIONAL TRAIL CONNECTION, FROM CSAH 16 TO JENNIFER LANE IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	1.3	EN	PEDESTRIAN BIKE TRAIL	TAP	729,000	328,314	0	0	0	0	400,686	729,000	4/15/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO UPDATE THE TOTAL PROJECT COSTS. DUE TO A MORE COMPLETE ESTIMATE THE UPDATED TOTAL PROJECT COST IS NOW \$729,000 OF WHICH \$328,314 ARE FEDERAL TAP FUNDS AND \$400,686 IN SCOTT COUNTY FUNDS. ADVANCED CONSTRUCTION (AC) FUNDS FROM SP #070-090-002AC (SEQ. #1674A, MODIFICATION PROCESSED 4/15/2016) IN THE AMOUNT OF \$37,600 WILL BE APPLIED TO THIS PROJECT AND THE ADDITIONAL LOCAL FUNDS WILL BE PROVIDED BY SCOTT COUNTY. FUNDS AVAILABLE FROM SP 070-090-002AC AND ADDITIONAL LOCAL FUNDS FROM SCOTT COUNTY ARE SUFFICIENT TO FUND THIS PROJECT, THEREFORE FISCAL CONSTRAINT IS MAINTAINED.

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ADMINISTRATIVE MODIFICATIONS FOR 2016-2019 STIP
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SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
1489A	M	PED/BIKE	070-090-002	2016	SCOTT COUNTY	SCOTT WEST REGIONAL TRAIL CONNECTION, FROM CSAH 16 TO JENNIFER LANE IN SHAKOPEE- RIGHT OF WAY ACQUISITION FOR PED/BIKE TRAIL	1.3	RW	RIGHT OF WAY	TAP	212,400	162,400	0	0	0	0	50,000	212,400	4/15/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT THE REMOVAL OF THE ADVANCED CONSTRUCTION (AC) PAYBACK FOR THIS PROJECT IN SFY 2017. THE RELEASE FEDERAL FUNDS WILL BE PLACED ON SP 070-090-001 (SEQ. #1673). NO ADDITIONAL FUNDS ARE NEEDED, THEREFORE FISCAL CONSTRAINT IS MAINTAINED.
1676A	M	PED/BIKE	091-090-081	2017	THREE RIVERS PARK DISTRICT	REGIONAL TRAIL SYSTEM RAMPS, ON OLD CEDAR AVE CONNECTING TO INTERCITY REGIONAL TRAIL IN BLOOMINGTON, ON 63RD AVE CONNECTING TO CYRSTAL LAKE REGIONAL TRAIL IN BROOKLYN PARK, ON OAKLAWN AVE CONNECTING TO NINE MILE CREEK REGIONAL TRAIL IN EDINA, ON FERNBROOK LN CONNECTING TO LUCE LINE REGIONAL TRAIL IN PLYMOUTH, ON 70TH ST CONNECTING TO INTERCITY REGIONAL TRAIL IN RICHFIELD, AN ONFERNDALE RD CONNECTING TO DAKOTA RAIL REGIONAL AND LUCE LINE STATE TRAILS IN WAYZATA-CONSTRUCT PED/BIKE TRAIL CONNECTION.	4.7	EN	PEDESTRIAN BIKE TRAIL	TAP	1,272,800	935,840	0	0	0	0	336,960	1,272,800	6/23/2016	A MODIFICATION IS NEEDED TO SPLIT THE RIGHT OF WAY COSTS FROM THE CONSTRUCTION COSTS, INTO TWO SEPERATE PROJECTS. THE ORIGINAL SP 091-090-081 WILL BE USE ON THE CONSTRUCTION FOR A TOTAL PROJECT COST OF \$1,272,800. THE RIGHT OF WAY SPLIT WILL HAVE ITS OWN SP 091-090-086 WITH TOTAL PROJECT COST OF \$130,200. THE REVISED TOTAL OF BOTH PROJECTS WILL BE \$1,403,000 AN INCREASE OF \$103,000. ADDITIONAL FUNDS NEEDED ARE 100% LOCAL FUNDS PROVIDED THREE RIVERS PARK DISTRICT. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED FOR THIS PROJECT, THEREFORE; FISCLA CONSTRAINT IS MAINTAINED.
2677A	M	PED/BIKE	091-090-086	2017	THREE RIVERS PARK DISTRICT	REGIONAL TRAIL SYSTEM RAMPS, ON OLD CEDAR AVE CONNECTING TO INTERCITY REGIONAL TRAIL IN BLOOMINGTON, ON 63RD AVE CONNECTING TO CYRSTAL LAKE REGIONAL TRAIL IN BROOKLYN PARK, ON OAKLAWN AVE CONNECTING TO NINE MILE CREEK REGIONAL TRAIL IN EDINA, ON FERNBROOK LN CONNECTING TO LUCE LINE REGIONAL TRAIL IN PLYMOUTH, ON 70TH ST CONNECTING TO INTERCITY REGIONAL TRAIL IN RICHFIELD, AN ONFERNDALE RD CONNECTING TO DAKOTA RAIL REGIONAL AND LUCE LINE STATE TRAILS IN WAYZATA-RIGHT OF WAY FOR AQUISITION FOR PED/BIKE RAMPS AND TRAILS.	4.7	EN	RIGHT OF WAY	TAP	130,200	104,160	0	0	0	0	26,040	130,200	6/23/2016	THIS MODIFICATION IS NEEDED TO SPLIT THE RIGHT OF WAY COSTS (SP) FROM THE CONSTRUCTION COSTS (SP) INTO TWO SEPERATE PROJECTS TO ALLOW FOR AUTHORIZATION OF RIGHT OF WAY PRIOR TO CONSTRUCTION. THE RIGHT OF WAY WILL BE ASSIGNED NEW SP #091-090-086 WITH \$104,160 IN TAP FUNDS, \$26,040 IN LOCAL FUNDS FOR A TOTAL OF \$130,200. SP 091-090-081 WILL BE THE SP TO COVER THE CONSTRUCTION, WITH \$935,840 IN FEDERAL TAP FUNDS, \$336,960 IN LOCAL FUNDS FOR A TOTAL OF \$1,272,800. THE TOTAL OF BOTH OF THE PROJECTS WILL BE \$1,403,000 AN INCREASED DIFFERANCE OF \$103,000 WHICH IS 100% LOCAL FUNDS. FEDERAL FUNDS CURRENTLY PROGRAMMED UNDER SP 091-090-081 AND THE ADDITIONAL LOCAL FUNDS NEEDED BEING PROVIDED BY THREE RIVER REGIONAL PARK ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1469A	M	CSAH 34	107-020-065	2016	CITY OF BLOOMINGTON	CSAH 34 (NORMANDELA BLVD), FROM W 94TH ST TO 8500 BLOCK IN BLOOMINGTON- RECONSTRUCT TO 4-LANE DIVIDED ROADWAY INCLUDING MULI-USE TRAIL	1.0	RC	GRADE AND SURFACING	STP	10,711,866	6,496,000	0	0	0	0	4,215,866	10,711,866	5/31/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO DOCUMENT AN INCREASE IN THE TOTAL PROJECT COST. THE REVISED TOTAL PROJECT COST CHANGED FROM \$8,120,000 TO \$10,711,866, A DIFFERENCE OF \$2,591,866 TO BE PAID FOR BY THE CITY OF BLOOMINGTON. THE PROJECT SCOPE REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED AND THE ADDITIONAL LOCAL FUNDS NEEDED WILL BE PROVIDED BY THE CITY OF BLOOMINGTON THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.
