

TIP Amendments that occurred following original approval of the 2018-2021 TIP

This TIP amendment was approved by TAB on October 18, 2017, with concurrence from the Metropolitan Council on October 25, 2017. This amendment changed two projects.

PROJECT	1	2
Seq #	1502	1448
State Fiscal Year	2018	2018
ATP and District	Metro	Metro
Route System	I-35W	I-494
Project Number (S.P. #) (Fed # if available)	8825-614	2785-423
Agency	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	**17New**Chap 3**I35 From Crystal Lk Rd in Burnsville to I35/35W/35E split and on I35W from split to E 42nd in Mpls – Traffic Management System	**17New**Chap 3**I494 from E Bush Lake Rd to W Bush Lake Rd in Bloomington – Replace Cable Median Barrier **17New**Chap 3**I494 from E Bush Lake Rd to W Bush Lake Rd in Bloomington – Replace median barrier
Miles	12.0	2.0
Program	TM	SH
Type of work	Traffic Control Devices	Median Barrier
Proposed funds	NHPP	NHPP
Total \$	\$350,000 \$600,000	\$355,000 \$2,700,000
FHWA \$	\$280,000 \$480,000	\$319,500 \$2,430,500
TH \$	\$70,000 \$120,000	\$35,500 -
Bond \$	-	\$0 \$270,000
Background	This amendment is to add funds received from the 2017 Minnesota Legislature Transportation Funding package. This includes a cost increase to SP 8825-614 and use of a concrete median barrier, instead of a cable median barrier, for SP 2785-423. MnDOT-Metro District selected these projects to address safety and roadside infrastructure needs that could be easily developed and delivered quickly. Both projects are already in the 2018-2021 TIP SP 8825-614 is a traffic management system project to replace MnPASS changeable signage along I-35W in the South Metro and is being upscooped to include additional signage in that corridor. SP 2785-423 is being amended because the project scope is changing from a cable median to a concrete median barrier.	
How is fiscal constraint maintained?	SP 8825-614 will receive state funds from the new 2017 transportation package and federal funds. SP 2785-423 will receive bond funds from the new 2017 transportation package and federal funds. The federal funds for both of these projects are made available due to additional federal funds received by MnDOT. In SFY 2017, Minnesota received \$54.3M of federal funds from August Redistribution. These funds were used to fund AC paybacks and 2018 projects. Because of this, SFY 2018 has additional funds that have become available to use on other 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 from regional level analysis. S-7: Traffic control devices and operating assistance other than signalization projects	Exempt from regional level analysis. S-9: Guardrails, median barriers, crash cushions

This TIP amendment was approved by TAB on November 15, 2017, with concurrence from the Metropolitan Council on December 13, 2017

Seq #	-
State Fiscal Year	2021
ATP and District	Metro
Route System	Ped/Bike
Project Number (S.P. #) (Fed # if available)	173-020-017
Agency	City of West St. Paul
Description. Include location, description of all work, & city (if applicable)	CSAH 8 from CSAH 63 to Humboldt Avenue in West St Paul – Construct off-road multiuse trail
Miles	1.0
Program	BT
Type of work	Ped/Bike
Proposed funds	FHWA
Total \$	\$1,306,347
FHWA \$	\$984,000
Other \$	322,347
Background	Following the removal of one project from the program of TAB-awarded federal Surface Transportation Block Grant Program (STBGP) projects, TAB voted to fund West St. Paul’s “Wentworth Avenue Trail Gap” project. As such an amendment is needed to add the project. The project will construct a one-mile off-road multiuse trail along CSAH 8 from CSAH 63 to Humboldt.
How is fiscal constraint maintained?	The project will be funded with \$984,000 in STBGP funds, as applied for by the applicant, with the balance coming from the applicant.
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 December 20, 2017, with concurrence from the Metropolitan Council on January 10, 2018. This amendment changed two projects.

