

**TIP Amendments that occurred following
original approval of the 2017-2020 TIP**

This TIP amendment was approved by TAB on July 20, 2016, with concurrence from the Metropolitan Council on October 26, 2016.

Seq #	-
State Fiscal Year	2017
ATP and District	Metro
Route System	Ped / Bike
Project Number (S.P. #) (Fed # if available)	109-591-001
Agency	Brooklyn Center
Description. Include location, description of all work, & city (if applicable)	<p>Evergreen School area trail & sidewalk system, Brooklyn Center. New trail/sidewalks with curb and gutter and ped curb ramps along Camden Ave from 73rd Ave to 70th Ave, along 72nd Ave from Bryant Ave to Camden Ave and along 70th Ave from .05 Mi W of Camden</p> <p>Evergreen School area trail & sidewalk system, Brooklyn Center. New trail/sidewalks with ped curb ramps along Camden Ave from 73rd Ave to 70th Ave, along 72nd Ave from Bryant Ave to Camden Ave and along 70th Ave from .05 Mi W of Camden</p>
Miles	.71
Program	EN
Type of work	Grade and Surface
Proposed funds	STPBG (TAP)
Total \$	\$344,240
FHWA \$	\$275,392
Other \$	\$68,848
Background	<p>This TIP amendment is required due to a change in scope and project description. This amendment would remove curb-and-gutter from the project, resulting in a minor cost reduction. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.</p>
How is fiscal constraint maintained?	The project's cost is not increasing.
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: project category AQ2 (pavement resurfacing and/or rehabilitation).

This TIP amendment was approved by TAB on July 20, 2016, with concurrence from the Metropolitan Council on October 26, 2016.

	Federal Project Line	State Project Line
Seq #	-	-
State Fiscal Yr	2017	2017
ATP & District	M	M
Route System	CSAH 42	US 52
Project No. (S.P. #)	019-642-059	1906-68
Agency	Dakota County	MNDOT
Description. Include location, description of all work, & city (if applicable)	CSAH 42, from 0.5 mile E of CSAH 71 to 0.5 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace Bridges 19001 (New Bridge 19005) and 19002 (New Bridge 19006), reconstruct access ramps (Tied to 1906-68) 0.7 mile	**TED** US 52 at CSAH 42, from 0.5 mile E of CSAH 71 to 0.5 mile E of US52 in Rosemount-Reconstruct to a four-lane divided roadway, reconstruct US52 and replace bridges 19001 (New Bridge19005) and 19002 (New Bridge 19006), reconstruct access ramps (tied to 019-642-059) 0.7 mile
Miles	2.0 2.2	2.0 2.2
Program	MC	AM
Type of work	Grade and bridge	Grade and bride
Proposed funds	STPBG (STP)	SF
Total \$	\$12,400,000 \$9,400,000	\$3,100,000
FHWA \$	\$7,280,000	-
TH \$		\$3,100,000
Other \$	\$5,120,000 \$2,120,000	-
Background	This TIP amendment is required due to a change terminus and funding source. This amendment would reflect the .2-mile change in project terminus and a minor cost increase. The 2017-2020 TIP is scheduled to be approved by the Metropolitan Council on September 28, after which time it will be provided to MnDOT and then in federal review. Should this amendment be approved by the Metropolitan Council prior to federal approval of the 2017-2020 TIP, it will not be official until after that approval is granted.	
How is fiscal constraint maintained?	Total project cost increases by \$100,000. Local cost decreases as Transportation and Economic Development (TED) funds have been secure.	
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. 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 2017-2020 TIP, which is attached. The analysis in the attachment has resulted in a conformity determination that the projects included in the 2017-2020 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform 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 16, 2016, with concurrence from the Metropolitan Council on December 4, 2016.

Seq #	-
State Fiscal Year	2017
ATP and District	Metro
Route System	Ped/Bike
Project Number (S.P. #) (Fed # if available)	091-090-081
Agency	Three Rivers Park District
Description. Include location, description of all work, & city (if applicable)	Regional Trail System Ramps, on Old Cedar Ave connecting to intercity Regional Trail in Bloomington, on 63 rd Ave connecting to Crystal Lake Regional Trail in Brooklyn Park, on Oaklawn Ave connecting to Nine Mile Creek Regional Trail in Edina, on Fernbrook Ln connecting to Luce Line Regional Trail in Plymouth, on 70th St connecting to Intercity Regional Trail in Richfield, and on Ferndale Rd connecting to Dakota Rail Regional and Luce Line State Trails in Wayzata-Construct ped/bike trail connections
Program	EN
Type of work	Grade and surface
Proposed funds	STPBG (TAP)
Total \$	\$1,216,700
FHWA \$	\$935,840 \$810,472
Other \$	\$336,960 \$406,228
Background	This TIP amendment is required due to the removal of a project element: the ramp on Oaklawn Avenue connecting to Nine Mile Creek Regional Trail in Edina and to reflect a reduction in federal funding based on that removal.
How is fiscal constraint maintained?	No additional cost is needed for this proposed TIP amendment.
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. AQ-2: Bicycle and Pedestrian Facilities.

This TIP amendment was approved by TAB on October 19, 2016, with concurrence from the Metropolitan Council on November 9, 2016.

Seq #	-
State Fiscal Year	2017
ATP and District	Metro
Route System	I-94
Project Number (S.P. #) (Fed # if available)	2781-432
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	<p>**SPP**I94, from 0.1 mi east of Nicollet Ave in Mpls to 0.3 mi west of Shingle Creek Parkway in Brooklyn Center Bituminous overlay, concrete pavement rehabilitation, ADA ramps, sidewalks, curb & gutter, drainage, concrete barrier, guardrail, de-icing system, TMS, rehabilitation on 53 bridges and bridge railing</p> <p>**SPP**I94, from 0.1 mi east of Nicollet Ave in Mpls to 0.3 mi west of Shingle Creek Parkway in Brooklyn Center-Bituminous overlay, concrete pavement rehabilitation, ADA ramps, sidewalks, curb & gutter, drainage, concrete barrier, guardrail, de-icing system, TMS, rehabilitation on <u>50</u> bridges and bridge railing, <u>and corridor lighting</u></p>
Miles	9.1
Program	RD
Type of work	Bituminous overlay
Proposed funds	NHPP
Total \$	43,355,000 50,355,000
FHWA \$	39,019,500 45,319,500
TH \$	4,335,500 5,035,500
Background	<p>This amendment is needed to update the scope and description of a bituminous pavement resurfacing project on I-94 from Nicollet Ave in Minneapolis to Shingle Creek Parkway in Brooklyn Center. The pavement improvement is the main portion of the project; there is also work on ADA ramps, sidewalks, curb & gutter, drainage, concrete barrier, guardrail, de-icing system, traffic management systems (TMS), and rehabilitation on multiple bridges and bridge railings. The amendment is triggered by a change to the number of bridges included in the project. As final plans and costs were reviewed, it was determined that the budget allocated to bridges was inadequate to address 53 bridges so MnDOT prioritized the bridges and reduced the number to 50. The project also received additional funding to complete corridor lighting improvements to be done with the construction at a cost of \$7,000,000. This is being updated in the TIP to provide project clarity and to allow for federal authorization in early December, 2016. By completing the lighting with the project in 2017, the impact on corridor mobility and reliability is reduced in the future as additional traffic control would be necessary for a stand-alone lighting project.</p>
How is fiscal constraint maintained?	<p>New money. There is no change to the costs of the project outside the lighting. The lighting work is being entirely funded with a MnDOT District C lighting setaside (SP 880C-LGH-17), a statewide lighting setaside that was allocated to the project in late August 2016 by the MnDOT Transportation Program Investment Committee. This will fully fund the project's lighting portion. Fiscal constraint is therefore maintained.</p>
Consistency with MPO long-range plan	<p>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.</p>
Air quality conformity	<p>Exempt from regional-level analysis. Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.</p>

This TIP amendment was approved by TAB on November 16, 2016, with concurrence from the Metropolitan Council on November 30, 2016.

Seq #	-
State Fiscal Year	2017
ATP and District	Metro
Route System	BB
Project Number (S.P. #) (Fed # if available)	TRS-TCMT-17E
Agency	Met Council - MT
Description. Include location, description of all work, & city (if applicable)	**PODI**TH65, from I-94 to 10th Street in Minneapolis – Pavement reconstruction, drainage, retaining walls, bridge repair and rehab on bridge 27840, new bridge 27R39. (Tied to SP 2782-327)
Miles	0.3
Program	TR
Type of work	Bus Transitway
Proposed funds	Local
Total \$	15,000,000
Other \$	15,000,000
Background	<p>This amendment is needed to add the 12th St. Ramp component of the Orange Line BRT to the 2017-2020 TIP. As part of the Orange Line project, Metro Transit is including a bi-directional transit-only ramp from TH65 onto 12th Street in downtown Minneapolis. In combination with a new contraflow lane on 12th Street, this ramp will provide a seamless, reliable connection between the center of the freeway and the local street network, improving reliability for 700 bus trips per day and about 100 buses per hour in the peak periods. The ramp and 12th Street contraflow lane will be built almost entirely within existing MnDOT and City of Minneapolis right-of-way and in close coordination with MnDOT's I-35W Transit/Access project.</p> <p>This portion of the Orange Line project had not been previously included in the scope of the larger, multi-agency portion of the I-35W/Lake Street Access (SP 2782-327) project due to funding uncertainties. The ramp project is separate from the larger project, but the projects are tied for better construction coordination. The funding for the Orange Line and 12th St. Ramp is from the Counties Transit Improvement Board (CTIB), Metropolitan Council, Hennepin County, and Dakota County.</p>
How is fiscal constraint maintained?	New Money. The funding for this project is local sources from the Counties Transit Improvement Board (CTIB), Metropolitan Council, and Hennepin County.
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. Non-classifiable.

This TIP amendment was approved by TAB on July 20, 2016, with concurrence from the Metropolitan Council on October 26, 2016.

	Original Line	New Line 1	New Line 2	New Line 3
Seq #	1532	-	-	-
State FY	2018	2018	2018	2019
ATP & Dist	Metro			
Route Sys	I-35	TH 97	I-35	I-35
Project No (S.P. #)	8280-47	0283-28	0283-31	0283-31AC
Agency	MnDOT			
Description. Include location, description of all work, & city (if applicable)	<p>**ELLA**AC**SPP**I35, I35E from 0.6 mi N of 80th St E to JCT I35/I35W/I35E and on I35W from 2.3 mi N of Main St to JCT I35/I35W/I35E in Lino Lakes and on I35 from JCT I35/I35W/I35E to 0.8 mi N of US 8 in cities of Columbus and Forest Lake- Concrete overlay, replacement of Bridges 82815, 02804, 02806 and SB Forest Lake Weigh Station weight enforcement system and modifications to entrance/exit ramps (AC project, payback in FY19)</p> <p>**ELLA**SPP**I35, I35E from 0.6 mi N of 80th St E to JCT I35/I35W/I35E and on I35W from 2.3 mi N of Main St to JCT I35/I35W/I35E in Lino Lakes and on I35 from JCT I35/I35W/I35E to 0.8 mi N of US 8 in Cities of Columbus and Forest Lake- Concrete overlay, replacement of Bridges 82815 (82871), 02804 (02826), rehab Bridge 02801 (installation of pier struts) (associated to SP 0283-28, SP 0283-31)</p>	<p>*SPP**TH 97, from 0.1 mi W of the western ramp terminals to 850 Ff. W of the county line – Replace Bridge 02806 (02818) and approaches (Associated to 8280-47, SP 0283-31)</p>	<p>**ELLA****AC** SB Forest Lake Weigh Station weight enforcement system and modifications to entrance/exit ramps (AC project, payback in FY19) (Associated to SP 8280-47, SP 0283-28)</p>	<p>**AC****ELLA****AC** SB Forest Lake Weigh Station weight enforcement system and modifications to entrance/exit ramps (AC project, payback in FY19)</p>
Miles	7.1	0.4		
Program	RD	BR	RS	RS
Type of work	Unbonded concrete overlay	Bridge replacement	Weigh Station	Weigh Station
Proposed funds	NHPP	STBG	NHFP	NHFP
Total \$	49,695,000 53,100,000	7,500,000	500,000	900,000
FHWA \$	44,635,500 47,790,000	2,800,000	360,000	-
AC \$	900,000	-	-	900,000
TH \$	5,059,500 5,310,000	700,000	140,000	
Other \$	-	4,000,000		
Background	<p>This amendment is needed to update the scope and cost of a concrete overlay and bridge project in Anoka and Washington Counties on I-35 near Forest Lake. The amendment will also eliminate work from the scope of SP 8280-47 and create separate project lines for projects involving the MN 97 Bridge over I-35 and improvements to the Forest Lake Weigh Station. The project's delivery method will change from design bid build to design-build, which requires federal authorization of the project before the request for proposals (RFP) can be released for advertisement to allow contractors to review and submit bids later in the spring of 2017 and then project letting in State Fiscal Year 2018. The changes to SP 8280-47 include an increase in cost due to the project delivery method change, which adds to the initial cost of the project, but provides for more controlled costs of the life of the project, mostly by preventing the project from being subject to cost overruns and supplemental agreements.</p> <p>Additionally, this amendment will eliminate work from the scope of SP 8280-47 and create separate lines of the TIP for the following projects:</p> <ul style="list-style-type: none"> • MN 97 Bridge over I-35 (SP# 0283-28). Anoka County is contributing a larger share to this project and the project limits are being extended. Because of this extension bringing the project beyond the interstate system, this portion of the project is not eligible for the federal funding share of 90% federal and 10% local, but will be an 80%/20% split. Anoka County is also contributing additional funding toward the replacement MN 97 Bridge as a Diverging Diamond Interchange bridge • Improvement to the Forest Lake Weigh Station (SP# 0283-31 and 0283-31AC). The Office of Freight and Commercial Vehicles Operations has an upcoming project that is going to be added to this project. The funding to improve the weigh station is programmed for state fiscal year 2019, so the work will be advanced constructed in 2018, with payback in 2019. 			
How is fiscal constraint maintained?	<p>MnDOT adjustment by deferral of other projects. The cost increase created by changing to the design build method will be fiscally constrained by moving a project or projects out of fiscal year 2018 that total approximately \$8,308,000. This movement will happen as MnDOT creates its program for the 2018-2022 TIP/STIP. This will allow for this project to be fully funded, therefore maintain fiscal constraint. In addition, the costs for the projects that are being separated out from the main project are from the addition of freight and local funding from Anoka County and a MnDOT District C National Highway Freight Program setaside (SP 880C-NHFP-19). This statewide setaside was allocated to the project in late August 2016 by the MnDOT Transportation Program Investment Committee. These funds will fully fund the bridge and weigh station portions of the project. Therefore, fiscal constraint is maintained for the new projects.</p>			
Consistency with MPO long-range plan	<p>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.</p>			
Air quality conformity	<p>Exempt from regional-level analysis. Non-classifiable.</p>			

This TIP amendment was approved by TAB on February 15, 2017, with concurrence from the Metropolitan Council on March 8, 2017.