A1493A	M	PED/BIKE	107-090-009	2017	CITY OF BLOOMINGTON	OLD CEDAR AVENUE TRAIL FROM EAST OLD SHAKOPEE ROAD TO CEDAR AVENUE BRIDGE IN BLOOMINGTON - CONSTRUCT PED/BIKE TRAIL	0.7	BT	PEDESTRIAN BIKE IMPROVEMENT	FLAP	4,747,000	800,000	0	0	0	0	3,947,000	4,747,000	4/7/2016	THIS AMENDMENT IS NEEDED TO CHANGE THE STATE FISCAL YEAR FROM 2016 TO 2017 BECAUSE THE CITY OF BLOOMINGTON IS UNABLE TO DEVLIER THE PROJECT BEFORE THE END OF SFY 2016. THE PROJECT FUNDS ARE MADE UP OF A FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) GRANT, A FEDERAL LANDS TRANSPORTATION PROGRAM (FLAP) GRANT, AND THE CITY OF BLOOMINGTON FUNDING. THESE GRANT FUNDS ARE NON-TARGET AND CAN BE MOVED. THE TOTAL PROJECT COSTS AND SCOPE REMAIN THE SAME. THE CURRENT FEDERAL AND LOCAL FUNDS CURRENTLY PROGRAMMED IN THE STIP ARE SUFFICIENT TO FULLY FUND THIS PROJECT; THEREFORE FISCAL CONSTRAINT IS MAINTAINED.

**TRUNK HIGHWAY AND STATE AID
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SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
1496A	M	PED/BIKE	127-020-029	2016	CITY OF FRIDLEY	CSAH 102 (MAIN ST) BRIDGE AND TRAIL, FROM 57TH ST NE IN FRIDLEY TO 44TH ST NE IN COLUMBIA HEIGHTS- CONSTRUCT NEW PED/BIKE BR. #02587 OVER I-694 AND PED/BIKE TRAIL	1.7	EN	PEDESTRIAN BIKE BRIDGE	TAP	1,908,694	1,120,000	0	0	0	0	788,694	1,908,694	5/25/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO DOCUMENT AN INCREASE IN THE TOTAL PROJECT COST. THE REVISED TOTAL PROJECT COST CHANGED FROM \$1,442,560 TO \$1,908,694 AND UPDATE THE PROJECT DESCRIPTION. THE PROEJECT COSTS INCREASE IS \$466,134, ALL LOCAL FUNDS. THE PROJECT SCOPE REMAINS THE SAME. THE PED BRIDGE # IS ALSO ADDED TO THE PROJECT DESCRIPTION. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED AND THE ADDITIONAL LOCAL FUNDS NEEDED WILL BE PROVIDED BY THE CITY OF FRIDLEY THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.
1682A	M	I 35	1380-89	2017	MNDOT	**ELLA**I35, FROM CSAH 1 IN RUSH CITY TO PINE COUNTY LINE-CABLE MEDIAN BARRIER	3.2	SH	SPOT IMPROVEMENT	HSIP	632,500	560,700	0	0	0	0	71,800	632,500	5/2/2016	THIS MODIFICATION IS NEEDED TO CHANGE THE PROJECT TO AN **ELLA** AND TO DOCUMENT A TOTAL PROJECT COST DECREASE. THIS PROJECT WILL NOW BE AN **ELLA** ALSO, THE TOTAL PROJECT COST CHANGE FROM \$655,000 TO \$632,500 A DECREASE OF \$32,500. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1500A	M	PED/BIKE	164-020-134	2016	CITY OF ST PAUL	RAYMOND AVE, FROM ENERGY PARK DRIVE TO COMO AVE IN ST PAUL-RECONSTRUCT ROADWAY INCLUDING LANDSCAPING AND SIDEWALK IMPROVEMENTS	0.4	EN	PEDESTRIAN BIKE IMPROVEMENT	TAP	2,175,000	1,120,000	0	0	0	0	1,055,000	2,175,000	5/25/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO DOCUMENT AN INCREASE IN THE TOTAL PROJECT COST. THE REVISED TOTAL PROJECT COST CHANGED FROM \$1,472,240 TO \$2,175,000, A DIFFERENCE OF \$702,760 OF WHICH ARE LOCAL FUNDS. THE PROJECT SCOPE REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED AND THE ADDITIONAL LOCAL FUNDS NEEDED WILL BE PROVIDED BY THE CITY OF ST. PAUL, THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.
1648A	M	MSAS 450	27-00315	2016	MNDOT	MNNR RR, UPGRADE EXISTING SIGNAL SYSTEM, MSAS 450, TAFT ST NE, MINNEAPOLIS, HENNIPEN COUNTY	0.0	SR	RR X-CROSSING IMPROVEMENT	RRS	121,552	121,552	0	0	0	0	0	121,552	5/16/2016	THIS MODIFICATION IS NEEDED TO MOVE THIS PROJECT FORWARD FROM SFY 2017 INTO SFY 2016. IN FEBRUARY 2016 A MEMO WAS SENT TO MNDOT FROM FHWA HEADQUARTERS THAT SHOWED WITH THE RECENTLY PASSED FAST ACT THE RAIL SAFTEY PROGRAM WOULD BE RECEIVING AN ADDITIONAL \$225 MILLION DOLLARS AT 100% FEDERAL FUNDED FOR FY 2016 PROJECTS. THIS PROJECT QUALIFIES FOR THESE FUNDS AND WILL BE MOVED FROM SFY 2017 INTO SFY 2016 . FEDERAL FUNDS BEING PROVIDED BY FAST ACT ARE SUFFUCENT TO FULLY FUND THIS PROJECT, THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.