PROJECT	1	2
Seq #	1515	1517
State Fiscal Year	2018	2018
ATP and District	Metro	Metro
Route System	US 169	US 169
Project Number (S.P. #) (Fed # if available)	7007-34	7008-111
Agency	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	**SPP** US 169, from 0.3 mi north of MN 19 to 0.1 mi north of Ash St <u>0.5 mi south of MN 25</u> in Belle Plaine – Concrete overlay, concrete pavement rehabilitation, bituminous mill and overlay and drainage repairs (tie to 7008-111)	**SPP** US 169, from <u>0.6 mi E of MN 25 to 0.1 W of MN 282</u> – Concrete overlay, bituminous mill and overlay, mill bituminous pavement, median closures, add Uturns, reduced conflict intersection, drainage, lighting and tension cable guardrail (tie to 7007-34)
Miles	7.2	6.4 5.5
Program	RC	RC
Type of work	Unbonded Concrete Overlay	Concrete Overlay
Proposed funds	NHPP	NHPP
Total \$	\$18,665,000 \$15,751,000	\$15,720,000 \$17,671,000
FHWA \$	\$14,932,000 \$12,600,800	\$12,576,000 \$14,136,800
TH \$	\$3,733,000 \$3,150,200	\$3,144,000 \$3,354,200
Background	This amendment is needed to update two related concrete pavement projects on US 169 in Scott County for cost, description, and project length. The description of SP 7007-34 needs to be updated to reflect a project terminus that is referenced to a trunk highway and not a local street. This project's total cost is also being reduced based on refined design plans. The savings will be used to find fiscal constraint for SP 7008-111, which has an increased estimate based on refined design plans. SP 7008-111 being updated to reflect a shorter project length, due to a more detailed description of the western termini of the project that is 3,400 ft. east of MN 25, not at the exact intersection of US 169 and MN 25 as currently stated in the TIP. This last change is the trigger for an amendment, as MnDOT TIP/STIP Amendment Guidance allow the other change to be completed via administrative modification. For transparency and clarification, all the changes are bundled in this amendment.	
How is fiscal constraint maintained?	SP 7007-34 is in the 2018-2021 TIP for \$18,665,000 (\$14,932,000 federal/\$3,733,000 state funds). Due to refining design plans, the project estimate is decreasing to \$15,751,000 (\$12,600,800 federal/\$3,150,200 state funds) leaving a remainder of \$2,904,000. SP 7008-111 is in the 2018-2021 TIP for \$15,720,000 (\$12,576,000 federal/\$3,144,000 state funds). Due to refining of design plans, the project estimate is increasing by \$1,951,000 from to \$17,671,000 (\$14,136,800 federal/\$3,534,200 state funds). The cost savings from SP 7007-34 will be used for fiscal constraint for SP 7008-111 and will fully fund the project, maintaining fiscal constraint of the TIP. The remainder of \$953,000 will be used elsewhere.	
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. S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules	

This TIP amendment was released for public comment by TAB on November 16, 2017. It was approved by TAB on December 20, 2017, with concurrence from the Metropolitan Council on January 24, 2018.

Seq #	-
State Fiscal Year	2018
ATP and District	Metro
Route System	I-394 and MN 62
Project Number (S.P. #) (Fed # if available)	8825-665
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**17New**Chap 3**I394, WB 394 from TH 94 in to TH 100 in, restripe to 4 lanes and TH 62, WB TH 62 from Valley View Road to NB TH 100 exit ramp, restripe to 3 lanes, temp traffic mitigation.
Miles	2.5
Program	TM
Type of work	Traffic Control Devices
Proposed funds	State funding
Total \$	\$756,000
Federal \$	\$0
TH \$	\$756,000
Background	<p>This amendment is to add a project that received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) to state fiscal year 2018 of the 2018-2021 TIP. The project, which will add temporary lanes on I-394 and MN 62 as mitigation during the I-35W/Lake Street project, has been determined to be regionally significant and subject to the TIP amendment process.</p> <p>The transportation package gave MnDOT additional general obligation (GO) state funds, bonds for State Road Construction (SRC), and bonds for a Corridors of Commerce program. This project is funded with state funds.</p> <p>The project includes re-striping a segment on I-394 (restriped to four lanes in both directions from I-94 to MN 100) and on MN 62 (westbound lanes from two to three lanes from Valley View Rd to MN 100). These lanes would be temporary during the construction period for the I35W/Lake Street project, expected to be significantly completed in 2021.</p>
How is fiscal constraint maintained?	Project will be funded with \$635,000 in state funds from the 2017 Minnesota Transportation package as well as \$121,000 coming from another project, 2789-156 for which an administrative STIP modification will be completed after this amendment is completed. This will fully fund the project, therefore maintaining fiscal constraint.
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	The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A20 regionally-significant project.

This TIP amendment was approved by TAB on December 20, 2017, with concurrence from the Metropolitan Council on January 24, 2017.