Seq #	-
State Fiscal Year	2017
ATP and District	Metro
Route System	BB
Project Number (S.P. #) (Fed # if available)	TRS-TCMT-17F
Agency	Met Council- MT
Description. Include location, description of all work, & city (if applicable)	Sect 5307: Twin Cities Met Council-Metro Transit Police facility construction
Miles	-
Program	B9
Type of work	Bus Grant Capital Improvement
Proposed funds	FTA 5307
Total \$	24,430,000
FTA \$	19,544,000
Other \$	4,886,000
Background	<p>This amendment is needed to add the remaining funding for Metro Transit Police Facility construction to the 2017-2020 TIP. Metro Transit plans to construct a new police facility. The building will be an addition to the Heywood Office Building at 560 6th Ave. North, Minneapolis, MN 55411. The new building is needed because the police have outgrown their current headquarters at 2425 Minnehaha Ave. Minneapolis, MN. Recent projections indicate the MTPD staff will grow nearly 70% by 2030 to keep pace with planned growth of the region's transit system.</p> <p>This project was in the 2016-2019 TIP. The 2016 Federal grant application was delayed due to the lack of 2016 bonding bill in the Minnesota Legislature. Local funding was reprioritized to allow this project to proceed as a 2017 initiative.</p>
How is fiscal constraint maintained?	<p>ATP or MPO or MnDOT Adjustment by deferral of other projects. The funding for this project is FTA 5307 – Formula funds / Metro Transit local match. Projects proposed to be funded by 5307 FTA Formula Funds in 2017 will be deferred to maintain fiscal constraint. Any projects deferred are internal projects approved on Metro Transit's Capital Improvement Program. None are competitively awarded or regionally solicited projects.</p>
Consistency with MPO long-range plan	<p>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.</p>
Air quality conformity	<p>Exempt from regional level analysis. T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)</p>

This TIP amendment was approved by TAB on March 19, 2017, with concurrence from the Metropolitan Council on April 27, 2017.

Seq #	1576
State Fiscal Year	2018
ATP and District	Metro
Route System	US 169
Project Number (S.P. #) (Fed # if available)	070-596-013
Agency	Scott County
Description. Include location, description of all work, & city (if applicable)	**AC**US169, at MN41 (Chestnut Blvd)/CSAH 78 in Jackson Twp Construct interchange (AC project payback in FY19) (Tied to 7005-121) *AC* US169, .6 mi north of MN 41(Chestnut Blvd)/CSAH 78 to .5 mi south of CSAH 14, construct interchange, construct 2 bridges, Bridge # 70045, Bridge # 70046, signals, CE (AC project payback in FY19) (Tied to 7005-121)
Miles	1.0 3.4
Program	MC
Type of work	Grade and Surface
Proposed funds	STP STP and FFM
Total \$	19,734,000 41,584,000
FHWA \$	5,936,000 23,636,000* *FHWA Funds Include \$5,936,000 (STBG/STP) and \$17,700,000 (FFM/TIGER).
AC \$	7,560,000
Other \$	6,238,000 17,948,000
Background	This amendment is needed to change the termini and add construction of two bridges, a frontage road, signals, and construction engineering. The amendment will also increase both local and federal funding. The increase in federal funding comes from a \$17,700,000 Transportation Investments Generating Economic Recovery (TIGER) grant.
How is fiscal constraint maintained?	Additional costs are covered locally and through a \$17,700,000 TIGER award.
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. 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 2017-2020 TIP. The analysis has resulted in a conformity determination that the projects included in the 2017-2020 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Please amend the 2017-2020 Transportation Improvement Program (TIP) to include this project in program year 2018. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Project Number	1	2	3
Seq #			
State Fiscal Year	2018	2018	2018
ATP	M	M	M
District	M	M	M
Route System	BB	BB	BB
Project Number (S.P. #)	TRF-9117-18	TRF-9056-18	TRF-0051-18
Agency	MnDOT	MnDOT	MnDOT
Description	Section 5310; Dakota County; Mobility Management	Section 5310; Newtrax; Mobility Management	Section 5310; Scott County; Mobility Management
Miles	-	-	-
Program	NB	NB	NB
Type of Work	Operate Bus	Operate Bus	Operate Bus
Proposed Funds	FTA	FTA	FTA
Total \$	294,000	180,000	420,000
FHWA \$			
AC \$			
FTA \$	235,200	144,000	336,000
TH \$			
Other \$	58,800	36,000	84,000

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

These amendments will specifically identify Section 5310 Large Urban Mobility Management projects for program year 2018. The 2017-2020 STIP needs to be amended due to the fact that the grant application for these projects will be written prior to the 2018-2021 STIP Approval.

Section 5310: the Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’s Office of Transit. The final selection and award of these on-going Mobility Management projects is done through grant applications submitted to MnDOT. The timing of final project selection is not compatible with the FTA grant application deadlines which will need to be met in order to execute grant contracts for calendar year 2018.

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

- New Money (FTA Section 5310 Program Fund) X
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other

The funds available for these grants are from a set aside in District C, TRF-9110-18, Seq. #2099. These funds 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: O-1 (Planning, training, and research activities)

This TIP amendment was approved by TAB on May 17, 2017, with concurrence from the Metropolitan Council on May 24, 2017.

Seq #	1570
State Fiscal Year	2018
ATP and District	Metro
Route System	MN 149
Project Number (S.P. #) (Fed # if available)	6223-20
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	<p>**Chap 152**MN149, over Mississippi River in St Paul – Rehabilitation and approach work on Bridge #62090 including ADA ramps (tied TO 1917-45)</p> <p>**Chap 152**CMGC** WK PAK #2 MN149, over Mississippi River from MN 5 (W 7th St) to George St in St Paul – Rehab Bridge #62090, ADA ramps, mill and overlay</p>
Miles	0.5 0.7
Program	BI
Type of work	Redeck
Proposed funds	BF
Total \$	14,110,000 36,560,000
FHWA \$	28,400,000
AC \$	-
Bond \$	14,110,000 7,100,000
Other \$	1,060,000
Background	<p>This amendment updates the description, mileage, and project funding for the High Bridge project in St. Paul. This project to redeck the High Bridge will begin in state fiscal year 2018, and is Metro District’s first project using the “Construction Manager/General Contractor” (CMGC) delivery method.</p> <p>The new description better reflects the end points of construction and includes a small amount of pavement and drainage work on the south end of the bridge. The description change also un-ties this project from a pavement project further on MN 149 (SP 1917-45). The length of the project is extended due to the pavement work on the south end of the bridge that was originally in the MN 149 pavement project (SP 1917-45).</p> <p>The revised description also identifies SP 6223-20 to be “Work Package #2”. With the CMGC delivery method, an early work package has been identified for this project, the installation of a SAFEsan system, which is a scaffolding system that will be attached to the bridge prior to the start of the larger construction project in order to create safe and efficient access for construction crews. That early work is funded entirely with state funds, and does not need a TIP amendment.</p> <p>The funding for this project has increased and funding type has changed. The costs for the project have increased because there is additional deterioration of the bridge, including under the deck, which requires a more costly fix and increased costs for</p>

	<p>construction on a bridge of this elevation and type (inverted arch and two half-arches for the main span; eight plate girder spans on the north side). Initial scoping efforts did not accurately reflect the costs associated with the elevated bridge above a major river corridor, including access to an Xcel power plant. In addition, the CMGC delivery method has upfront costs associated with risk that typically are a cost savings due to less cost overruns and supplemental agreements during construction.</p> <p>In the 2017-2020 TIP, this project is funded with state bonds. In the draft 2018-2021 TIP, this project will show funding from FHWA, a smaller amount of bonds and some local funds from the City of St. Paul. In the 2018- 2021 TIP, this project's funding will change to include federal funds, a reduction of bond funds, and some local funds. The federal funds are being made available by shifts in the program and cost savings from other projects. This amendment updates the total project costs before the adoption of the new TIP because the project will be let before the new TIP is approved. CMGC delivery method also requires the project to be authorized before advertised, as opposed to the traditional Design Bid Build delivery method.</p>
<p>How is fiscal constraint maintained?</p>	<p>This amendment reflects how this project is fiscally constrained in the draft 2018-2021 TIP. Funding for the High Bridge will change to include federal funds, reduce bond funds, and include additional local funds. The federal funds are being made available by shifts in the program and cost savings from other projects. This amendment updates the total project costs before the adoption of the new TIP because the project will be let before the new TIP is approved. The project is fully funded, therefore fiscal constraint is maintained</p>
<p>Consistency with MPO long-range plan</p>	<p>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.</p>
<p>Air quality conformity</p>	<p>Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation.</p>

This TIP amendment was approved by TAB on May 17, 2017, with concurrence from the Metropolitan Council on May 24, 2017.

Seq #	-
State Fiscal Year	2018
ATP and District	Metro
Route System	US 169
Project Number (S.P. #) (Fed # if available)	2750-85
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	US 169 from 0.1 miles south of 101st Ave in Brooklyn Park to Hayden Lake Road in Champlin – Concrete pavement rehab, ADA, drainage, construct SB acceleration lane at 120th Ave and extend NB turn lanes
Miles	3.1
Program	RD
Type of work	Concrete pavement rehab
Proposed funds	Surface Transportation Blog Grant Program
Total \$	7,240,000
FHWA \$	5,792,000
AC \$	-
Other \$	1,448,000
Background	<p>This amendment added a project to state fiscal year (SFY) 2018 of the 2017-2020 TIP. SP 2750-85 is in SFY2018 of the draft 2018-2021 TIP, but the project will be let before the final TIP is approved.</p> <p>SP 2750-85 is a pavement rehabilitation project on US 169 from Brooklyn Park to Champlin. It is being coordinated with another MnDOT project to the north to widen the Elm Creek Bridge on US 169 also happening in SFY2018, as well as a City of Champlin local-federal project to construct turn lanes and grade separated bike path.</p>
How is fiscal constraint maintained?	This amendment reflects how this project is fiscally constrained in the 2018-2021 STIP. Funding for this project is made available by shifts in the program and cost savings from other projects. The project is fully funded, 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	Exempt Project Category E-1. Intersection channelization projects.

This TIP amendment was approved by TAB on June 21, 2017, with concurrence from the Metropolitan Council on June 28, 2017.

Seq #	-
Fiscal Year	Federal: 2017; State: 2018
ATP and District	Metro
Route System	-
Project Number (S.P. #) (Fed # if available)	TRF-TCMT-17BG
Agency	Met Council - MTS
Description. Include location, description of all work, & city (if applicable)	SECT 5339: Bus acquisition
Miles	0
Program	TR
Type of work	Fleet (bus) Acquisition
Proposed funds	FTA Section 5339 and Local
Total \$	129,394
FTA \$	103,515
AC \$	-
Other \$	25,879
Background	The Minnesota Valley Transit Authority has been awarded a competitive \$5339 federal grant to purchase a small bus. Federal award total is \$103,515. Award will be matched with \$25,879 of regional transit capital improvement bonds. This amendment is needed so the Council can include this project in the next federal grant application.
How is fiscal constraint maintained?	The funding for this project is newly awarded federal section §5339 funding and existing local sources from the Metropolitan Council.
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 Project Category T-10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.

This TIP amendment was approved by TAB on July 19, 2017, with concurrence from the Metropolitan Council on July 26, 2017.