1649A	M	CSAH 102	27-00316	2016	MNDOT	CP RR, UPGRADE EXISTING SIGNAL SYSTEM, CSAH 102, DOUGLAS DRIVE, CRYSTAL, HENNIPEN COUNTY	0.0	SR	RR X-CROSSING IMPROVEMENT	RRS	291,466	291,466	0	0	0	0	0	291,466	5/16/2016	THIS MODIFICATION IS NEEDED TO MOVE THIS PROJECT FORWARD FROM SFY 2017 INTO SFY 2016. IN FEBRUARY 2016 A MEMO WAS SENT TO MNDOT FROM FHWA HEADQUARTERS THAT SHOWED WITH THE RECENTLY PASSED FAST ACT THE RAIL SAFTEY PROGRAM WOULD BE RECEIVING AN ADDITIONAL \$225 MILLION DOLLARS AT 100% FEDERAL FUNDED FOR FY 2016 PROJECTS. THIS PROJECT QUALIFIES FOR THESE FUNDS AND WILL BE MOVED FROM SFY 2017 INTO SFY 2016 . FEDERAL FUNDS BEING PROVIDED BY FAST ACT ARE SUFFUCENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2606A	M	MN 7	2704-38	2016	MNDOT	MN7 AT OAKLAND AVE IN THE CITY OF ST BONAFACIUS - CONSTRUCT PARK AND RIDE FACILITY	0.0	AM	GRADE AND SURFACING	SF	170,000	0	0	0	170,000	0	0	170,000	12/23/2015	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW TRANSIT CONSTRUCTION PROJECT FROM A METRO DISTRICT SETASIDE. SP 880M-TR-16 (SEQ #1611) HAS A TOTAL PROJECT COST OF \$790,000 IN 100% STATE FUNDS. THIS PROJECTWILL USE \$170,000 STATE FUNDS LEAVING A BALANCE OF \$620,000 FOR FUTURE SFY 16 METRO TRANSIT PROJECTS. SP 880M-TR-16 A DISTRICT SETASIDE IS SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.

**TRUNK HIGHWAY AND STATE AID
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SFY 2016**

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SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
2635A	C	MN 65	2710-49	2017	MNDOT	CP RR, UPGRADE EXISTING SIGNAL SYSTEM, MN 65, CENTRAL AVE NE, MINNEAPOLIS, HENNEPIN COUNTY (USDOT 688987L).	0.0	SR	RAILROAD SIGNAL	RRS	375,000	5,000	0	0	370,000	0	0	375,000	2/12/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW RAIL PROJECT FROM A DISTRICT C SETASIDE FOR SFY 2017. SP 880C-THR-17(SEQ.2116)IS A DISTRICT C SETASIDE IN SFY 2017 OF THE 2016-2019 STIP WITH A TOTAL OF \$10,000 RRS FEDERAL FUNDS AND \$540,000 STATE FUNDS. THIS PROJECT WILL USE \$5,000 FEDERAL FUNDS AND \$370,000 STATE FUNDS, LEAVING \$5,000 FEDERAL AND \$170,000 STATE FUNDS AVAILABLE FOR OTHER SFY 2017 RAIL PROJECTS. FEDERAL AND STATE FUNDS AVAILABLE FROM SP 880C-THR-17 ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2672A	M	US 12	2713-120	2017	MNDOT	US12, FROM 0.19 MI WEST OF HENNEPIN-CSAH 112 IN WAYZATA TO 0.44 MI EAST OF CSAH 6 IN ORONO-INSTALL CENTERLINE CONCRETE BARRIER, BRIDGE REPAIRS ON BRIDGE #27296	4.1	SH	MEDIAN BARRIER	HSIP	2,215,000	1,993,500	0	0	221,500	0	0	2,215,000	5/25/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW HSIP PROJECT FROM A DISTRICT C SETASIDE. SP # 880C-TZD-16 (SEQ 2054) A DISTRICT C SETASIDE WITH A TOTAL PROJECT COST OF \$1,666,667 OF WHICH \$1,500,000 IN FEDERAL HSIP FUNDS AND \$166,667 OTHER FUNDS. THIS PROJECT WILL USE ALL HSIP DOLLARS, LEAVING A ZERO BALANCE OF HSIP FUNDS AND SP # 880C-1645F-16 (SEQ. #2048) IS A DISTRICT C SETASIDE WITH A TOTAL OF \$400,000 FEDERAL HSIP FUNDS . THIS PROJECT WILL USE ALL THESE HSIP FUNDS, LEAVING A ZERO REMAINING BALANCE. THE DISTRICT C SETASIDES AND STATE TH FUNDS ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
A1736A	M	US 169	2772-113	2017	MNDOT	**APP**US169, FROM BREN ROAD TO 7TH ST IN HOPKINS REPLACE BRIDGE 27568 WITH A CAUSEWAY AND THE DRAINAGE BOX CULVERT 90478 (NEW BOX CULVERT #27X15), AND CONSTRUCT BOX CULVERT #27X16 FOR NEW BIKE/PED TRAIL - DESIGN BUILD PROJECT (TIED TO 2772-104, 2772-105, 2772-110)	1.0	BR	BRIDGE REPLACEMENT	NHPP	65,855,000	15,855,000	0	0	50,000,000	0	0	65,855,000	3/21/2016	THIS AMENDMENT IS NEEDED TO MAKE A TECHNICAL CORRECTION TO THE PROJECT DESCRIPTION. DUE TO THE CAUSEWAY BRIDGE DESIGN, THE DESCRIPTION NOW NEEDS TO INCLUDE 'CAUSEWAY' AND REMOVE THE NEW BRIDGE NUMBER DUE TO NO BRIDGE NUMBER NEEDED FOR THE CAUSEWAY. THE SCOPE AND TOTAL PROJECT COST REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2665A	C	LOCAL	35-00111	2017	MNDOT	CSAH 1, 240TH AVE, .15 MILES NORTH OF 360TH ST, INSTALL SIGNALS AND GATES AT CP RR AT-GRADE CROSSING.	0.0	SR	RAILROAD SIGNAL	RRS	300,000	300,000	0	0	0	0	0	300,000	3/23/2016	THIS MODIFICATION IS NEEDED TO ADD A NEW RAIL PROJECT INTO SFY 2017 OF THE 16-19 STIP FROM A SETASIDE. SP 880C-RCD-17 (SEQ. #2109) IS A DISTRICT C SETASIDE IN SFY 2017 OF THE 2016-2019 STIP WITH A BALANCE OF \$50,000 RRS FEDERAL FUNDS. SP 880C-RCU-17 (SEQ. #2110) IS A DISTRICT C SETASIDE IN SFY 2017 OF THE 2016-2019 STIP WITH A TOTAL OF \$250,000 RRS FEDERAL FUNDS. THIS PROJECT WILL USE \$300,000 RRS FEDERAL FUNDS, LEAVING A ZERO BALANCE OF RRS FEDERAL FUNDS FOR USE ON OTHER PROJECTS. FEDERAL FUNDS PROVIDED FROM THESE TWO DISTRICT C SETASIDES ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1513B	M	I 35E	6281-47	2016	MNDOT	I35E, FROM 500 FT. NORTH OF MN 36 IN LITTLE CANADA TO 3,000 FT NORTH OF RAMSEY COUNTY RD J IN LINO LAKES - CONSTRUCT MNPASS MANAGED LANE, NOISEWALLS, STORM SEWER AND BARRIER WORK (CHAP 152 TRANSIT ADVANTAGE BONDS)	9.3	MC	GRADE AND SURFACING	NHPP	20,100,000	17,100,000	0	0	0	3,000,000	0	20,100,000	1/28/2016	THIS MODIFICATION IS TO NEEDED TO DOCUMENT A CORRECTION TO THE PROJECT DESCRIPTION AND PROJECT LENGTH TO BETTER REFLECT THE TERMINI OF THE I-35E MNPASS EXTENSION PROJECT. THE TOTAL PROJECT COST REMAINS THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.