Seq #	1393
State Fiscal Year	2018
ATP and District	Metro
Route System	CSAH 14
Project Number (S.P. #) (Fed # if available)	002-641-042
Agency	Anoka County
Description. Include location, description of all work, & city (if applicable)	CSAH 14, from Opal St NE in Blaine to 4th Ave in Lino Lakes – Bit mill and concrete overlay
Miles	1.3
Program	RC
Type of work	Mill and Overlay
Proposed funds	NHPP
Total \$	\$1,200,000 \$546,100
FHWA \$	\$960,000 \$436,880
Other \$	\$240,000 \$109,200
Background	This amendment is needed to modify the project cost and description due to the change in pavement type from concrete to bituminous. The funding is from MnDOT State Aid, and not funding distributed by TAB through the Regional Solicitation.
How is fiscal constraint maintained?	SP 002-614-042 is in state fiscal year 2018 for a total of \$1,200,000 (960,000 in federal NHPP funds/240,000 local funds). The change in pavement type reduces the project cost to \$546,100 (436,880 federal NHPP/109,200 local). This funding is sufficient to fully fund the project, therefore fiscal constraint is maintained.
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.
Air quality conformity	Exempt from regional level analysis. S-10: Pavement resurfacing and/or rehabilitation

This TIP amendment was approved by TAB on January 17, 2018, with concurrence from the Metropolitan Council on January 24, 2018.

Seq #	-
Fiscal Year	State: 2018; Federal 2018
ATP and District	Metro
Route System	BB
Project Number (S.P. #) (Fed # if available)	
Agency	Met Council- MT
Description. Include location, description of all work, & city (if applicable)	Sect 5339: Twin Cities Met Council MT-C-Line – Purchase eight (8) electric 60-foot buses and related charging equipment
Miles	-
Program	B9
Type of work	Transit (P)
Proposed funds	FTA 5339
Total \$	\$2,975,000
FTA \$	\$1,750,000
Other \$	\$1,225,000
Background	This amendment is needed because Metro Transit was awarded discretionary funds. Metro Transit will be purchasing eight (8) electric 60-foot buses and related charging equipment for use on the C-Line Bus Rapid Transit (BRT) corridor, with expected delivery in 2018. This project will provide expanded and improved transit service on the Penn Avenue Corridor; running mostly along Penn Avenue North between Brooklyn Center and downtown Minneapolis.
How is fiscal constraint maintained?	The funding for this project is FTA 5339; it is new discretionary funding.
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	No conformity analysis is required; exempt from a regional level analysis apart from that already performed.

This TIP amendment was approved by TAB on February 12, 2018, with concurrence from the Metropolitan Council on February 28, 2018.

Project	Amended Project	
Seq #	1405	
Fiscal Year	2018	
ATP and District	Metro	
Route System	CSAH 46	
Project Number (S.P. #) (Fed # if available)	019-030-009	
Agency	Dakota County	
Description. Include location, description of all work, & city (if applicable)	CSAH 46 from Kenrick Ave to CSAH 31 in Apple Valley and Lakeville and CSAH 31 from 170th St to CSAH 38 in Apple Valley and Lakeville -Fiber optic signal interconnection, traffic signal revisions, signal retiming/coordination, traffic monitoring cameras	
Miles	9.8	
Program	TM	
Type of work	Traffic Mgmt Syst	
Proposed funds	CMAQ	
Total \$	\$1,346,200	\$1,964,480
FHWA \$	\$1,075,900	\$963,224
Other \$	\$270,300	\$963,224
Background	This amendment is needed to split signal timing and ATMS software licenses into a new, separate project phase (SP 019-030-010), update the description, and include an increase from the local agency to both project costs.	
How is fiscal constraint maintained?	SP 019-030-009 is in SFY2018 of the 2018-2021 TIP for a total of \$1,346,200 (\$1,075,900 CMAQ/ \$270,300 local funds). A portion of the CMAQ funds and local funds will be moved to SP 019-030-010 for a total of \$93,305 (\$74,644 CMAQ/\$18,661 locals). Dakota County is also increasing its funding to SP 019-030-009; the total project cost will be \$1,964,480 (\$1,001,256 CMAQ/\$963,224 local). There is no increase in federal funding to either project. The project cost increase is being covered by Dakota County. 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-2. Intersection signalization projects at individual intersections Section 93.126 of the Conformity Rules	

See new project on next page.