Seq #	-
State Fiscal Year	2018
ATP and District	Metro
Route System	US 10
Project Number (S.P. #) (Fed # if available)	0202-106
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	US10, from Thurston Ave in Anoka to MN101 in Elk River – Cable median barrier (designed by Metro District, ATP3 portion of \$650K under associated SP 7101-64)
Miles	9.1
Program	TM
Type of work	Traffic Control Device/Safety
Proposed funds	Highway Safety Improvement Program
Total \$	995,100
FHWA \$	895,590
AC \$	-
Other \$	99,510
Background	This amendment added a project to SFY2018 of the 2017-2020 TIP. SP 0202-106 was in SFY2018 of the draft 2018-2021 TIP, but the project was scheduled to be let before the final was approved. SP 0202-106 is a cable median barrier project on US 10 from Anoka County to Elk River. It is being coordinated with another MnDOT median project in District 3, SP 7101-64. Funding for the project is coming from Metro HSIP funding that was re-allocated through the HSIP solicitation process.
How is fiscal constraint maintained?	The project received \$585,000 in funding from Statewide HSIP funding (SP 880C-HSIP-18, SEQ 1882), \$345,100 in funding from MnDOT-Metro's HSIP setaside (SP 880M-SHS-18, SEQ 1590), and \$65,000 in funding from MnDOT-District 3 Safety Capacity funding (SP 8803-SC-18, SEQ 546). The project is fully funded, 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	Exempt Project Category S-9. Guardrails, median barriers, crash cushions per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on July 19, 2017, with concurrence from the Metropolitan Council on July 26, 2017.

Seq #	-
State Fiscal Year	2018
ATP and District	Metro
Route System	MSAS 152
Project Number (S.P. #) (Fed # if available)	19-00147
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	UP RR, Install gates at MSAS 152, Hardman Ave, South St Paul, Dakota County
Miles	0
Program	SR
Type of work	Railroad Signals
Proposed funds	RRD
Total \$	325,000
FHWA \$	292,500
AC \$	-
Other \$	32,500
Background	This amendment added a new rail project into SFY2018 of the 2017-2020 TIP. This project will be let before the draft 2018-2021 STIP is approved
How is fiscal constraint maintained?	This project will receive anticipated August redistribution federal funds the State of Minnesota receives. MnDOT allocated \$1,000,000 to the rail program for three projects: SP 19-00147 (SEQ. # A2056) for \$292,500 in Dakota County, and two other projects in Greater Minnesota. 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	Exempt Project Category S-8. Railroad/highway crossing warning devices per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on August 16, 2017, with concurrence from the Metropolitan Council on September 13, 2017.

Seq #	-
Fiscal Year	Federal: 2017; State: 2018
ATP and District	Metro
Route System	BB
Project Number (S.P. #) (Fed # if available)	TRS-TCMT- 17AZ
Agency	Met Council - MTS
Description. Include location, description of all work, & city (if applicable)	SECT 5339: Twin Cities Met Council-Metro Transit Heywood Garage modernization
Miles	0
Program	B9
Type of work	Transit (P)
Proposed funds	FTA Section 5339
Total \$	5,000,000
FTA \$	4,000,000
AC \$	-
Other \$	1,000,000
Background	This amendment added funding for Metro Transit Heywood Garage Modernization construction to the 2017-2020 TIP. The purpose of the project is to renovate and expand the existing Heywood bus operation and maintenance garage at 570 6th Ave. North in Minneapolis, which will modernize the facility based on the additional buses, staff, and changes in bus fleet mix since the garage was constructed in 1984. The garage will be renovated in such a way that there will be enough space to accommodate the current fleet mix of standard, coach, hybrid, and articulated buses. This renovation and expansion will result in Metro Transit being able to better accommodate the addition of employees.
How is fiscal constraint maintained?	The funding for this project is FTA 5339 – Formula funds / Metro Transit local match. Projects proposed to be funded by 5339 FTA Formula Funds in 2017 will be deferred to maintain fiscal constraint. Any projects deferred are internal projects approved on Metro Transit’s Capital Improvement Program. None are competitively awarded or regionally solicited projects
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 Project Category T-8. Reconstruction or renovation of transit buildings and structures

This TIP amendment was approved by TAB on August 16, 2017, with concurrence from the Metropolitan Council on September 13, 2017.

Seq #	-
State Fiscal Year	2018
ATP and District	Metro
Route System	US 169
Project Number (S.P. #) (Fed # if available)	2771-43 2772-112
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	MN610, from US169 in Brooklyn Park to Mississippi River in Coon Rapids and on US169 from I394 in Golden Valley to I94 in Brooklyn Park – Install traffic management system Traffic management system on US 169 from I-394 In Golden Valley to I-94 in Brooklyn Park
Miles	14 7.6
Program	TM
Type of work	Traffic Control Device/Safety
Proposed funds	Surface Transportation Blog Grant Program
Total \$	1,125,000 925,000
FHWA \$	900,000 740,000
AC \$	-
Other \$	225,000 185,000
Background	This amendment changed a project in SFY2018 of the 2017-2020 TIP. SP 2771-43 is in SFY2018 of the draft 2018-2021 TIP, but the project will be let before the final is approved. This is a MnDOT project funded with MnDOT's federal allocation; not funding from the Regional Solicitation. The change includes the SP #, scope, description, and mileage. Due to an increase in the project estimate, the scope of SP 2771-43 is being reduced to work only on US 169, and eliminate the work on MN 610 from this project. The SP # changes because of the location of the project on US 169, as well as the description and the mileage.
How is fiscal constraint maintained?	The project total is staying the same, while the scope is being reduced. The altered project is fully funded and, therefore, fiscal constraint is maintained. The remaining work being dropped will be completed at another time
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 Project Category S-7. Traffic control devices and operating assistance other than signalization.