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SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS	
1513A	M	I-35E	6281-47	2016	MNDOT	135E, FROM LITTLE CANADA RD IN LITTLE CANADA TO RAMSEY COUNTY RD J IN WHITE BEAR LAKE - CONSTRUCT MNPASS MANAGED LANE, NOISEWALLS, STORM SEWER AND BARRIER WORK (CHAP 152 TRANSIT ADVANTAGE BONDS)	7.5	MC	GRADE AND SURFACING	NHPP	20,100,000	17,100,000	0	0	0	3,000,000	0	20,100,000	1/20/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A REVISED TOTAL PROJECT COST FROM \$16,865,000 TO \$20,100,000 AN INCREASE OF \$3,235,000 OF WHICH INCLUDES \$1,921,500 FEDERAL NHPP FUNDS AND \$1,313,500 TH BONDS. THE INCREASE IN PROJECT COSTS INCLUDE COSTS FOR NOISEWALLS AND THE ESTIMATE. NOISEWALLS HAVE ALWAYS BEEN PART OF THE ESTIMATE, BUT THE LENGTH OF SOME OF THE NOISEWALLS INCREASED AFTER COMMUNITY VOTING. THE PROJECT COSTS WERE ALSO REFINED AS THE FINAL ESTIMATE WAS DEVELOPED. MNDOT CO HAS PROVIDED THE ATTACHED MEMO DETAILING INCREASE FEDERAL FUNDING PROGRAM CAPACITY IN THE AMOUNT OF \$96,904,689, THIS PROJECT WILL USE \$1,921,500 LEAVING A BALANCE OF \$94,983,189 FOR FUTURE SFY 2016 PROJECTS. FEDERAL FUNDS AVAILABLE BASED ON THE INCREASED PROGRAM CAPACITY MEMO AND TH CHAP 152 BONDS ASSIGNED TO THIS PROJECT ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.	
1521B	M	1-35W	6284-162	2016	MNDOT	135W, AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - CONSTRUCT BRIDGE #62937 AND RAMP RECONSTRUCTION (TIED TO 062-609-006)	0.3	AM	BRIDGE REPLACEMENT	SF	6,800,000	0	0	0	6,800,000	0	0	6,800,000	2/4/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A TECHNICAL CORRECTION FOR THE PROJECT DESCRIPTION TO CHANGE THE WORD "REPLACE" TO "CONSTRUCT" BRIDGE # 62937. THE PROJECT SCOPE AND COST REMAIN THE SAME. THIS IS 100% STATE FUNDED PROJECT. NO FEDERAL FUNDS NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.	
1521A	M	1-35W	6284-162	2016	MNDOT	135W, AT RAMSEY COUNTY RD H (T.C. ARSENAL ENTRANCE) IN ARDEN HILLS - REPLACE BRIDGE #62937 AND RAMP RECONSTRUCTION (TIED TO 062-609-006)	0.3	AM	BRIDGE REPLACEMENT	SF	6,800,000	0	0	0	6,800,000	0	0	6,800,000	1/20/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A TECHNICAL CORRECTION FOR THE PROJECT DESCRIPTION TO CHANGE THE NEW BRIDGE NUMBER FROM #62732 TO #62937. THE PROJECT SCOPE AND COST REMAIN THE SAME. THIS IS 100% STATE FUNDED PROJECT. NO FEDERAL FUNDS NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.	
2609B	3	MSAS 104	71-00126	2016	MNDOT	MSAS 113 (MAIN ST) & MSAS 104 (JACKSON ST NW): IN ELK RIVER, INSTALL 4 QUAD GATES & INTERCONNECT SIGNALS AT 2 BNSF RR CROSSINGS	0.0	SR	RAILROAD SIGNAL	LOCAL	1,905,494	0	0	0	0	0	1,905,494	1,905,494	5/25/2016	THIS MODIFICATION IS NEEDED TO REMOVE FEDERAL FUNDING AND MAKE IT A LOCALLY FUNDED ONLY PROJECT. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.	
2609A	C	MSAS 104	71-00126	2016	MNDOT	BNSF RR, MSAS 104, JACKSON ST NW, ELK RIVER, SHERBURNE COUNTY (USDOT #082944R) - INSTALL FOUR QUAD GATES AND INTERCONNECT SIGNALS.	0.0	SR	RAILROAD SIGNAL	RRS	762,542	5,000	0	0	0	0	757,542	762,542	12/16/2015	THIS MODIFICATION IS NEEDED TO ADD A NEW RAIL PROJECT INTO THE STIP. SP 880C-FMSF-16 (SEQ. #2108) IS A DISTRICT C SETASIDE IN SFY 2016 OF THE 2016-2019 STIP WITH A BALANCE OF \$40,000 RRS FEDERAL FUNDS. THIS PROJECT WILL USE \$5,000 OF THESE FUNDS, LEAVING \$35,000 FEDERAL FUNDS AVAILABLE FOR OTHER SFY 2016 PROJECTS. FEDERAL FUNDS CURRENTLY PROGRAMMED IN THE SETASIDE ARE SUFFICIENT TO FULLY FUNDS; THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.	