Project	New Project
Seq #	-
Fiscal Year	2018
ATP and District	Metro
Route System	CSAH 46
Project Number (S.P. #) (Fed # if available)	019-030-010
Agency	Dakota County
Description. Include location, description of all work, & city (if applicable)	CSAH 46 from Kenrick Ave to CSAH 31 in Apple Valley and Lakeville and CSAH 31 from 170th St to CSAH 38 in Apple Valley and Lakeville- Signal retiming/ coordination, ATMS software licenses
Miles	8.8
Program	TM
Type of work	Traffic Mgmt Syst
Proposed funds	CMAQ
Total \$	\$93,305
FHWA \$	\$74,644
Other \$	\$18,661
Background	This amendment is needed to split signal timing and ATMS software licenses into a new, separate project phase (SP 019-030-010), update the description, and include an increase from the local agency to both project costs.
How is fiscal constraint maintained?	SP 019-030-009 is in SFY2018 of the 2018-2021 TIP for a total of \$1,346,200 (\$1,075,900 CMAQ/ \$270,300 local funds). A portion of the CMAQ funds and local funds will be moved to SP 019-030-010 for a total of \$93,305 (\$74,644 CMAQ/\$18,661 locals). Dakota County is also increasing its funding to SP 019-030-009; the total project cost will be \$1,964,480 (\$1,001,256 CMAQ/\$963,224 local). There is no increase in federal funding to either project. The project cost increase is being covered by Dakota County. 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-2. Intersection signalization projects at individual intersections Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on February 21, 2018, with concurrence from the Metropolitan Council on March 21, 2018.

Seq #	1414	
Fiscal Year	2018	
ATP and District	Metro	
Route System	Local	
Project Number (S.P. #) (Fed # if available)	141-030-036	
Agency	Minneapolis	
Description. Include location, description of all work, & city (if applicable)	6th St S, From 1st Ave to Portland Ave- Install mast arms at 5 existing signals (1 st Ave, Hennepin Ave, 3rd Ave, 5th Ave, Portland Ave) (Associated to SP 141-030-038 and SP 141-030-040)	
Miles	-	
Program	SH	
Type of work	Traffic Signal Rev	
Proposed funds	HSIP	
Total \$	\$1,166,000	\$1,155,000
FHWA \$	\$1,049,400	\$1,039,500
Other \$	\$116,600	\$115,500
Background	The project scope is changing to remove pedestrian curb ramp upgrades, accessible pedestrian signals (APS), and pedestrian countdown timers at 1st Ave N & 6th St N and Hennepin Ave S & 6th St S. This TIP amendment is needed to update the project funding accordingly.	
How is fiscal constraint maintained?	The federal funding is being reduced. Therefore, fiscal constraint is maintained. The federal funds being released will be distributed to other FY 2018 HSIP projects per the Met Council Reallocation Policy.	
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 per Section 93.126 of the Conformity Rules	

This TIP amendment was approved by TAB on February 21, 2018, with concurrence from the Metropolitan Council on March 21, 2018.

Seq #	1584	
Fiscal Year	2019	
ATP and District	Metro	
Route System	Ped/Bike	
Project Number (S.P. #) (Fed # if available)	141-030-041	
Agency	Minneapolis	
Description. Include location, description of all work, & city (if applicable)	20th Ave S from Minnehaha Ave to 4th St S, 4th St S from 20th Ave S to 19th Ave S, 19th Ave S/10th Ave SE from 4th St S to 5th St SE, 2nd St S, 10th Ave SE from University Ave SE to SE 8th, 15th Ave SE from University Ave to Rollins Ave SE, Rollins Ave SE from 15th Ave SE to 18th Ave SE, 18th Ave SE from Rollins Ave SE to E Hennepin Ave-Construction of protected bikeway	
Miles	2.4	2.6
Program	BT	
Type of work	New Trail	
Proposed funds	STBGP	
Total \$	\$1,287,868	\$1,354,767
FHWA \$	\$1,030,294	
Other \$	\$257,574	\$324,473
Background	This amendment is needed to remove the 0.5-mile segment of 10 th Ave Bridge between University Ave SE and 2 nd St S and add a 0.25-mile segment to 10 th Ave SE between 5 th St SE and 8 th St SE.	
How is fiscal constraint maintained?	The federal funds currently programmed on the project are sufficient for this 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	Exempt Project Category A-Q2, Bicycle and pedestrian facilities, per Section 93.126 of the Conformity Rules.	

This TIP amendment was approved by TAB on February 21, 2018, with concurrence from the Metropolitan Council on March 21, 2018.