**Administrative Modifications that occurred during FY 2017
following original approval of the 2017-2020 TIP**

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-TCMT-20P	2020	Met Council-MT	<p>Sect 5307: Twin Cities Met Council MT-Light rail Miscellaneous equipment improvement: video, train operator tech, systems tech, security, track technology and equipment</p> <p>This modification is to decrease the total funds for a project that moved funding into another project. SP TRF-TCMT-20P (Seq 1725A) is in FFY2020 for a total of \$1,925,000 (\$1,540,000 FTA/385,000 Other). A total of \$275,000 (\$220,000 federal and \$55,000 Other) will be moved to SP TRF-TCMT-17BJ (SEQ 3069A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Rail Grant Capital Improvement	FTA	1,650,000	1,320,000	-	-	330,000	1,650,000	9/8/2017
BB	TRF-TCMT-17L	2017	Met Council-MT	<p>Sect 5337: Twin Cities Met Council MT-Bus and rail operations communications and control capital equipment, hardware and software replacement and expansion, advance schedule planning software, customer real-time software</p> <p>This modification is to move funds to another project and change the project description and is necessary to apply for a FFY 2017 FTA grant. \$1,025,000 total; \$820,000 federal and \$205,000 Other from Section 5307 funds in 2018 SP TRF-TCMT-18K (Seq. #1478A) to 2017 (Seq. 1322A), SP TRF-TCMT-17L (Seq 1322A) as well as change Section 5307 in Seq. 1322 project TRF-TCMT-17L to Section 5337. Funding was made available from Project TRF-TCMT-18K. Therefore, fiscal constraint is maintained.</p>	0.00	GR	Bus Grant Capital Improvement	FTA	2,200,000	1,760,000	-	-	440,000	2,200,000	9/8/2017
BB	TRF-TCMT-18K	2018	Met Council-MT	<p>Sect 5307: Twin Cities Met Council MT-Bus and Rail operations communications and control capital equipment hardware and software replacement and expansion, advance schedule planning software, customer real-time software</p> <p>This modification is to move funds from this project to another project. This project is in FFY 2018 with a total cost of \$1,450,000 including \$1,160,000 FTA/\$290,000 Local. \$820,000 FTA/ \$205,000 local are to be used on SP TRF-TCMT-17L. These funds will be used for bus & rail operations, communications, and technology. There was no increase in federal funds. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Bus Grant Capital Improvement	FTA	425,000	340,000	-	-	85,000	425,000	9/8/2017
BB	TRF-TCMT-17BE	2017	Met Council-MT	<p>Sect 5307: Twin Cities Met Council MT-Heywood Garage expansion design, engineering and construction</p> <p>This modification is needed to increase total funds for a project in order to apply for a FFY 2017 FTA grant. SP TRF-TCMT-17BE (Seq 3032B) is in FFY2017 for a total of \$2,000,000 (\$1,600,000 FTA/\$400,000 Other). This project will receive \$1,250,000 (\$1,000,000 FTA/\$250,000 Other) from SP #TRF-TCMT-18Z (Seq. #1489A). Funding was made available from Project TRF-TCMT-18Z. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Bus Grant Capital Improvement	FTA	3,250,000	2,600,000	-	-	650,000	3,250,000	9/8/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-TCMT-18Z	2018	Met Council-MT	Sect 5307: Twin Cities Met Council MT-Heywood Garage expansion design, engineering and construction This modification is to decrease the total funds for a project that moved funding into another project. SP TRF-TCMT-18Z (Seq 1489A) is in FFY2018 for a total of \$3,000,000 (\$2,400,000 FTA/\$600,000 Other). A total of \$1,250,000 (\$1,000,000 FTA/\$250,000 Other) will be moved to SP TRF-TCMT-17BE (Seq 3032A).	0.00	B9	Bus Grant Capital Improvement	FTA	1,750,000	1,400,000	-	-	350,000	1,750,000	9/8/2017
BB	TRF-TCMT-17AU	2017	Met Council-MT	Sect 5307: Twin Cities Met Council MT-Northstar support facility construction, rehab and renovation This modification is to increase total funds for a project in order to apply for a FFY 2017 FTA grant. SP TRF-TCMT-17AU (Seq 1307A) is in FFY2017 for a total of \$2,012,500 (\$1,610,000 FTA/\$402,500 Other). This project will receive \$1,887,500 (\$1,510,000 FTA/\$377,500 Other) from SP #TRF-TCMT-18W (Seq. #1486A). Funding was made available from TRF-TCMT-18W. Therefore, fiscal constraint is maintained.	0.00	B9	Rail Grant Capital Improvement	FTA	3,900,000	3,120,000	-	-	780,000	3,900,000	9/8/2017
BB	TRF-TCMT-18W	2018	Met Council-MT	Sect 5307: Twin Cities Met Council MT-Northstar support facility construction, rehab and renovation This modification is to decrease the total funds for a project that moved funding into another project. SP TRF-TCMT-18W (Seq 1486A) is in FFY2018 for a total of \$2,062,500 (\$1,650,000 FTA/\$412,500 Other). \$2,195,000 (\$1,756,000 FTA/\$421,440 Other) will be moved to SP TRF-TCMT-17AU (Seq 1307A).	0.00	B9	Rail Grant Capital Improvement	FTA	175,000	140,000	-	-	35,000	175,000	9/8/2017
BB	TRF-TCMT-17K	2017	Met Council-MT	Sect 5337: Twin Cities Met Council MT-Facilities energy enhancements and new energy initiatives This modification is to update the project description and to increase total funds for a project in order to apply for a FFY 2017 FTA grant. SP TRF-TCMT-17K (Seq 1321A) is in FFY2017 for a total of \$1,500,000 (\$1,200,000 FTA/\$300,000 Other). The description is changing from "Section 5307" to "Section 5337." This project will receive \$500,000 (\$400,000 FTA/\$100,000 Other) from SP #TRF-TCMT-18AK (Seq. #1472A) for a total of \$2,000,000 (1,500,000 FTA/500,000 Other). Funding was made available from TRF-TCMT-18AK. Therefore, fiscal constraint is maintained.	0.00	GR	Bus Grant Capital Improvement	FTA	2,000,000	1,600,000	-	-	400,000	2,000,000	9/8/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-TCMT-18AK	2018	Met Council-MT	Sect 5307: Twin Cities Met Council MT-Facilities energy enhancements and new energy initiatives This modification is to decrease the total funds for a project that moved funding into another project. SP TRF-TCMT-18AK (Seq 1472A) is in FFY2018 for a total of \$1,000,000 (\$800,000 FTA/\$200,000 Other). A total of \$500,000 (\$400,000 FTA/\$100,000 Other) will be moved to SP TRF-TCMT-17K (Seq 1321A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.	0.00	B9	Bus Grant Capital Improvement	FTA	500,000	400,000	-	-	100,000	500,000	9/8/2017
BB	TRF-TCMT-17Z	2017	Met Council-MT	Sect 5337: Twin Cities Met Council MT-Light rail vehicle overhaul and maintenance. This modification is to increase total funds for a project in order to apply for a FFY 2017 FTA grant. Project (Seq 1328A) is in FFY2017 for a total of \$9,705,000 (\$7,764,000 FTA/\$1,941,000 Other). This project will receive \$2,195,000 (\$1,756,000 FTA/\$421,440 Other) from SP #TRF-TCMT-18 (Seq. #1463A). Funding was made available from Project TRF-TCMT-18Z. Therefore, fiscal constraint is maintained.	0.00	GR	Rail Grant Capital Improvement	FTA	11,900,000	9,520,000	-	-	2,380,000	11,900,000	9/8/2017
BB	TRF-TCMT-18Z	2018	Met Council-MT	Sect 5337: Twin Cities Met Council MT-Light rail vehicle overhaul and maintenance This modification is to decrease total funds for a project that moved funding into another project. SP TRF-TCMT-18 (Seq 1463A) is in FFY2018 of the 2017-2020 STIP for a total of \$7,800,000 (\$6,240,000 FTA/\$1,560,000 Other). A total of \$2,195,000 (\$1,756,000 FTA/\$421,440 Other) will be moved to TRF-TCMT-17Z (Seq 1328A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.	0.00	GR	Rail Grant Capital Improvement	FTA	5,605,000	4,484,000	-	-	1,121,000	5,605,000	9/8/2017
BB	TRF-TCMT-17AS	2017	Met Council-MT	Sect 5337: Twin Cities Met Council MT-Bus acquisition This modification is to update the project description in order to apply for a FFY 2017 FTA grant. The description is changing from "Section 5307" to "Section 5337." Funding is sufficient to apply for the grant. Therefore, fiscal constraint is maintained.	0.00	B9	Purchase Bus	FTA	6,000,000	4,800,000	-	-	1,200,000	6,000,000	9/8/2017
BB	TRF-TCMT-17X	2017	Met Council-MT	Sect 5337: Twin Cities Met Council MT-Bus acquisition This modification is to update the project description in order to apply for a FFY 2017 FTA grant. The description is changing from "Section 5307" to "Section 5337." Funding is sufficient to apply for the grant. Therefore, fiscal constraint is maintained.	0.00	B9	Purchase Bus	FTA	2,000,000	1,600,000	-	-	400,000	2,000,000	9/8/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-TCMT-17AE	2017	Met Council-MT	Sect 5337: Twin Cities met Council MT-Commuter rail vehicle maintenance and overhaul This modification is to update the project description and to increase total project funds in order to apply for A FFY 2017 FTA grant. SP TRF-TCMT-17AE (Seq 1299A) is in FFY2017 for a total of \$1,500,000 (\$1,200,000 FTA /\$300,000 Other). The description is changing from "Section 5307" to "Section 5337". This project will receive \$750,000 (\$600,000 federal and \$150,000 Other) from SP #TRF-TCMT-18A (SEQ. #1464A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.	0.00	GR	Rail Grant Capital Improvement	FTA	2,250,000	1,800,000	-	-	450,000	2,250,000	9/8/2017
BB	TRF-TCMT-18A	2018	Met Council-MT	Sect 5337: Twin Cities Met Council MT-Commuter rail vehicle maintenance and overhaul This modification is to decrease project cost. SP TRF-TCMT-18A (Seq 1464A) is in FFY2018 for a total of \$1,500,000 (\$1,200,000 FTA /\$300,000 Other). A total of \$750,000 (\$600,000 in FTA funds and \$150,000 in local funds) will be moved to SP TRF-TCMT-17AE (Seq 1299A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.	0.00	GR	Rail Grant Capital Improvement	FTA	750,000	600,000	-	-	150,000	750,000	9/8/2017
MN 36	6212-174	2018	MnDOT	MN36, from Fairview Ave to Hamline Ave in Roseville – Replace lighting systems This modification is to update the funding type from state funds to federal funds. The project (Seq 1549) is in SFY2018 for a total of \$450,000 in state funds and is changing to \$360,000 federal NHPP funds and \$90,000 state funds. Fiscal constraint will come from the following: <ul style="list-style-type: none"> • 7001-116. In a previous mod (Seq 1409A), the federal funds changed from 4,020,000 to 3,716,000 for a savings of 304,000 federal, with \$178,238 federal remaining. The following SFY18 projects were let for less than their STIP totals: <ul style="list-style-type: none"> • 8825-544 (Seq 1592). STIP total: 530,000 and apparent low bid: 469,097. Cost savings of 60,903 (54,813 federal) • 1909-98 (Seq 1563). STIP total: 450,000 and apparent low bid: 296,513. Cost savings of 153,487 (122,790 federal) • 6223-22. In a previous mod (1409A), the federal funds saved equaled a cost savings of 152,294 (121,835 federal), with \$4,635 federal remaining to be used for 6212-174 The above federal funds equal \$360,475, which is sufficient for this project. Therefore, fiscal constraint is maintained.	1.50	SC	Lighting	NHPP	450,000	360,000	-	90,000	-	450,000	8/23/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
MN 50	1904-27	2018	MnDOT	<p>MN50, from MN3 in Farmington to US52 in Hampton-Bituminous mill and overlay, construct turn lanes, modify intersections at CSAH 80 & 81, drainage, ADA improvements</p> <p>This modification is to move this project from SFY2017 to SFY2018. Fiscal constraint will come from:</p> <p>A. Modification of the following projects:</p> <ul style="list-style-type: none"> • 1921-94. Federal changing from 4,204,000 to 4,080,000 • 2726-74. Federal changing from 2,664,000 to 2,440,000 • 2706-237. Federal changing from 4,748,000 to 4,560,000 • 7001-116. Federal changing from 4,020,000 to 3,716,000 <p>The following SFY18 projects were let for less than their STIP totals:</p> <ul style="list-style-type: none"> • 8280-47. STIP total: 62,000,000 and apparent low bid: 60,556,500. Cost savings of 1,443,500 (1,154,800 federal) • 6223-22. STIP total: 2,500,000 and apparent low bid: 2,347,706. Cost savings of 152,294 (121,835 federal) <p>B. SP 2714-145 is moving out of SFY18 and into SFY2019, for a savings of 1,980,000 federal.</p> <p>The above-mentioned funds are sufficient to fund SP 1904-27. Therefore, fiscal constraint is maintained.</p>	8.30	RS	Mill and Overlay	STBG	4,625,000	3,700,000	-	925,000	-	4,625,000	8/22/2017
MN 3	1921-94	2018	MnDOT	<p>MN3 from Jct with MN 149 to N Ann Marie Trail-Bituminous/concrete pavement and on MN149 from N of Jct with MN3-Bituminous mill & overlay</p> <p>This modification is to show a decrease in the total for SP 1921-94 (Seq 1546) for fiscal constraint on another project. SP 1921-94 is in SFY2018 for \$5,255,000 (\$4,204,000 federal/\$1,051,000 SF). The federal funds changing from \$4,204,000 TO \$4,080,000 show a savings of \$124,000 to be used on SP 1904-27 (Seq 1409A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	2.30	RD	Mill and Overlay	STBG	5,100,000	4,080,000	-	1,020,000	-	5,100,000	8/22/2017
MN 47	2726-74	2018	MnDOT	<p>MN47, from 27th Ave NE in Mpls to 0.1 mi N of 40th Ave NE in Columbia Heights – Resurfacing, ADA, fencing</p> <p>This modification is to show a decrease in the total for SP 2726-74 (Seq 1562) for fiscal constraint on another project. SP 2726-74 is in SFY2018 for \$3,330,000 (\$2,664,000 federal/\$666,000 state). The new total is \$3,050,000 (\$2,440,000 federal/\$610,000 state). The federal funds changing from \$2,664,000 to \$2,440,000 show a savings of \$224,000 to be used on SP 1904-27 (Seq 1409A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	1.83	RD	Mill and Overlay	STBG	3,050,000	2,440,000	-	610,000	-	3,050,000	8/22/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
MN 7	2706-237	2018	MnDOT	<p>**SPP**MN7, from 0.1 mi E of I494 in Minnetonka to 0.25 MI W of Louisiana Ave in St Louis Park- Bituminous mill and overlay, ADA, intersection revisions and signal</p> <p>This modification is to show a decrease in the total for SP 2706-237 (Seq 1547A) for fiscal constraint on another project. SP 2706-237 is in SFY2018 for \$5,935,000 (\$4,560,000 federal/\$1,187,000 state). The new total is \$5,700,000 (\$4,748,000 federal/\$1,187,000 state). The federal funds changing from \$4,748,000 to \$4,560,000 show a savings of \$188,000 to be used on SP 1904-27 (Seq 1409A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	3.90	RD	NHPP	NHPP	5,700,000	4,560,000	-	1,140,000	-	5,700,000	8/22/2017
MN 13	7001-116	2018	MnDOT	<p>**SPP** MN13 from S of Eagle Creek in Prior Lake to 0.1 MI S of Jct MN901B (Old MN101) in Savage- Bituminous mill and overlay, ADA, signs, guardrail and drainage</p> <p>This modification is to show a decrease in the total for SP 7001-116 (Seq 1562A) for fiscal constraint on another project. SP 7001-116 is in SFY2018 for \$5,030,000 (\$4,024,000 federal/\$1,006,000 state). Federal funds changing from \$4,020,000 to \$3,716,000 show savings to be used on SP 1904-27 (Seq 1409A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	6.50	RS	Mill and Overlay	NHPP	4,645,000	3,716,000	-	929,000	-	4,645,000	8/22/2017
US 12	2714-145	2019	MnDOT	<p>US12, at Central Ave (CSAH 101) in Wayzata - Rehabilitation on Bridge #27133 and approach panels, signals, lighting and ADA</p> <p>This modification is to change fiscal year from SFY18 and into SFY2019 and will provide fiscal constraint for another project, SP 1904-27 (Seq. 1409A). Moving this project out of SFY2018 will provide 1,584,000 federal funds to be used for SP 1904-27 (Seq 1409A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	0.01	BI	Bridge Repair	STBG	1,980,000	1,584,000	-	396,000	-	1,980,000	8/22/2017
I94	8282-129	2018	MnDOT	<p>I94, at St Croix rest stop – Truck parking expansion project</p> <p>This modification is to add a project from a setaside in SFY 2018 of the 2017-2020 STIP. SP 8282-129 is receiving \$1,000,000 (\$900,000 federal fund/\$100,000 TH) from SP 880C-NHFP-18 (Seq 1885) as well as \$325,460 (\$192,914 federal/\$32,546 TH) in cost savings from a low bid on SP 6780-107 (Seq 1053). This project was programmed at \$2,970,000 federal and was let for \$2,279,558 federal, resulting in a savings of \$690,442, of which \$325,460 will be used for SP 8282-129. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	1.10	RB	Rest Area	NHFP	1,325,460	1,192,914	-	132,546	-	1,325,460	6/21/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
City	164-270-003	2017	Saint Paul	<p>**MN219**Jackson St from 11th St to University Ave in St Paul-Reconstruction (SAFETEA-LU) (Repurposing)</p> <p>This modification is needed to show a decreased cost estimate for a project. SP 164-270-003 (Seq 1338) is in the STIP for a total of \$4,800,000 (\$2,637,888 federal Demo/\$2,162,112 St Paul local). The project is being reduced due to a refined project design. There is no change in federal funding. Therefore, fiscal constraint is maintained.</p>	0.30	RC	Grade and Surface	Demo	3,297,360	2,637,888	-	-	659,472	3,297,360	6/20/2017
I35W	2783-175	2018	MnDOT	<p>I35W, BR 27409, 27410 over Mississippi River- Replace programmable, aesthetic lighting</p> <p>This modification is needed to add a project to year 2018 of the 2017-2020 STIP. These funds will come from the setaside, SP 880M-MO-18 (Seq 1583), which has \$9,120,000 in federal funds. This project will use \$2,700,000 federal, leaving a balance of \$6,420,000 federal. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	0.26	SC	Appurtenance (P)	NHPP	3,000,000	2,700,000	-	300,000	-	3,000,000	6/15/2017
I494	1985-149	2019	MnDOT	<p>I494, from Hardman Ave S in S St Paul to Blaine Ave E in Inver Grove Heights-Construct auxiliary lane, concrete pavement rehab, bituminous mill and overlay, bridge rehab, ADA retaining and noisewall, signing, TMS, lighting, drainage</p> <p>This modification is to change the project fiscal year from SFY2018 to SFY2019. The \$14,188,500 in federal funds will be used on SP 6223-20 (Seq # A1570). No additional federal funds needed in FY18 and the project will be programmed in FY 2019. Therefore, fiscal constraint is maintained.</p>	1.60	RC	Grade, Surface, and Bridge	NHFP	15,765,000	14,188,500	-	1,576,500	-	15,765,000	6/8/2017
Ped/Bike	019-090-017	2017	Dakota County	<p>Big Rivers Regional Trail, Eagan, from I494 to CSAH 26 (Lone Oak Rd)-Construct ped/bike trail</p> <p>This modification is to increase the total project cost. SP 019-090-017 (Seq 1369) is a Dakota County ped/bike trail in the STIP for \$1,500,000 (\$914,575 fed/\$585,425 local). Due to final design estimate cost increases, Dakota County is increasing its contribution for a total cost of \$2,222,760 (\$914,575/\$1,308,185). There is no change in federal funding for this project. Therefore, fiscal constraint is maintained.</p>	1.00	EN	Pedestrian Bike Trail	STBGP (TAP)	2,222,760	914,575	-	-	1,308,185	2,222,760	6/8/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
I35W	2783-174	2018	MnDOT	<p>**SPPF** I35W – St Anthony BR #27410 and #27409, Replacement of leak collection system</p> <p>This modification is to un-ELLA a project and change the project description for a project in year 2018 of the 2017-2020 STIP and adjust project length and work type. SP 2783-174 was authorized in 2017 and did not receive any bids in May 2017. The project is going to be re-authorized and let in SFY2018. The funding for this project remains in SFY2018. Project length is being corrected from 0.50 to 0.26 and updating the work type from “bridge repair” to “appurtenances.” There is no change in federal funds for this project. Therefore, fiscal constraint is maintained.</p>	0.26	BI	Appurtenance (P)	NHFP	500,000	450,000	-	50,000	-	500,000	6/8/2017
MN36	098-080-052	2017	MnDOT	<p>**MN126** MN36, pre-design and study of the 36 Minnesota approach at Washington Ave S./Norrell Ave N./TH 36 intersection and frontage roads (SAFETEA-LU)</p> <p>This modification is to add a new project to the STIP. This project is being split out from SP 8214-144 (Seq 1406A) and is in SFY 2017 of the 2017-2020 STIP for a total of \$399,950, (\$271,960 federal and \$67,990 in TH funds). The new project, SP 098-080-052, is being split off in order to do an in-depth study of an individual intersection. SP 098-080-052 has an estimate of \$50,000, with \$40,000 federal and \$10,000 local funds from Oak Park Heights. There are sufficient funds for this project. Therefore, fiscal constraint is maintained.</p>	0.50	PL	Planning	DEMO	50,000	40,000	-	-	10,000	50,000	6/7/2017
MN36	8214-144	2018	MnDOT	<p>**MN126** MN36, St Croix River X-ing at Stillwater-(MN) TH 36/(WI) TH 64-pre-design and study of long term rdwy approach alternatives to TH 36/SH 64</p> <p>This modification is to move a Demo project from SFY 2017 to 2018 and to show fiscal constraint for another project. SP 8214-144 (Seq 1406) is in SFY 2017 for a total of \$399,950, (\$271,960 federal and \$67,990 in TH funds). It is funding for a planning study for roadway approaches to the new St Croix crossing bridge. A new project, SP 098-080-052, is being split off in order to do an in-depth study of an individual intersection. SP 098-080-052 has an estimate of \$50,000, with \$40,000 federal and \$10,000 local from Oak Park Heights. There are sufficient funds for this project. Therefore, fiscal constraint is maintained.</p>	4.00	PL	Planning	Demo	299,950	231,960	-	67,990	-	299,950	6/7/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
US 169	7007-44	2018	MnDOT	<p>**SPP**US169, at MN19 and from 0.5 mi south of MN25 to 0.6 mi north of MN25, construct cross over; and at 0.4 mi north of CSAH 66, construct turn lane</p> <p>This modification is needed to add a new project to the STIP. This project is being split out from two other projects currently in the STIP: SP 7007-44 (Seq. 1579A) and SP 7008-111 (Seq. 1580A). This project is using \$224,000 from each of these projects. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	1.05	RS	Grade and Surfacing	NHPP	560,000	448,000	-		112,000	560,000	5/25/2017
US169	7008-111AC	2018	MnDOT	<p>**AC**SPP**US169, from MN25 to MN282 -Concrete overlay, bituminous mill and overlay, mill bituminous pavement, median closures, add U-turns, reduced conflict intersection, drainage and tension cable guardrail (tie to 7007-34) (AC project. Payback 1 of 1)</p> <p>This modification is to show the AC payback for Seq. #1580A.</p>	6.40	RC	Unbonded concrete overlay	NHPP	9,070,000	9,070,000	-	-	-	9,070,000	5/25/2017
US169	7008-111	2018	MnDOT	<p>**AC**SPP**US169, from MN25 to MN282 -Concrete overlay, bituminous mill and overlay, mill bituminous pavement, median closures, add U-turns, reduced conflict intersection, drainage lighting and tension cable guardrail (tie to 7007-34) (AC project. Payback in FY19)</p> <p>This modification is needed to reduce total project cost. The federal funds are being reduced by \$224,000 from \$4,190,000 to \$3,966,000 and these funds will be used on SP 7007-44 Seq 3041A) There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	6.40	RC	Unbonded concrete overlay	NHPP	7,225,000	3,966,000	9,070,000	3,259,000	-	16,295,000	5/25/2017
US169	7007-34AC	2018	MnDOT	<p>**AC**SPP**US169, from 0.3 mi north of MN19 to 0.1 mi north of Ash St in Belle Plaine – Concrete overlay, concrete pavement rehabilitation, bituminous mill and overlay and drainage repairs (tie to 7008-111) (AC project. Payback 1 of 1).</p> <p>This modification is to show the AC payback for Seq. #1579AA.</p>	7.19	RC	Grade and Surface	NHPP	11,280,000	11,280,000	-	-	-	11,280,000	5/25/2017
US169	7007-34	2018	MnDOT	<p>**AC**SPP**US169, from 0.3 mi north of MN19 to 0.1 mi north of Ash St in Belle Plaine - Concrete overlay, concrete pavement rehabilitation, bituminous mill and overlay and drainage repairs (tie to 7008-111) (AC project. Payback in FY19)</p> <p>This modification is needed to reduce total project cost. The federal funds are being reduced by \$224,000 from \$5,000,000 to \$4,776,000 and these funds will be used on SP 7007-44 Seq 3041A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	7.19	RC	Grade and Surface	NHPP	8,790,000	4,776,000	11,280,000	4,014,000	-	20,070,000	5/25/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-0051-18	2018	MnDOT	Section 5310; Scott County; Mobility management This STIP modification is needed to identify a new FTA transit project from a District C setaside. This project will use funds from the transit setaside TRF-9110-18, Seq. #2003, which is a District C setaside with a balance of \$2,501,000, of which \$2,000,800 is FTA and \$500,200 is local. This project will use a total project cost of \$420,000, leaving a balance of \$2,081,000, of which \$1,664,800 is FTA, and \$416,200 is local funds available for other SFY 2018 FTA projects. Therefore, fiscal constraint is maintained. This project is in the Metropolitan Council MPO and was amended into the TIP.	0.00	NB	Operate Bus	FTA	420,000	336,000	-	-	84,000	420,000	5/23/2017
BB	TRF-9056-18	2018	MnDOT	Section 5310; Newtrax; Mobility management This STIP modification is needed to identify a new FTA transit project from a District C setaside. This project will use funds from the transit setaside TRF-9110-18 SEQ. #2003, which is a District C setaside that has a balance of \$2,681,000, of which \$2,144,800 is FTA and \$536,200 is local. This project will use a total project cost of \$180,000, leaving a total balance of \$2,501,000, of which \$2,000,800 is FTA and \$500,200 is local funds available for other SFY 2018 FTA projects. Therefore, fiscal constraint is maintained. This project is in the Metropolitan Council MPO and was amended into the TIP.	0.00	NB	Operate Bus	FTA	180,000	144,000	-	-	36,000	180,000	5/23/2017
BB	TRF-9117-18	2018	MnDOT	Section 5310; Dakota County; Mobility management This STIP modification is needed to identify a new FTA transit project from a District C setaside. This project will use funds from the transit setaside TRF-9110-18 SEQ. #2003, which is a District C setaside that has a balance of \$2,975,000, of which \$2,380,000 is FTA and \$595,000 is local. This project will use a total project cost of \$294,000, leaving a total balance of \$2,681,000, of which \$2,144,800 is FTA and \$536,200 is local funds available for other SFY 2018 FTA projects. Therefore, fiscal constraint is maintained. This project is in the Metropolitan Council MPO and was amended into the TIP.	0.00	NB	Operate Bus	FTA	294,000	235,200	-	-	58,800	294,000	5/23/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
US169	193-010-008	2017	Champlin	<p>US169, from Mississippi River Bridge to E Hayden Lake Road- Construct dual turn lanes, right turn lane, grade separated bike path (ped underpass) access control, and signal installation (associated to 2750-88)</p> <p>This modification is to document the project description and cost changes. SP 193-010-008 (Seq 1434) is in SFY 2017 of the 2017-2020 STIP with a total of \$8,091,434 (\$6,473,147 federal, \$ 1,618,287 local from the City of Champlin). This project is being associated with a MnDOT project, SP 2750-88 (Seq 1577). The total project cost is increasing to \$9,326,434 (\$7,708,147 federal and \$1,618,287 from the City of Champlin). Fiscal constraint for this increase is coming from cost savings from two projects that had bids come in less than the estimate. SP 019-628-007 (Seq 1348): programmed federal- \$5,611,760, let federal \$4,973,760 and savings of \$638,000 federal. SP 019-642-059 (Seq 1352): Programmed federal- \$7,280,000, let federal \$6,683,000 and savings of \$597,000 federal. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	0.80	RD	Grade and Surface	STBG	9,326,434	7,708,147	-	-	1,618,287	9,326,434	5/16/2017