2608B	3	MSAS 113	71-00127	2016	MNDOT	MSAS 113 (MAIN ST) & MSAS 104 (JACKSON ST NW): IN ELK RIVER, INSTALL 4 QUAD GATES & INTERCONNECT SIGNALS AT 2 BNSF RR CROSSINGS	0.0	SR	RAILROAD SIGNAL	RRS	10,000	10,000	0	0	0	0	0	10,000	10,000	5/25/2016	THIS MODIFICATION IS NEEDED TO DECREASE THE TOTAL PROJECT COST. THE REVISED TOTAL PROJECT COST CHANGED FROM \$1,142,952 TO \$10,000 A DECREASE OF \$1,132,952. HOWEVER, THE FEDERAL FUNDS WERE INCREASED FROM \$5,000 TO 10,000 RRS FUNDS AND REMOVED ALL LOCAL FUNDS. A STIP MODIFICATION PROCESSED ON 5/25/2016 TO DROP SP 71-00126 AND TO APPLY THE FEDERAL FUNDS FROM THAT PROJECT ONTO THIS PROJECT, FEDERAL FUNDS AVAILABLE FROM SP 71-00126 ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2608A	C	MSAS 113	71-00127	2016	MNDOT	BNSF RR, MSAS 113, MAIN ST, ELK RIVER, SHERBURNE COUNTY (USDOT #082943J) - INSTALL FOUR QUAD GATES AND INTERCONNECT SIGNALS.	0.0	SR	RAILROAD SIGNAL	RRS	1,142,952	5,000	0	0	0	0	1,137,952	1,142,952	12/16/2015	THIS MODIFICATION IS NEEDED TO ADD A NEW RAIL PROJECT INTO THE STIP. SP 880C-FMSF-16 (SEQ. 2108) IS A DISTRICT C SETASIDE IN SFY 2016 OF THE 2016-2019 STIP WITH A BALANCE OF \$45,000 RRS FEDERAL FUNDS. THIS PROJECT WILL USE \$5,000 OF THESE FUNDS, LEAVING \$40,000 FEDERAL FUNDS AVAILABLE FOR OTHER SFY 2016 PROJECTS. FEDERAL FUNDS CURRENTLY PROGRAMMED IN THE STIP ARE SUFFICIENT TO FULLY FUND THIS PROJECT; THEREFORE, FISCAL CONSTRAINT IS MAINTAINED.	

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SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
2622A	M	MN 999	8282-126	2016	MNDOT	I-94 FROM STAGECOACH TRAIL NORTH TO CSAH 18 IN THE CITY OF LAKELAND AND US 10 FROM 153RD AVE NW TO BEATTY ST NW IN THE CITY OF RAMSEY - WEIGH STATION LIGHTING UPGRADES	0.0	RB	LIGHTING	STP	600,000	480,000	0	0	120,000	0	0	600,000	1/20/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW WEIGH STATION PROJECT INTO SFY 2016 FROM A DISTRICT C SETASIDE. SP 880C-WS-16 (SEQ. #2056) IS A DISTRICT C SETASIDE WITH A TOTAL PROJECT BALANCE OF \$865,000. THIS PROJECT WILL USE \$600,000 LEAVING A BALANCE OF \$265,000 FOR FUTURE SFY 2016 PROJECTS. FEDERAL AND STATE FUNDS CURRENTLY PROGRAMMED ON SP 880C-WS-16 ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2042A	M	MN 999	880C-164CMA-16	2016	MNDOT	**SEC164** 2016 CRASH MAPPING ANALYSIS TOOL ENHANCEMENTS	0.0	SH	TRAFFIC MANAGEMENT SYSTEM	HSIP	0	0	0	0	0	0	0	-	2/25/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT THIS PROJECT BEING DROPPED FROM THE PROGRAM FOR SFY2016'S HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECT WITH DPS NHTSA SECTION 164. THE RELEASED FUNDS WILL BE MOVED TO SP 8606-61. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2045A	M	MN 999	880C-164RSI-16	2016	MNDOT	**SEC164 ** 2016 RUMBLE STRIP INSTALLATION	0.0	SH	TRAFFIC MANAGEMENT SYSTEM	HSIP	0	0	0	0	0	0	0	-	2/25/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT THIS PROJECT BEING DROPPED FROM THE PROGRAM FOR SFY2016'S HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECT WITH DPS NHTSA SECTION 164. THE RELEASED FUNDS WILL BE MOVED TO SP 8606-61. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2628A	3	MN 999	8823-308	2016	MNDOT	**IDIQ** D3A MICRO AND SEALCOAT 2 YEAR PROJECT, MINIMUM \$500,000 MAXIMUM \$7,500,000, CONTRACT EXPIRATION DATE 12-31-2018	0.0	RX	SEAL COAT	SF	500,000	0	0	0	500,000	0	0	500,000	2/1/2016	THIS MODIFICATION IS NEEDED TO ADD A NEW STATE FUNDED PROJECT INTO SFY 2016 OF THE 2016-2019 STIP FOR DISTRICT 3 FOR A MINIMUM IDIQ CONTRACT AMOUNT OF \$1,400,000 OF WHICH ARE 100% STATE TRUNK HIGHWAY FUNDS. SP 8803-RX-16 (SEQ. #479) IS A DISTRICT 3 BARC SETASIDE WITH A BALANCE OF \$670,000 IN STATE FUNDS. THIS PROJECT WILL USE \$1,400,000 LEAVING A BALANCE OF \$170,000 FOR FUTURE D3 PROJECTS. THIS PROJECT IS 100% STATE FUNDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2627A	3	MN 999	8823-310	2016	MNDOT	**IDIQ** D3B 2 YEAR MICRO AND SEALCOAT PROJECT, IDIQ MINIMUM \$1,400,000 MAXIMUM \$9,000,000, CONTRACT EXPIRATION DATE 12-31-2018	0.0	RX	SEAL COAT	SF	1,400,000	0	0	0	1,400,000	0	0	1,400,000	2/1/2016	THIS MODIFICATION IS NEEDED TO ADD A NEW STATE FUNDED PROJECT INTO SFY 2016 OF THE 2016-2019 STIP FOR DISTRICT 3 FOR A MINIMUM IDIQ CONTRACT AMOUNT OF \$1,400,000 OF WHICH ARE 100% STATE TRUNK HIGHWAY FUNDS. SP 8803-RX-16 (SEQ. #479) IS A DISTRICT 3 BARC SETASIDE WITH A BALANCE OF \$2,070,000 IN STATE FUNDS. THIS PROJECT WILL USE \$1,400,000 LEAVING A BALANCE OF \$670,000 FOR FUTURE D3 PROJECTS. THIS PROJECT IS 100% STATE FUNDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1722A	M	MN 999	8825-480	2017	MNDOT	METROWIDE - TRAFFIC MANAGEMENT SYSTEM	0.0	TM	TRAFFIC MANAGEMENT SYSTEM	STP	790,000	632,000	0	0	158,000	0	0	790,000	8/18/2016	THIS ADMINISTRATIVE MODIFICATION IS NEEDED TO DOCUMENT A CHANGE IN FUNDING FOR THIS PROJECT IN SFY 2017 OF THE 2016-2019 STIP. THIS PROJECT WAS ORIGINALLY 100% STATE FUNDED AND NOW WILL INCLUDE A FUNDING SPLIT BETWEEN FEDERAL AND STATE SOURCES AND THAT THE TOTAL PROJECT COSTS HAVE DECREASED. THE PROJECT SCOPE REMAINS THE SAME. THIS PROJECT WILL USE AVAILABLE FEDERAL FAST ACT FUNDS AND IT HAS BEEN INCLUDED IN THE SFY 2017 OF THE 2017-2019 STIP. AVAILABLE FEDERAL FAST ACT FUNDS AND STATE FUNDS ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.