PROJECT 1 of 2		
Seq #	1502A	
Fiscal Year	2018	
ATP and District	Metro	
Route System	I-35W	
Project Number (S.P. #) (Fed # if available)	8825-614	
Agency	MnDOT	
Description. Include location, description of all work, & city (if applicable)	**17New**Chap 3**I35 frm Crystal Lk Rd in Burnsville to I35/35W/35E split and on I35W frm split to E 42nd in Mpls - Traffic management system	
Miles	12.0	
Program	TM	
Type of work	Traffic Control Devices	
Proposed funds	NHPP	
Total \$	\$600,000	\$1,800,000
FHWA \$	\$480,000	\$1,440,000
TH \$	\$120,000	\$360,000
Background	<p>This request is to amend SP 8825-614, which received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) and addresses traffic management needs that could be easily developed and delivered in a short time period.</p> <p>SP 8825-614 was recently amended into the TIP, but during federal authorization, it was found that a significant amount of state-furnished materials (\$1,200,000) for signage material was being used for the project. Typically, state-furnished materials are not included in the construction estimate for projects, but due to the amount of overall funding that is state-funded materials, it was determined a TIP amendment was needed to show that amount.</p>	
How is fiscal constraint maintained?	SP 8825-614 will be funded with funds from the 2017 Minnesota transportation package. This will fully fund the project, therefore maintaining fiscal constraint.	
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 per Section 93.126 of the Conformity Rules	

Project 2 of 2	
Seq #	-
Fiscal Year	2019
ATP and District	Metro
Route System	District-wide
Project Number (S.P. #) (Fed # if available)	8825-664
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**ELLA****ITS**Metro wide- Replace shelters and dynamic message signs (\$720K of FHWA is ITS)
Miles	-
Program	TM
Type of work	Traffic Control Devices
Proposed funds	STBGP
Total \$	\$900,000
FHWA \$	\$720,000
TH \$	\$180,000
Background	<p>This request is to add SP 8825-664 to state fiscal year 2019 of the 2018-2021 TIP. The project received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) and addresses traffic management needs that could be easily developed and delivered in a short time period.</p> <p>SP 8825-681 is SFY2019 project, but also an early let, later award (ELLA) project that will be let in May 2018.</p>
How is fiscal constraint maintained?	SP 8825-664 will be funded with funds from the 2017 Minnesota transportation package. This will fully fund the project, therefore maintaining fiscal constraint.
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 February 21, 2018, with concurrence from the Metropolitan Council on March 21, 2018.

Project 1 of 2	
Seq #	-
Fiscal Year	2019
ATP and District	Metro
Route System	District-wide
Project Number (S.P. #) (Fed # if available)	8825-558
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**17New**Metro Districtwide – Pond restoration and clean out
Miles	0.0
Program	DR
Type of work	Appurtenances
Proposed funds	NHPP
Total \$	\$1,917,259
FHWA \$	\$1,533,807
TH \$	\$383,452
Background	<p>This amendment is to add projects that received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) to state fiscal year 2019 of the 2018-2021 TIP. The projects are districtwide water resources projects (pond restoration, pipe and culvert video inspections). This project is an early let, late award (ELLA) project that will be let in May 2018.</p> <p>There are additional projects being added via the streamlined process to SFY2019 that are not regionally significant. These projects address the District's roadside infrastructure needs that could be easily developed and delivered in a short time period. The remaining new funding from the 2017 transportation package for projects in years 2019-2022 will be incorporated into the development of the 2019-2022 TIP.</p>
How is fiscal constraint maintained?	This project will be funded with state funds from the 2017 Minnesota transportation. This will fully fund the projects, therefore maintaining fiscal constraint.
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 O-6: Plantings, landscaping, etc. per Section 93.126 of the Conformity Rules

Project 2 of 2	
Seq #	-
Fiscal Year	2019
ATP and District	Metro
Route System	District-wide
Project Number (S.P. #) (Fed # if available)	8825-681
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**17New**Chap 3**ELLA**Metrowide. Pipe and culvert video inspection and cleaning in control sections 6282,7011,7001,2781,8209,0206.
Miles	0.0
Program	DR
Type of work	Appurtenances
Proposed funds	NHPP
Total \$	\$865,000
FHWA \$	\$692,000
TH \$	\$173,000
Background	<p>This amendment is to add projects that received funds from the 2017 Minnesota Legislature Transportation Funding package (Chapter 3) to state fiscal year 2019 of the 2018-2021 TIP. The projects are districtwide water resources projects (pond restoration, pipe and culvert video inspections). This project will be let in July or August 2018 (state fiscal year 2019).</p> <p>There are additional projects being added via the streamlined process to SFY2019 that are not regionally significant. These projects address the District's roadside infrastructure needs that could be easily developed and delivered in a short time period. The remaining new funding from the 2017 transportation package for projects in years 2019-2022 will be incorporated into the development of the 2019-2022 TIP.</p>
How is fiscal constraint maintained?	This project will be funded with state funds from the 2017 Minnesota transportation. This will fully fund the projects, therefore maintaining fiscal constraint.
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 O-6: Plantings, landscaping, etc. per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on February 21, 2018, with concurrence from the Metropolitan Council on March 21, 2018.