US169	2750-88	2018	MnDOT	<p>US169, from Hayden Lake Rd to Dean Ave in Champlin – Replace and widen Bridge #6890 (new Bridge 27W37) and replace Bridge 6891 (new Bridge 27W36), Extend SB left turn lane at Hayden Lake Rd onto Bridge 27W37, reconstruct bituminous and concrete pavement (associated to 193-010-008)</p> <p>This modification is to document the project description, length, and costs. SP 2750-88 (Seq 1577) is in SFY 2018 of the 2017-2020 STIP with a total of \$3,350,000 (\$2,560,000 federal, \$640,000 TH, and \$150,000 local from the City of Champlin). A modification is needed now because this project will be let before the adoption of the 2018-2021 STIP. This project is also being associated with a local project, SP 193-010-008 (Seq 1434). The project termini are being extended 0.2 mile for a total of 0.4 mi. The project cost is increasing to \$3,840,000, with \$2,372,000 federal, \$1,303,000 state (\$593,000 TH AND \$710,000 State Aid Coop funds), and \$165,000 from Champlin. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>	0.40	BR	Bridge Replacement	STBG	3,840,000	2,372,000	-	1,303,000	165,000	3,840,000	5/16/2017
LOCAL	163-080-002AC	2018	St Louis Park	<p>**AC**W 37th SE, over Minnehaha Creek in St Louis Park- Replace BR 27067 (AC project. Payback 1 of 1)</p> <p>This modification is to show the AC payback for Seq. #1360A.</p>	0.00	BR	Bridge Replacement	BROS	238,400	238,400	-	-	-	238,400	5/16/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
LOCAL	163-080-002	2017	St Louis Park	<p>**AC**W 37th SE, over Minnehaha Creek in St Louis Park- Replace BR 27067 (AC project. Payback in FY2018)</p> <p>This modification is to document a project total cost increase. This project has a total of \$1,861,600 (\$1,200,000 in BROS federal funding, 238,400 in AC, and \$661,600 Other, from the City). Due to design changes caused by right-of-way constraints, the cost is increasing. There is no change in federal funds. Therefore, fiscal constraint is maintained.</p>	0.00	BR	Bridge Replacement	BROS	2,788,868	1,200,000	238,400	-	1,588,868	3,027,268	5/16/2017
CSAH 27	070-627-029AC	2018	Scott County	<p>**AC**CSAH 27 at CSAH 68 in Credit River Twp- Construct roundabout (AC project. Payback 1 of 1)</p> <p>This modification is to show the AC payback for Seq. #1348A</p>	0.00	SH	Grade and Surfacing	HSIP	954,000	954,000	-	-	-	954,000	4/19/2017
CSAH 27	070-627-029	2017	Scott County	<p>**AC**CSAH 27 at CSAH 68 in Credit River Twp- Construct roundabout (AC project. Payback in FY18)</p> <p>This modification is to document a total project cost increase. Scott County is increasing its portion of the project due to refinement in project details in final design. Federal funds are not changing. This is an AC project in SFY 2017 and all federal funds are in FY 2018. The local share is increasing from \$106,000 to \$524,356. The project scope does not change. There is no change in federal funds. Therefore, fiscal constraint is maintained.</p>	0.00	SH	Grade and Surfacing	HSIP	524,356	-	954,000	-	524,356	1,478,356	4/19/2017
BB	TRF-TCMT-17E	2017	Met Council	<p>Sect 5337: Twin Cities Met Council MT – Capital lease tires</p> <p>This modification is needed to move 5337 funds from projects in 2018 to a project in 2017. SP TRF-TCMT-17E (Seq 1318) is currently in the STIP for \$2,556,753 (\$2,045,402 FTA and \$511,351 Other). The new total for TRF-TCMT-17AJ will be \$3,273,702 (\$2,618,961 FTA and \$ 654,741 Other). The funding added to this line includes \$716,949 (\$573,559 FTA and \$143,390 Other) from SP # TRF-TCMT-18N (Seq 1479). The funding made available from TRF-TCMT-18N funds TRF-TCMT-17E. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Rail Grant Capital Improvement	FTA	3,273,702	2,618,961	-	-	654,741	3,273,702	3/28/2017
BB	TRF-TCMT-17AJ	2017	Met Council	<p>Sect 5307: Twin Cities Met Council MT-Light rail miscellaneous equipment and rail station improvement: communications, train operator tech, systems tech, security, track technology and equipment, signs</p> <p>This modification is needed to move Section 5037 funds in 2018 to a project in 2017. SP TRF-TCMT-17AJ (Seq 1300A) is currently in the STIP for \$2,875,000 (\$2,300,000 FTA and \$575,000 Other). The funding added to this line includes \$2,475,000 (\$1,980,000 FTA and \$495,000 Other) from SP #TRF-TCMT-18AA (Seq 1465) and \$425,002 (\$340,001 FTA and 85,001 Other) from SP TRF-TCMT-20P (Seq 1725). Funding was made available from TRF-TCMT-18AA and TRF-TCMT-20P fully funds TRF-TCMT-17AJ. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Rail Grant Capital Improvement	FTA	5,775,002	4,620,000	-	-	1,155,002	5,775,002	3/28/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRS-TCMT-17E	2017	Metro Transit	<p>**PODI**TH65, from I-94 to 10th Street in Minneapolis – Pavement reconstruction, drainage, retaining walls, bridge repair and rehab on Bridge 27840, new Bridge 27R39. (tied to SP 2782-327)</p> <p>This modification is to document a project cost decrease. This project is in the STIP for a total of \$14,600,000, of which \$600,000 is TH funds and \$14,000,000 is local funds from the Metropolitan Council. The project today is being reduced due to retiring of risk. The new total will be \$11,711,264, of which \$587,980 is TH funds and \$11,123,284 is local. There are no federal funds on this project and the new total is sufficient to fund the project. Therefore, fiscal constraint is maintained.</p>	0.30	TR	Bus Transitway	TH	11,711,264	-	-	587,980	11,123,284	11,711,264	3/23/2017
BB	TRF-TCMT-17BF	2017	Metro Transit	<p>Sect 5377: Twin Cities Met Council MT-Bus and light rail support facility rehab and renovate: hoists, equipment, facility appurtenances, roof refurbishment</p> <p>This modification is needed to add a new project to the 2017-2020 STIP. SP TRF-TCMT-18C, Seq #1476, is in FFY 2018 with a total cost of \$500,000, including \$400,000 FTA and \$100,000 local. This modification identifies a new FFY 2017 SP, TRF-TCMT-17BF. No federal FTA funds needed in SFY 2017. Therefore, fiscal constraint is maintained.</p>	0.00	GR	Rail Grant Capital Improvement	FTA	500,000	400,000	-	-	100,000	500,000	3/9/2017
BB	TRF-TCMT-17BE	2017	Metro Transit	<p>Sect 5307: Twin Cities Met Council MT-Heywood Garage expansion design, engineering and construction</p> <p>This modification is needed to add a new project to SFY 2017 of the 2017-2020 STIP. This SP is a result of Seq.#1489A mod and the funding was made available from project TRF-TCMT-18Z. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Rail Grant Capital Improvement	FTA	2,000,000	1,600,000	-	-	400,000	2,000,000	3/9/2017
BB	TRF-TCMT-18Z	2018	Metro Transit	<p>Sect 5307: Twin Cities Met Council MT-Heywood Garage expansion design, engineering and construction</p> <p>This project TRF-TCMT-18Z, Seq #1489A, is in FFY 2018 of the 2017-20 STIP with a total cost of \$5,000,000, including \$4,000,000 FTA and \$1,000,000 local. This admin mod is needed to split the total project cost between the two SP: TRF-TCMT-18Z and TRF-TCMT-17BE (new FFY 2017 SP) to use FFY 2017 remaining funding for this project. The total project cost and scope remain the same. No additional FTA funds needed in FY 2018. Therefore, fiscal constraint is maintained.</p>	0.00	B9	Rail Grant Capital Improvement	FTA	3,000,000	2,400,000	-	-	600,000	3,000,000	3/9/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
I-35W	2782-347	2017	MnDOT	<p>I35W, at 42nd St to 39th St in Minneapolis – Construct stormwater holding cavern system</p> <p>This modification is to split a project from an existing project in the STIP. SP 2782-347 is a stormwater cavern project that is part of SP 2782-327, the I35W/Lake St project. As the project was in design, there became a need to separate the stormwater portion of the project into a separate project because of the unique and specialized nature of constructing the underground stormwater cavern. SP 2782-347 will have a total estimate of \$19,000,000 (\$13,950,000 in federal NHPP funds, \$1,550,000 state match, and \$3,500,000 in Other funds-Minneapolis). This funding is coming from SP 2782-327 (Seq # 1389A), which has had a recent mod to reduce the cost, in part, to provide fiscal constraint for this project.</p>	0.00	DR	Storm Sewer Replacement	NHPP	19,000,000	13,950,000	-	1,550,000	3,500,000	19,000,000	2/28/2017
I-35W	2782-327AC1	2018	MnDOT	<p>**AC**SPP**CHAP 152** I35W, from 43rd St to 11th Ave, WB I94 from 1st Ave to Park Ave, and MN65 from 24th St to 15th St in Mpls – MnPass Lane construction, pavement reconstruction, transit station, noisewalls, retaining walls, construct new Bridges 27W01, 27845, replace bridges (new): 27868 (27W04), 27871 (27W05), 27842 (27W07), 27843 (27000), 9618 (27700), 9731 (27777, 27822), 9733 (27844, 27841), 27867 (27V47, 27V48), 27869 (27W02), 27870 (27W03), 27872 (27W06), 27843 (27001), and repair/rehab 27851, 27838 AND 9619 (AC payback 1 OF 1)</p> <p>This modification is to update the AC payback amount and update the description to match SP 2782-327. SP 2782-327AC1 is in year 2018 for \$33,350,000 AC target payback. The AC payback amount is now being reduced to \$12,925,000. No additional federal funds needed. Therefore, fiscal constraint is maintained.</p>	4.90	MC	Grade & Bridge	NHPP	12,925,000	12,925,000	-	-	-	12,925,000	2/28/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
I-35W	2782-327	2017	MnDOT	<p>**AC**SPP**CHAP 152**PODI**I35W, from 43rd St to 11th Ave, WB I94 from 1st Ave to Park Ave, and MN65 from 24th St to 15th St in Mpls – MnPass lane construction, pavement reconstruction, transit station, noisewalls, retaining walls, construct new Bridges 27W01, 27845, replace Bridges (new): 27868 (27W04), 27871 (27W05), 27842 (27W07), 27843 (27000), 9618 (27700), 9731 (27777, 27822), 9733 (27844, 27841), 27867 (27V47, 27V48), 27869 (27W02), 27870 (27W03), 27872 (27W06), 27843 (27001), and repair/rehab 27851, 27838 AND 9619 (associated to 141-090- 039, TRS-TCMT-17A, 027-603-051) (tied to 027-603-061, 027-603-062, TRS-TCMT-17E) (AC project-AC payback in FY2018. Remainder of AC managed into the future)</p> <p>This modification is to:</p> <ul style="list-style-type: none"> • Revise the description of bridges, • Name additional associated and tied projects, • Update the project cost because of splitting off a stormwater cavern project into its own STIP line, and • Update costs based on a new estimate, including the AC, bonds, and local amount. <p>SP 2782-327 is in FY2017 for a total of \$107,380,000 (AC excluded), of which \$50,980,000 is federal NHPP funds, \$113,855,000 is AC, \$18,315,000 is bonds, and \$38,085,000 is Other. The new description will be a technical correction to better reflect the old bridge numbers and the new bridge numbers, some of which had been mismatched in the old description. The number of bridges being impacted remains the same. The description will also show that the project is associated to SP 027-603-051 and tied to SP TRS-TCMT-17E. The project total is being changed for several reasons. First, a stormwater cavern portion of 2782-327 is being split into its own project, SP 2782-347. This project will be added to the STIP as a modification and will reduce this project by a total of \$19,000,000. An additional \$12,600,000 will be removed from 2782-327 for utilities work that is being encumbered in FY2017. The other amount is also being reduced by \$11,216,760, which is the amount from SP 027-603-051, the HPP/Demo funding that was recently modified to consolidate six HPP lines into one. This project has AC payback in 2018 and 2019. The 2018 AC payback, 2782-327AC1, will be reduced and the 2019 AC payback, 2782-327AC2, will be removed in the next STIP due to the lower project costs.</p>	4.90	MC	Grade & Bridge	NHPP	82,682,500	50,980,000	87,777,500	-	16,285,000 (plus 15,417,500 bond)	170,460,000	2/28/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
I 35E	6280-390	2017	MnDOT	<p>I35E, over Shepard Rd in St Paul – Rehab on Bridge 9534 and ADA improvements</p> <p>This modification is to remove the “early-let, late award (ELLA)” status from this project. SP 6280-390 (SEQ 1534) is in year 2018 of the 2017-2020 STIP, with \$1,499,000 in federal NHPP funds and \$161,000 in TH funds, for a project total of \$1,610,000. Another project in 2017 will become an ELLA with a subsequent modification SP 1920-42 (Seq 1396). SP 1920-42 is currently funded in FY17 for a total of \$1,525,000 (\$1,220,000 in federal STP, and \$305,000 TH). SP 1920-42 would become a FY18 ELLA. \$85,000 is the difference in the estimate between the two projects. MnDOT is committed to manage and fully fund this project and the remaining \$85,000 for this project will be balanced within the next STIP. Therefore, fiscal constraint is maintained.</p>	0.10	BI	Bridge Repair	NHPP	1,610,000	1,449,000	-	161,000	-	1,610,000	2/23/2017
MN 3	1920-42	2018	MnDOT	<p>**ELLA** MN3, from 0.25 mi S of Dakota-CSAH86 to 0.25 mi N of Dakota-CSAH86 in Castle Rock Township-Modify intersection, add turn lanes, replace Box Culvert #8479, guardrail, lighting.</p> <p>This modification is to move project year and add the “early-let, late award (ELLA)” status to this project. SP 1920-42 (Seq 1396) is currently funded in FY17 for a total of \$1,525,000 (\$1,220,000 federal STP and \$305,000 TH. The ELLA status of another project is being removed, SP 6280-390 (SEQ 1534A) now in year 2017 of the 2017-2020 STIP, with \$1,499,000 in federal NHPP funds and \$161,000 in TH funds, for a project total of \$1,610,000. While there is an \$85,000 difference in the estimate between the two projects, MnDOT is committed to manage and fully fund this project and the remaining \$85,000 for this project will be balanced within the next STIP. Therefore, fiscal constraint is maintained.</p>	0.50	SC	Turn Lanes	STBG	1,525,000	1,220,000	-	305,000	-	1,525,000	2/23/2017
BB	TRS-TCMT-17E	2017	Met Council	<p>**PODI**TH65, from I-94 to 10th Street in Minneapolis – Pavement reconstruction, drainage, retaining walls, bridge repair and rehab on Bridge 27840, new Bridge 27R39. (tied to SP 2782-327)</p> <p>This modification is to update the costs to show that there is a decrease in total funds, with state funds being added and other funds being reduced. SP TRS-TCMT-17E is in year 2017 for \$15,000,000 (all local funds-Metropolitan Council). The new total includes \$14,000,000 in Other funds from the Metropolitan Council. This project is funded with TH and local funds. Therefore, fiscal constraint is maintained.</p>	0.30	TR	Bus Transitway	Local	14,600,000	-	-	600,000	14,000,000	14,600,000	2/21/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
Ped/Bike	141-090-039AC	2018	Minneapolis	**AC**Midtown Greenway to I35W/Lake St Transit Station in Mpls-Construct 10 ft bike trail and parallel sidewalk (associated to 2782-327, TRS-TCMT-17A) (tied to 027-603-061, 027-603-062, TRS-TCMT-17E) (AC project. Payback 1 of 1). This modification is to show the AC payback for Seq. #1380A.	0.10	EN	Pedestrian Bike Trail	STBGP (TAP)	3,052,800	3,052,800	-	-	-	3,052,800	2/21/2017
Ped/Bike	141-090-039	2017	Minneapolis	**AC** Midtown Greenway to I35W/Lake St Transit Station in Mpls-Construct 10 ft bike trail and parallel sidewalk (associated to 2782-327, TRS-TCMT-17A) (Tied to 027-603-061, 027-603-062, TRS-TCMT-17E) (AC project. Payback in FY18) This modification is for a technical correction to update the description to show the project is associated and tied to other 35W/Lake St projects. The project scope remains the same. There are no changes to the funding. Therefore, fiscal constraint is maintained.	0.10	EN	Pedestrian Bike Trail	STBGP (TAP)	763,200	-	3,052,800	-	763,200	3,816,000	2/21/2017
Ped/Bike	027-603-002AC	2018	Hennepin County	**AC**CSAH 3 from Blaisdell Ave to 1st Ave and 3rd Ave to 5th Ave in Mpls-Streetscape improvements (Associated to 027-603-061) (Tied to 2782-327, 141-090-039, TRS-TCMT-17E) (AC project. Payback 1 of 1). This modification is to show the AC payback for Seq. #1372A.	0.30	EN	Enhancement	STBGP (TAP)	678,400	678,400	-	-	-	678,400	2/21/2017
Ped/Bike	027-603-062	2017	Hennepin County	**AC**CSAH 3 from Blaisdell Ave to 1st Ave and 3rd Ave to 5th Ave in Mpls-Streetscape improvements (Associated to 027-603-061) (Tied to 2782-327, 141-090-039, TRS-TCMT-17E) (AC project. Payback in FY18) This modification is for a technical correction to update the description to show the project is associated and tied to other 35W/Lake St projects. The project scope remains the same. There are no changes to the funding. Therefore, fiscal constraint is maintained.	0.30	EN	Enhancement	STBGP (TAP)	201,600	-	678,400	-	201,600	880,000	2/21/2017
CSAH 3	027-603-061AC	2018	Hennepin County	**AC**CSAH 3, Blaisdell Ave to 1st Ave and 3rd Ave to 5th Ave in Mpls-Reconstruct roadway, sidewalks, storm sewer, curb and gutter, and traffic signals (associated to 027-603-062) (tied to 2782-327, 141-090-039, TRS-TCMT-17A, 027-603-062, TRS-TCMT-17E) (AC project. Payback 1 of 1) This modification is to show the AC payback for Seq. #1342A.	0.30	RC	Grade and Surface	STBG	3,014,640	3,014,640	-	-	-	3,014,640	2/21/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
CSAH 3	027-603-061	2017	Hennepin County	<p>**AC**CSAH 3, Blaisdell Ave to 1st Ave and 3rd Ave to 5th Ave in Mpls-Reconstruct roadway, sidewalks, storm sewer, curb and gutter, and traffic signals (associated to 027-603-062) (tied to 2782-327, 141-090-039, TRS-TCMT-17A, 027-603-062, TRS-TCMT-17E) (AC project. Payback in FY18)</p> <p>This modification is for a technical correction. This is to update the description to show that the project is associated and tied to other 35W/Lake St Projects. Project scope remains the same. There are no changes to the funding. Therefore, fiscal constraint is maintained.</p>	0.30	RC	Grade and Surface	STBG	902,360	-	3,014,640	-	902,360	3,917,000	2/21/2017
BB	TRS-TCMT-17A	2017	Metro Transit	<p>CMAQ: Construct mid-highway bus rapid transit station at I-35W and Lake Street, Minneapolis (Associated to 2782-327, 141-090-039, 027-603-051) (tied to 027-603-061, 027-603-062, TRS-TCMT-17E)</p> <p>This modification is for a technical correction and a cost decrease. Update the description to show that the project is associated and tied to other 35W/Lake St Projects and to update the cost. SP TRS-TCMT-17A is in year 2017 for \$40,970,100 (\$7,000,000 federal CMAQ and \$33,970,100 local funds-Met Council-MT). There is no change in federal funds and the project scope remains the same. The federal funds are sufficient to fully fund the project. Therefore, fiscal constraint is maintained.</p>	0.00	TR	Bus Transitway	CMAQ	36,230,000	7,000,000	-	-	29,230,000	36,230,000	2/21/2017
CSAH 3	027-603-051	2017	Hennepin County	<p>**MN237**MN061**MN151**MN031**MN135**MN199** Lake St access to I-35W, Mpls – Construction (Associated to 2782-327, 141-090-039, TRS-TCMT-17A and tied to 027-603-061, 027-603-062, TRS-TCMT-17E)</p> <p>This modification is to combine six lines of the STIP into one SP combining all Demo funds for a Hennepin County project that is part of the I-35W/Lake St Project, to update the description to show it will be used for construction, and to show it is associated and tied to other 35W/Lake St projects. SP 027-603-051 is in year 2017 for \$6,629,375 (\$5,303,500 in federal Demo funds and \$1,325,875 in local funds-Hennepin County). The following projects will provide fiscal constraint to fully fund this SP.</p> <ul style="list-style-type: none"> • 027-603-053, Seq.#1340 \$2,697,779 (\$2,158,223 Demo, \$539,556 Local) • 027-603-055, Seq.#1341 \$1,633,133 (\$1,306,506 Demo, \$326,627 Local) • 027-603-063, Seq.#1343 \$115,749 (\$92,599 Demo, \$23,150 Local) • 027-603-064, Seq.#1344 \$23,225 (\$18,580 Demo, \$4,645 Local) • 027-603-065, Seq.#1345 \$117,501 (\$94,001 Demo, \$23,500 Local) 	0.00	MC	Right of way	Demo	11,216,762	8,973,409	-	-	2,243,353	11,216,762	2/21/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
I-494	2785-400	2017	MnDOT	<p>**TED**I494, 0.34 mile W of CSAH 28 to 0.19 mile E of CSAH 28 at I494 in Bloomington—Construct interchange ramp to WB I494 including new Bridge #27W18 & joint replacement on Bridge #27V33 (Tied to 107-020-067)</p> <p>This modification is a technical correction to update the description. Minor bridge work that has always been part of the project needs to be shown in the description. This is a state-funded project and there are no changes to the funding. Therefore, fiscal constraint is maintained.</p>	0.50	AM	Grade and Surfacing	TH	8,000,000	-	-	8,000,000	-	8,000,000	2/17/2017
CSAH 28	107-020-067	2017	City of Bloomington	<p>CSAH 28, 0.34 mile W of CSAH 28 to 0.19 mile E of CSAH 28 at I494 in Bloomington—Construct interchange ramp to WB I494 including new Bridge #27W18 & joint replacement on Bridge #27V33 (tied to 2785-400)</p> <p>This modification is a technical correction to update the description. Minor bridge work that has always been part of the project needs to be shown in the description for authorization. There is no change to the scope or the funding. Therefore, fiscal constraint is maintained.</p>	0.50	MC	Grade and Surfacing	STBG	9,500,000	7,280,000	-	-	2,220,000	9,500,000	2/17/2017
BB	TRF-0151-17	2017	MnDOT	<p>Section 5310: Volunteers of America of Minnesota; Purchase one(1) <30 ft. replacement bus</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$571,000, of which \$456,800 is FTA, and \$114,200 is local. This project will use a total project cost of \$76,000, leaving a total balance of \$495,000, of which \$396,000 is FTA and \$99,000 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Volunteers of America of Minnesota are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	76,000	60,800	-	-	15,200	76,000	2/14/2017
BB	TRF-9131-17	2017	MnDOT	<p>Section 5310: Mankato Rehabilitation Center, Inc. -Chaska, purchase two (2) <30 ft. expansion buses</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a district C setaside that has a balance of \$723,000, of which \$578,400 is FTA and \$144,600 is local. This project will use a total project cost of \$152,000, leaving a total balance of \$571,000, of which \$456,800 is FTA and \$114,200 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Mankato Rehabilitation Center, Inc. - Chaska are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	152,000	121,600	-	-	30,400	152,000	2/14/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
US 61	8205-141	2018	MnDOT	<p>**ELLA**US61, Washington-CSAH19 over US61 in Cottage Grove – Rehab Bridge #9071</p> <p>This modification is needed to revise the total project cost and to advance as an ELLA project from SFY2019 to SFY2018. SP 8205-141 is in SFY 2019 with a total \$200,000 (\$160,000 NHPP and \$40,000 TH). The project is being moved and will take the place of one of three ELLA projects that were identified by MnDOT in the balanced letting schedule. MnDOT is committed to manage and fully fund this project. This project will be balanced within the next STIP. Therefore, fiscal constraint is maintained.</p>	0.00	BL	Bridge Joints	NHPP	260,000	208,000	-	-	52,000	260,000	2/6/2017
BB	TRF-0890-17	2017	MnDOT	<p>Section 5310: Volunteers of America of Minnesota; Purchase one(1) <30 ft. replacement bus</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$933,000, of which \$746,400 is FTA and \$186,600 is local. This project will use a total project cost of \$210,000, leaving a total balance of \$723,000, of which \$578,400 is FTA AND \$144,600 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Volunteers of America of Minnesota are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	210,000	168,000	-	-	42,000	210,000	2/6/2017
BB	TRF-9056-17	2017	MnDOT	<p>Section 5310: Newtrax Inc.; Purchase six (6) <30 ft. replacement buses</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$1,389,000, of which \$1,111,200 is FTA and \$277,800 is local. This project will use a total project cost of \$286,000, leaving a total balance of \$ 933,000, of which \$746,400 is FTA and \$186,600 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Newtrax Inc. are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	456,000	364,800	-	-	91,200	456,000	2/6/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-0260-17	2017	MnDOT	<p>Section 5310: Midwest Special Services, Inc.; Purchase three (3) <30 ft. replacement buses</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$1,675,000, of which \$1,340,000 is FTA and \$335,000 is local. This project will use a total project cost of \$286,000, leaving a total balance of \$1,389,000, of which \$1,111,200 is FTA and \$277,800 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Midwest Special Services, Inc. are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	PURCHASE BUS	FTA	286,000	228,800	-	-	57,200	286,000	2/6/2017
BB	TRF-9130-17	2017	MnDOT	<p>Section 5310: Mankato Rehabilitation Center, Inc. (Rosemount); Purchase two (2) <30 ft. replacement buses</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$ 1,827,000, of which \$1,461,600 is FTA and \$365,400 is local. This project will use a total project cost of \$152,000, leaving a total balance of \$1,675,000, of which \$1,340,000 is FTA and \$335,000 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Mankato Rehabilitation Center, Inc. (Rosemount) are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	152,000	121,600	-	-	30,400	152,000	2/6/2017
BB	TRF-0836-17	2017	MnDOT	<p>Section 5310: Northeast Contemporary Services, Inc.; Purchase one (1) <30 ft. replacement bus</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$1,903,000, of which \$1,522,400 is FTA and \$380,000 is local. This project will use a total project cost of 76,000, leaving a total balance of \$ 1,827,000, of which \$1,461,600 is FTA and \$365,400 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Northeast Contemporary Services, Inc. are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	76,000	60,800	-	-	15,200	76,000	2/6/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-9129-17	2017	MnDOT	<p>Section 5310: Augustana Chapel View Homes Inc.; Purchase one (1) <30 ft. expansion bus</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside that has a balance of \$1,979,000, of which \$1,583,200 is FTA and \$395,800 is local. This project will use a total project cost of 76,000, leaving a total balance of \$1,903,000, of which \$1,522,400 is FTA and \$380,600 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed in the District C setaside and local funds provided by Augustana Chapel View Homes Inc. are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	76,000	60,800	-	-	15,200	76,000	2/6/2017
BB	TRF-1703-17	2017	MnDOT	<p>Section 5310: Achieve Service, Inc.; Purchase one (1) <30 ft. replacement bus</p> <p>This modification is needed to identify a new FTA transit project from a District C setaside. TRF-9110-17 (Seq. # 1988) is a District C setaside, which has a balance of \$2,055,000, of which \$1,644,000 is FTA funds and \$411,000 is local funds. This project will use a total project cost of 76,000, leaving a total balance of \$1,979,000, of which \$1,583,200 is FTA funds and \$395,800 is local funds available for other SFY 2017 FTA projects. Federal FTA funds currently programmed on the District C setaside and local funds provided by Achieve Service, Inc. are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	NB	Purchase Bus	FTA	76,000	60,800	-	-	15,200	76,000	2/6/2017
BB	TRF-TCMT-18V	2018	Metro Transit	<p>Sect 5309: Metro Blue Line Extension (Bottineau Light Rail Transit) design, engineering and construction</p> <p>This modification is needed to update the project description and to move \$100,000,000 in FTA funding to local funding (Other) in order to comply with FTA planning regulations for Section 5309 funding; funding may not be included in the first two years of the TIP unless a federal agreement (i.e., FFGA or SSGA) has already been executed. This modification results in a total 2018 project amount of \$204,081,633, which was the total for the project prior to the modification. Therefore, fiscal constraint is maintained.</p>	13.00	B3	Rail Transitway	FTA	204,081,633	-	-	-	204,081,633	204,081,633	2/6/2017