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SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
2645A	M	BB	TRF-0011-16	2016	TRANSIT	SECTION 5310; LIFEWORKS, INC.; LARGE URBAN; 2 BUSES AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	148,000	0	0	118,400	0	0	29,600	148,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9001-16 (SEQ. # 2183) IS A DISTRICT C SETSIDE WHICH HAS A TOTAL OF \$1,561,000 OF WHICH \$1,248,800 IN FTA FUNDS, AND \$312,200 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$148,000 LEAVING A TOTAL BALANCE OF \$1,413,000 OF WHICH \$1,130,400 IN FTA FUNDS, AND \$282,600 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY LIFEWORKS INC. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2647A	M	BB	TRF-0260-16	2016	TRANSIT	SECTION 5310; MIDWEST SPECIAL SERVICES, INC.; LARGE URBAN; 2 BUSES AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	148,000	0	0	118,400	0	0	29,600	148,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE TRF-9110-16 (SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A TOTAL OF \$1,191,000 OF WHICH \$952,800 IN FTA FUNDS, AND \$238,200 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$148,000, LEAVING A TOTAL BALANCE OF \$1,117,000 OF WHICH \$893,600 IN FTA FUNDS, AND \$223,400 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY MIDWEST SPECIAL SERVICES ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2646A	M	BB	TRF-0756-16	2016	TRANSIT	SECTION 5310; MANKATO REHABILITATION CENTER, INC. (ROSEMOUNT); LARGE URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	74,000	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16(SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A BALANCE OF \$1,413,000 OF WHICH \$1,130,400 IN FTA FUNDS, AND \$282,600 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$74,000 LEAVING A TOTAL BALANCE OF \$1,339,000 OF WHICH \$1,071,200 IN FTA FUNDS, AND \$267,800 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY MANKATO REHAB CENTER ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2648A	M	BB	TRF-0890-16	2016	TRANSIT	SECTION 5310; PROACT, INC.; URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	74,000	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16 (SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A TOTAL OF \$1,117,000 OF WHICH \$893,600 IN FTA FUNDS, AND \$223,400 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$74,000, LEAVING A TOTAL BALANCE OF \$895,000 OF WHICH \$716,000 IN FTA FUNDS, AND \$179,000 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY PROACT INC. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2639A	M	BB	TRF-1703-16	2016	TRANSIT	SECT 5310: ACHIEVE SERVICES, INC.; LARGE URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	59,200	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW SFY 2016 FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16(SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A TOTAL OF \$2,375,000, OF WHICH \$1,900,000 IS FTA FUNDS AND \$475,000 IS LOCAL FUNDS. THIS PROJECT WILL BE USING A TOTAL PROJECT COST OF \$74,000, LEAVING A TOTAL BALANCE OF \$2,301,000, OF WHICH \$1,840,800 IF FTA FUNDS AND \$460,200 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY ACHIEVE INC. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.

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2649A	M	BB	TRF-1767-16	2016	TRANSIT	SECTION 5310; RISE INCORPORATED; LARGE URBAN; 3 BUSES AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	222,000	0	0	177,600	0	0	44,400	222,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16 (SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A TOTAL OF \$1,117,000 OF WHICH \$893,600 IN FTA FUNDS, AND \$223,400 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$222,000, LEAVING A TOTAL BALANCE OF \$895,000 OF WHICH \$716,000 IN FTA FUNDS, AND \$179,000 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY RISE INCORP. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2643A	M	BB	TRF-7229-16	2016	TRANSIT	SECT 5310: EAST SUBURBAN RESOURCES; LARGE URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	74,000	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16(SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A BALANCE OF \$1,709,000 OF WHICH \$1,367,200 IN FTA FUNDS, AND \$341,800 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF 74,000, LEAVING A TOTAL BALANCE OF \$1,635,000 OF WHICH \$1,308,000 IN FTA FUNDS, AND \$327,000 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY EAST SUBURBAN RESOURCES ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2640A	M	BB	TRF-9056-16A	2016	TRANSIT	SECT 5310: NEWTRAX INC.; LARGE URBAN; 6 BUSES AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	444,000	0	0	355,200	0	0	88,800	444,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW SFY 2016 FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16(SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A BALANCE OF \$2,301,000, OF WHICH \$1,840,800 IS FTA FUNDS AND \$460,200 IS LOCAL FUNDS. THIS PROJECT WILL BE USING A TOTAL PROJECT COST OF \$444,000, LEAVING A TOTAL BALANCE OF \$1,857,000, OF WHICH \$1,485,600 IF FTA FUNDS AND \$371,400 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY NEWTRAX INC. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2641A	M	BB	TRF-9115-16	2016	TRANSIT	SECT 5310: ALLY PEOPLE SOLUTIONS; LARGE URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	74,000	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16(SEQ. # 2183) WHICH HAS A BALANCE OF \$1,857,000, OF WHICH \$1,485,600 IS FTA FUNDS AND \$371,400 IS LOCAL FUNDS. THIS PROJECT WILL USE A TOTAL PROJECT COST OF \$74,000 LEAVING A TOTAL BALANCE OF \$1,783,000 OF WHICH \$1,426,400 IN FTA FUNDS, AND \$356,600 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY ALLY PEOPLE SOLUTIONS. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2642A	M	BB	TRF-9126-16	2016	TRANSIT	SECT 5310: SHOLOM COMMUNITY ALLIANCE; LARGE URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	74,000	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16 (SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A BALANCE OF \$1,783,000 OF WHICH \$1,426,400 IN FTA FUNDS, AND \$356,600 IS LOCAL FUNDS. THIS PROJECT WILL USE A TOTAL PROJECT COST OF 74,000, LEAVING A TOTAL BALANCE OF \$1,709,000 OF WHICH \$1,367,200 IN FTA FUNDS, AND \$341,800 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY SHOLOM INC. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT MAINTAINED.