Route	Project #	STIP Year	Agency	Description and Comments	Miles	Program	Work Type	Funds	STIP Total (No AC included)	FHWA/FTA	AC	TH	Other	Project Total (includes AC)	Processed Date
BB	TRF-TCMT-18U	2018	Metro Transit	Sect 5309: Southwest Light Rial Transit (Green Line Extension) design, engineering and construction This modification is needed to update the project description and to move \$100,000,000 in FTA funding to local funding (Other) in order to comply with FTA planning regulations for Section 5309 funding; funding may not be included in the first two years of the TIP unless a federal agreement (i.e., FFGA or SSGA) has already been executed. This modification results in a total 2018 project amount of \$200,000,000, which was the total for the project prior to the modification. Therefore, fiscal constraint is maintained.	14.50	B3	Rail Transitway	FTA	200,000,000	-	-	-	200,000,000	200,000,000	2/6/2017
BB	TRF-TCMT-18AN	2018	Metro Transit	SECT 5309: Twin Cities Met Council MT-Orange Line BRT design, engineering and construction This modification is needed to move \$11,011,100 in FTA funding to local funding (Other) in order to comply with FTA planning regulations for Section 5309 funding. Section 5309 funding may not be included in the first two years of the TIP unless a federal agreement (i.e., FFGA or SSGA) has already been executed. This modification results in a total 2018 project amount of \$13,763,875, which was the total for the project prior to the modification. Therefore, fiscal constraint is maintained.	17.00	B3	Bus Transitway	FTA	13,763,875	-	-	-	13,763,875	13,763,875	2/6/2017
BB	TRF-TCMT-17Y	2017	Metro Transit	Sect 5309: Southwest Light Rail Transit (Green Line Extension) design, engineering and construction This modification is needed to update the project description and move \$150,000,000 in FTA funding to local funding (Other) in order to comply with FTA planning regulations for Section 5309 funding. Section 5309 funding may not be included in the first two years of the TIP unless a federal agreement (i.e., FFGA or SSGA) has already been executed. This modification results in a total 2017 project amount of \$300,000,000, which was the total for the project prior to the modification. Therefore, fiscal constraint is maintained.	14.50	B3	Bus Transitway	FTA	300,000,000	-	-	-	300,000,000	300,000,000	2/6/2017
BB	TRF-TCMT-17AL	2017	Metro Transit	SECT 5309: Twin Cities Met Council MT-Orange Line BRT design, engineering and construction This modification is needed to move \$11,011,100 in FTA funding to local funding (Other) in order to comply with FTA planning regulations for Section 5309 funding. Section 5309 funding may not be included in the first two years of the TIP unless a federal agreement (i.e., FFGA or SSGA) has already been executed. This modification results in a total 2017 project amount of \$13,763,875, which was the total for the project prior to the modification. Therefore, fiscal constraint is maintained.	17.00	B3	Bus Transitway	FTA	13,763,875	-	-	-	13,763,875	13,763,875	2/6/2017