**TRUNK HIGHWAY AND STATE AID
ADMINISTRATIVE MODIFICATIONS FOR 2016-2019 STIP
SFY 2016**

2/2/2017

SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS
2650A	M	BB	TRF-9127-16	2016	TRANSIT	SECTION 5310; WASHINGTON COUNTY; LARGE URBAN; MOBILITY MANAGEMENT	0.0	NB	PURCHASE BUS	FTA	118,000	0	0	103,200	0	0	14,800	118,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE. TRF-9110-16(SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A TOTAL OF \$895,000 OF WHICH \$716,000 IN FTA FUNDS, AND \$179,000 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$118,000 LEAVING A TOTAL BALANCE OF \$766,000 OF WHICH \$612,800 IN FTA FUNDS, AND \$164,200 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY WASHINGTON COUNTY ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
2644A	M	BB	TRF-9128-16	2016	TRANSIT	SECT 5310: NORWOOD ECONOMIC DEVELOPMENT AUTHORITY DBA THE HARBOR AT PEACE VILLAGE; LARGE URBAN; BUS AND BUS RELATED EQUIPMENT	0.0	NB	PURCHASE BUS	FTA	74,000	0	0	59,200	0	0	14,800	74,000	2/19/2016	THIS MODIFICATION IS NEEDED TO IDENTIFY A NEW FTA TRANSIT PROJECT FROM A DISTRICT C SETASIDE TRF-9110-16(SEQ. # 2183) IS A DISTRICT C SETASIDE WHICH HAS A BALANCE OF \$1,635,000 OF WHICH \$1,308,000 IN FTA FUNDS, AND \$327,000 IS LOCAL FUNDS. THIS PROJECT HAS A TOTAL COST OF \$74,000, LEAVING A TOTAL BALANCE OF \$1,561,000 OF WHICH \$1,248,800 IN FTA FUNDS, AND \$312,200 IS LOCAL FUNDS AVAILABLE FOR FUTURE SFY 2016 FTA PROJECTS. FEDERAL FTA FUNDS CURRENTLY PROGRAMMED ON THE DISTRICT C SETASIDE AND LOCAL FUNDS PROVIDED BY NORWOOD ECONOMIC DEVELOPEMENT AUTH. ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1424A	M	BB	TRF-TCMT-16B	FFY 2016	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MT - PREVENTIVE MAINTENANCE	0.0	B9	PURCHASE BUS	FTA	8,000,000	0	0	8,000,000	0	0	2,000,000	10,000,000	8/1/2016	THIS MODIFICATION IS NEEDED DOCUMENT A TOTAL PROJECT COST INCREASE. ON 8/1/2016 THREE MODIFICATIONS WERE PROCESSED FOR SP TRF-TCMT-19X (SEQ. #1893A), TRF-TCMT-18AD (SEQ. #1761A) AND TRF-TCMT-17F (SEQ. #1629A) WHICH RELEASED \$2,500,000 (\$2,000,000 FTA/ \$500,000 LOCAL) FROM EACH FOR A GRAND TOTAL OF \$7,500,000. THOSE AVAILABL FUNDS WILL BE APPLIED TO THIS PROJECT. FEDERAL AND LOCAL FUNDS MADE AVAILABLE FROM PROJECTS TRF-TCMT-17F, TRF-TCMT-18AD AND TRF-TCMT-19X ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1434A	M	BB	TRF-TCMT-16P	FFY 2016	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MTS- REGIONAL FLEET CAPITAL COST OF CONTRACTING	0.0	B9	BUS GRANT CAPITAL IMPROVEMENT	FTA	3,750,000	0	0	3,000,000	0	0	750,000	3,750,000	8/1/2016	THIS MODIFICATION IS NEEDED DOCUMENT A TOTAL PROJECT COST INCREASE. ON 8/1/2016 THREE MODIFICATIONS WERE PROCESSED FOR SP TRF-TCMT-19S (SEQ. #1888A), TRF-TCMT-18Q (SEQ. #1774A) AND TRF-TCMT-17P (SEQ. #1636A) WHICH RELEASED \$937,500(\$750,000 FTA/ \$187,500 LOCAL) FROM EACH FOR A GRAND TOTAL OF \$2,812,500. THOSE AVAILABLE FUNDS WILL BE APPLIED TO THIS PROJECT. FEDERAL AND LOCAL FUNDS MADE AVAILABLE FROM PROJECTS TRF-TCMT-17P, TRF-TCMT-18Q AND TRF-TCMT-19S ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1435A	M	BB	TRF-TCMT-16Q	FFY 2016	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	0.0	B9	PURCHASE BUS	FTA	18,750,000	0	0	15,000,000	0	0	3,750,000	18,750,000	8/1/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A TOTAL PROJECT COST INCREASE. SP TRF-TCMT-16Q HAS A REVISED TOTAL PROJECT COST OF \$6,500,000 TO \$18,750,000 AN INCREASE OF \$12,250,000. ON 8/1/2016 A MODIFIACTION WAS PROCESSED REDUCING SP TRF-TCMT-17Q (SEQ. 1637A) BY A TOTAL PROJECT COST OF \$12,250,000 AND MADE AVAILABLE FOR THIS PROJECT. FEDERAL FTA AND LOCAL FUNDING MADE AVAILABLE FROM SP TRF-TCMT-17Q ARE SUFFICIENT TO FULLY FUND THIS PROJECT, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1629A	M	BB	TRF-TCMT-17F	2017	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MT - PREVENTIVE MAINTENANCE	0.0	B9	PURCHASE BUS	FTA	0	0	0	0	0	0	0	-	8/1/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE PROGAM. THE TOTAL RELEASED FUNDS IN THE AMOUNT OF \$2,500,000 (\$2,000,000 FTA/\$500,000 LOCAL) WILL BE APPLIED TO SP TRF-TCMT-16B. NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.

**TRUNK HIGHWAY AND STATE AID
ADMINISTRATIVE MODIFICATIONS FOR 2016-2019 STIP
SFY 2016**

2/2/2017

SEQ #	ATP	ROUTE	PROJECT NUMBER	STIP YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	FUNDS	STIP TOTAL (No AC included)	FHWA	AC	FTA	TH	BOND	OTHER	PROJECT TOTAL (includes AC)	OTSM PROCESSED DATE	COMMENTS	
1636A	M	BB	TRF-TCMT-17P	2017	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MTS- REGIONAL FLEET CAPITAL COST OF CONTRACTING	0.0	B9	BUS GRANT CAPITAL IMPROVEMENT	FTA	0	0	0	0	0	0	0	0	-	8/1/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE PROGAM. THE TOTAL RELEASED FUNDS IN THE AMOUNT OF \$937,500 (\$750,000 FTA/\$187,500 LOCAL) WILL BE APPLIED TO SP TRF-TCMT-16P. NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1637A	M	BB	TRF-TCMT-17Q	2017	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	0.0	B9	PURCHASE BUS	FTA	19,250,000	0	0	15,400,000	0	0	3,850,000	19,250,000	8/1/2016	THIS MODIFICATION IS NEEDED TO DOCUMENT A DECREASE IN TOTAL PROJECT COST. SP TRF-TCMT-17Q (SEQ. 1637) HAS A REVISED TOTAL PROJECT COST OF \$31,500,000 TO \$19,500,000 A DECREASE OF \$12,250,000(\$9,800,000 FTA/\$2,450,000 LOCAL). THOSE RELEASED FUNDS WILL BE APPLIED TO SP TRF-TCMT-16Q (SEQ. 1435). NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.	
1761A	M	BB	TRF-TCMT-18AD	2018	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MT - PREVENTIVE MAINTENANCE	0.0	B9	PURCHASE BUS	FTA	0	0	0	0	0	0	0	0	-	8/1/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE PROGAM. THE TOTAL RELEASED FUNDS IN THE AMOUNT OF \$2,500,000 (\$2,000,000 FTA/\$500,000 LOCAL) WILL BE APPLIED TO SP TRF-TCMT-16B. NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1774A	M	BB	TRF-TCMT-18Q	2018	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MTS- REGIONAL FLEET CAPITAL COST OF CONTRACTING	0.0	B9	BUS GRANT CAPITAL IMPROVEMENT	FTA	0	0	0	0	0	0	0	0	-	8/1/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE PROGAM. THE TOTAL RELEASED FUNDS IN THE AMOUNT OF \$937,500 (\$750,000 FTA/\$187,500 LOCAL) WILL BE APPLIED TO SP TRF-TCMT-16P. NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1888A	M	BB	TRF-TCMT-19S	2018	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MTS- REGIONAL FLEET CAPITAL COST OF CONTRACTING	0.0	B9	BUS GRANT CAPITAL IMPROVEMENT	FTA	0	0	0	0	0	0	0	0	-	8/1/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE PROGAM. THE TOTAL RELEASED FUNDS IN THE AMOUNT OF \$937,500 (\$750,000 FTA/\$187,500 LOCAL) WILL BE APPLIED TO SP TRF-TCMT-16P. NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1893A	M	BB	TRF-TCMT-19X	2019	TRANSIT	SECT 5307:TWIN CITIES MET COUNCIL MT - PREVENTIVE MAINTENANCE	0.0	B9	PURCHASE BUS	FTA	0	0	0	0	0	0	0	0	-	8/1/2016	THIS MODIFICATION IS NEEDED TO DROP THIS PROJECT FROM THE PROGAM. THE TOTAL RELEASED FUNDS IN THE AMOUNT OF \$2,500,000 (\$2,000,000 FTA/\$500,000 LOCAL) WILL BE APPLIED TO SP TRF-TCMT-16B. NO ADDITIONAL FEDERAL FTA FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.
1444A	M	BB	TRS-TCMT-16G	2016	TRANSIT	CMAQ: PURCHASE TWO 40' BUSES AND ADD FREQUENCY ON ROUTE 2: FROM HENNEPIN AVE AND 22ND ST TO SE MPLS ALONG FRANKLIN AVE, RIVERSIDE AVE TO THE U OF M AND DT MPLS	0.0	TR	BUS GRANT	CMAQ	5,986,281	4,789,025	0	0	0	0	1,197,256	5,986,281	2/19/2016	THIS MODIFICATION IS TO MAKE A TECHNICAL CORRECTION TO THE PROJECT DESCRIPTION. THE DESCRIPTION READS "PURCHASE BUS TO ADD FREQUENCY ON ROUTE..." BUT SHOULD STATE "PURCHASE BUS AND ADD FREQUENCY ON ROUTE..." . THE PROJECT SCOPE AND COST REMAIN THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.	
1445A	M	BB	TRS-TCMT-16H	2016	TRANSIT	CMAQ: PURCHASE TWO 40' BUSES AND ADD FREQUENCY ON ROUTE 62: RICE ST BETWEEN DT ST PAUL AND LARPEUTEUR AVE AND BETWEEN DT ST PAUL AND SIGNAL HILLS	0.0	TR	BUS GRANT	CMAQ	3,916,022	3,132,818	0	0	0	0	783,204	3,916,022	2/19/2016	THIS MODIFICATION IS TO MAKE A TECHNICAL CORRECTION TO THE PROJECT DESCRIPTION. THE DESCRIPTION READS "PURCHASE BUS TO ADD FREQUENCY ON ROUTE..." BUT SHOULD STATE "PURCHASE BUS AND ADD FREQUENCY ON ROUTE..." . THE PROJECT SCOPE AND COST REMAIN THE SAME. NO ADDITIONAL FEDERAL FUNDS ARE NEEDED, THEREFORE; FISCAL CONSTRAINT IS MAINTAINED.	