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BB	TRF-TCMT-17F	2017	Metro Transit	SECT 5307: Twin Cities Met Council MT – Preventative maintenance This modification is needed to move Section 5037 funds in 2018 to a project in 2017. SP TRF-TCMT-17F (Seq. 1319) is in SFY 2017 with a total of \$9,500,000 (\$7,600,000 FTA, \$1,900,000 Met Council-MT). The mod will move funds from SP TRF-TCMT-18AD (Seq 1467), \$9,250,000 total (\$7,400,000 FTA and \$1,850,000 Met Council – MT) to apply for a FFY 2017 FTA grant. Funding was made available from SP TRF-TCMT-18AD. Therefore, fiscal constraint is maintained.	0.00	B9	Rail Grant Capital Improvement	FTA	18,750,000	15,000,000	-	-	3,750,000	18,750,000	1/26/2017
BB	TRF-TCMT-17AJ	2017	Metro Transit	Sect 5307: Twin Cities Met Council MT-Light rail miscellaneous equipment and rail station improvement: Communications, trail operator tech, systems tech, security, track technology and equipment, signs This modification is needed to move Section 5037 funds in 2018 to a project in 2017. SP TRF-TCMT-17AJ (Seq. 1300) is in SFY 2017 with a total of \$2,875,000 (\$2,320,000 FTA, \$555,000 Met Council-MT). The mod will move funds from SP TRF-TCMT-18AA (Seq 1465), \$1,685,002 TOTAL (\$1,348,000 FTA and \$337,002 Met Council – MT) in order to apply for a FFY 2017 FTA grant. Funding was made available from project TRF-TCMT-18AA. Therefore, fiscal constraint is maintained.	0.00	B9	Rail Grant Capital Improvement	FTA	4,560,002	3,648,000	-	-	912,002	4,560,002	1/26/2017
BB	TRF-TCMT-17BB	2017	Metro Transit	Sect 5307: Twin Cities Met Council MT-Light rail systems and track replacement and enhancement This modification is needed to move 5037 funds in 2018 and 2020 to a project in 2017. SP TRF-TCMT-17BB (Seq. 1314) is in SFY 2017 of the 2017-2020 STIP with a total of \$2,775,000 (\$2,220,000 FTA, \$555,000 Met Council-MT). The mod will move funds from the following 2 SPs: <ul style="list-style-type: none"> • SP TRF-TCMT-18AB (Seq. 1466), \$4,175,000 total, (\$3,340,000 FTA and \$835,000 Other) • SP #TRF-TCMT-20R (Seq. 1727) 2,825,000 total, (\$2,260,000 FTA and \$565,000 Other). This modification is necessary in order to apply for a FFY 2017 FTA grant. Funding was made available from projects TRF-TCMT-18AB and TRF-TCMT-20R. Therefore, fiscal constraint is maintained.	0.00	B9	Rail Grant Capital Improvement	FTA	9,775,000	7,820,000	-	-	1,955,000	9,775,000	1/26/2017
US 212	010-596-010AC	2019	Carver County	**AC**US 212 at CSAH 34 in Norwood Young America and CSAH 43 in Dahlgren Twp-Install rural intersection conflict warning system (RICWS) and lighting at both intersections (payback 1 of1) This modification is to show the AC payback for Seq. #1692A.	0.00	SH	Lighting	HSIP	273,618	273,618	-	-	-	273,618	1/17/2017

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US 212	010-596-010	2018	Carver County	<p>**AC**US 212 at CSAH 34 in Norwook Young America and CSAH 43 in Dahlgren Twp-Install rural intersection conflict warning system (RICWS) and lighting at both intersections (payback in FY2019)</p> <p>This modification is needed to move the project from SFY 2019 to SFY 2018, making the project AC with a payback in SFY 2019. Federal funds currently programmed in SFY 2019 are sufficient to fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	SH	Lighting	HSIP	30,402	-	273,618	-	30,402	304,020	1/17/2017
Local	141-591-012	2017	Minneapolis	<p>**SRTS** Infra in Minneapolis, curb extension and pavement marking along 29th Ave S and 24th St E</p> <p>This modification is needed to make a thecnical correction showing the correct project length. Scope and cost remain the same. Therefore, fiscal constraint is maintained.</p>	1.75	BT	Ped/Bike Improvement	STBGP (TAP)	374,900	299,920	-	-	74,980	374,900	1/17/2017
I 35W	2783-174	2018	MnDOT	<p>**ELLA** I35W – St Anthony BR #27410 & #27409, replacement of leak collection system</p> <p>This modification is needed to add a new federally funded project into SFY 2018 of the STIP. This project will be funded using a setaside SP 880C-NHFP-17 (Seq.#1884) leaving \$9,799,000 federal and \$901,000 state for other projects. Therefore, fiscal constraint is maintained.</p>	0.50	BI	Bridge Repair	NHFP	500,000	450,000	-	50,000	-	500,000	1/17/2017
Ped/Bike	019-090-020	2017	Dakota County	<p>Mississippi River Trail-Rosemount East between Spring Lake Park Reserve and Flint Hills resources in Rosemount-Construct ped/bike trail, grade separated crossing and landscaping (associated to 019-060-005)</p> <p>This modification is needed to document an increase in the total project cost from \$1,000,000 to \$1,250,000, with local funds provided by Dakota County. Scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.</p>	1.70	BT	Pedestrian Bike Trail	FLAP	1,250,000	1,000,000	-	-	250,000	-	1/6/2017
MN 110	019-090-018	2017	Dakota County	<p>TH110, from 0.1 mi north of TH 110 to 0.2 mi south of TH 110-Construct grade separated crossing and ped/bike trail for Mendota-Lebanon Hills Regional Greenway (tied to SP 1918-110)</p> <p>This modification is to increase the cost of the project and for a technical correction. It will document an increase in the total project cost from \$1,700,000 to \$2,050,000, a difference of \$350,000, all of which are local funds from Dakota County. Scope remains the same. This mod will also change the description to show that this project is tied (not associated) to SP 1918-110. No additional federal funds are needed. Therefore, fiscal constraint is maintained.</p>	0.30	EN	Pedestrian Bike Bridge	STBGP (TAP)	2,050,000	1,212,112	-	-	837,888	-	1/6/2017

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MN 110	1918-110	2017	MnDOT	<p>MN110, from MN55/MN13 in Mendota Hts to I494 in Inver Grove HTS-Bituminous mill and overlay cold in place recycling, access closures, turn lane extensions, drainage repairs, sign replacement and ADA improvements (tied to SP 019-090-018)</p> <p>This modification is for a technical correction to the project description and length. The mod will change the description from "associated to 019-090-018" to "tied to 019-090-018." The mod will also change the mileage from 5.3 to 4.8 mi. The project length is not changing; the distance had been mistakenly identified in the previous STIP description. The project scope remains the same. There is no change to the project costs. Therefore, fiscal constraint is maintained.</p>	4.80	RD	Grade and Surface	STBG	7,705,000	6,164,000	-	1,541,000	-	-	1/6/2017
MN 3	1920-42	2017	MnDOT	<p>MN3, from 0.25 mi S of Dakota-CSAH86 to 0.25 mi N of Dakota-CSAH86 in Castle Rock Township-Modify intersection, add turn lanes, replace Box Culvert #8479, guardrail</p> <p>This modification is needed to document a technical correction to the project description. The mod will remove "lighting" from the description, which was mistakenly added to the project in the 2017-2020 STIP. The project scope and total cost remain the same. There is no change to the project costs. Therefore, fiscal constraint is maintained.</p>	0.50	SC	Turn Lanes	STBG	1,525,000	1,220,000	-	305,000	-	-	1/6/2017
MN 51	6216-127	2017	MnDOT	<p>MN51, from Pierce Butler (CSAH 33) in St Paul to MN36 in Roseville-Concrete pavement rehabilitation, drainage, TMS, ADA & intersection improvements</p> <p>This modification is needed to update the total project cost from \$5,040,000 to \$6,800,000. The project scope remains the same. SP 2772-113, 2772-104, 2772-105 & 2772-110 programmed in the STIP for a total of \$70,150,000. The project was let for \$60,190,000, a savings of \$9,960,000 in federal and state funds. After pavement additive work of \$3,028,000 since award encumbrance, there is a savings of \$6,930,000. \$1,760,000 will be contributed to this project and the remaining of \$5,170,000 will be used on other projects. Therefore, fiscal constraint is maintained.</p>	2.80	RD	Concrete Pavement Rehabilitation	STBG	6,800,000	5,360,000	-	1,340,000	100,000	6,800,000	12/21/2016
MN 999	8825-554	2017	MnDOT	<p>**ITS** Metrowide - ITS fiber optic cable and closed-circuit television (CCTV) installation</p> <p>This modification is to combine the two ITS projects, SPs 8825-554 and 8825-555, into one and to document the combined total project cost. On 12/6/16, a modification to drop SP 8825-555 (SEQ 1461A) from the program was processed. The ITS work and \$58,000 were added to this project. The federal and state funds currently programmed in the STIP under the two SPs are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.</p>	0.00	TM	Traffic Management System	STBG	211,000	168,800	-	42,200	-	211,000	12/6/2016

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MN 999	8825-555	2017	MnDOT	Project dropped The \$58,000 federal and state funds from this project will be used on SP 8825-554 (SEQ# 1460A).	0.00	TM	Traffic Management System	STBG	-	-	-	-	-	-	12/6/2016
MN 55	1909-94	2017	MNDOT	At Argenta Trail (Dakota CSAH 63) in Inver Grove Heights- Convert temporary signal to permanent signal with ADA crossing, dual left turn lanes This modification is needed to add the project to SFY2017. This project is associated to SP 019-628-007, Seq# 1349A. This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	0.10	AM	Traffic Signal Installation	SF	425,000	-	-	425,000	-	425,000	12/1/2016
CSAH 28	019-628-007	2017	Dakota County	CSAH 28 from Argenta Trail to MN55 and CSAH 63 from MN55 to 0.44 mi N of MN55-Realignment and expansion from two to four-lane highway with turn lanes (convert temporary signal to permanent signal with ADA crossing, dual left turn lanes) This modification is needed to correct the project description to include work from the associated SP 1909-94, Seq. #3009A. Scope and total cost of the two SPs combined remain the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	0.90	MC	Grade and Surface	STBG	7,925,000	5,611,760	-	-	2,313,240	7,925,000	12/1/2016
CSAH 78	002-678-021AC	2018	Anoka County	**AC** CSAH 78 from CSAH 1 to CSAH 14 in Coon Rapids – Signal interconnect (16 signals) (AC project. Payback 1 of 1) This modification is needed to document the AC payback for SP 002-678-021 Seq# 1507A.	1.40	SH	Traffic Signal Revision	HSIP	381,600	381,600	-	-	-	381,600	11/28/2016
CSAH 78	002-678-021	2017	Anoka County	**AC** CSAH 78 from CSAH 1 to CSAH 14 in Coon Rapids – Signal interconnect (16 signals) (AC project. Payback in 2018) This modification is needed to move the project from SFY18 to SFY17 and make the project AC with payback in SFY18. Scope and cost remain the same. The federal funds currently programmed in SFY18 of the STIP are sufficient to fund the project. Therefore, fiscal constraint is maintained.	1.40	SH	Traffic Signal Revision	HSIP	42,400	-	381,600	-	42,400	424,000	11/28/2016
Ped/Bike	082-591-003AC	2018	Washington County	**AC** CSAH 19 from 80th St S to Indian Blvd S in Cottage Grove-Construct off road bike/ped path (AC project. Payback 1 of 1) This modification is needed to document the AC payback for SP 082-591-003 Seq# 1524A.	0.50	BT	Pedestrian Bike Trail	STBGP (TAP)	188,256	188,256	-	-	-	188,256	11/28/2016

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Ped/Bike	082-591-003	2017	Washington County	<p>**AC** CSAH 19 from 80th St S to Indian Blvd S in Cottage Grove-Construct off-road bike/ped path (AC project. Payback in 2018)</p> <p>This modification is needed to move the project from SFY18 to SFY17 and make the project AC with payback in SFY18. Scope and cost remain the same. The federal funds currently programmed in SFY18 of the STIP are sufficient to fund the project. Therefore, fiscal constraint is maintained.</p>	0.50	BT	Pedestrian Bike Trail	STBGP (TAP)	47,064	-	188,256	-	47,064	235,320	11/28/2016