Seq #	-
Fiscal Year	2018
ATP and District	Metro
Route System	District-wide
Project Number (S.P. #) (Fed # if available)	090-070-023
Agency	Met Council
Description. Include location, description of all work, & city (if applicable)	**AC** Metrowide: Regional travel behavior inventory and regional model development – Household travel survey, transit on board surveys, special generator survey, data purchase, regional model development and update (AC project. Payback in 2019 and 2021)
Miles	0.0
Program	PL
Type of work	Education& Safety
Proposed funds	STBGP
Total \$	\$5,500,000
FHWA \$	\$2,700,000
AC \$	\$1,700,000
Other \$	\$1,100,000
Background	This amendment is to add a project to SFY2018 of the 2018-2021 TIP. The funding for the Travel Behavior Inventory (TBI) that was originally included in SFY2017, with paybacks of federal funding in 2019 and 2021. While the funding for the TBI was decided in 2017, the project did not receive authorization and was unable to start in 2017.
How is fiscal constraint maintained?	The funding for SP 090-070-023 in SFY2018 comes from the project in SFY2017. While the funding for the TBI was decided in 2017, the project did not received authorization and was unable to start in 2017. This is sufficient to 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	Exempt Project Category O-1: Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on April 18, 2018, with concurrence from the Metropolitan Council on May 9, 2018. The below language is added to the TIP:

PERFORMANCE MEASURES AND TARGETS

Background

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations, the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the metropolitan area. Specifically, the regulation states:

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management and safety. The requirements continue through the federal Fixing America's Surface Transportation (FAST) Act, signed into law in 2015. The following are the three broad performance measure categories and the dates by which they must be included in the TIP:

- Safety Performance Measure (PM1): May 27, 2018
- Pavement and Bridge Performance Measure (PM2): May 20, 2019
- System Performance Measures and CMAQ (PM3): May 20, 2019

Council Activities and Progress

The Transportation Policy Plan (TPP), which serves as the Metropolitan Transportation Plan (MTP) for the Council, includes an overarching goal related to safety—the Safety and Security Goal, as well as objectives and strategies (actions) the Council will employ to ensure that the desired safety outcomes are met. In addition, the five federally required safety performance measures and targets are included in the TPP appendices and the Performance Outcomes chapter reports on existing conditions and performance trends for all of the regional performance measures.

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatal and serious injury crashes. Pursuant to federal requirements, the Council must annually adopt safety performance targets that are reasonable and achievable. The Council thus adopted targets that reflect a 3% and 5% annual reduction from the base-year data for fatalities and serious injury crashes, respectively. The Council will continue to annually target a reduction in fatal and serious injury crashes and prioritize the safety of the travelling public over all other goals.

The Council officially adopted the regional Safety Performance measures on January 24th, 2018, and submitted them to MnDOT. The following table shows the existing conditions for the metro area and the adopted targets for 2018:

Measure	Existing Condition	2018 Target
Total Traffic Fatalities	98 (2015)	89
Fatality Rate (per 100 million VMT)	0.35	0.31
Serious Injury Crashes	749 (2016)	642
Serious Injury Crash Rate (per 100 million VMT)	2.67	2.35
Non-motorized fatalities/serious injury crashes	131	112

The Council continues to work closely with MnDOT to develop state targets for the PM2, PM3, and CMAQ measures, and will submit the regional targets to MnDOT prior to the November 15th, 2018 deadline. In the future, TIPs will include adopted regional targets for all three of the performance measure categories.

In addition to the TPP, the Council and its regional partners have completed several studies that directly address safety issues and propose strategies to improve safety in the metro area. These studies and plans include the Minnesota Strategic Highway Safety Plan; the Congestion Management and Safety Plan IV; the Principal Arterial Intersection Conversion Study; and applicable modal and county-produced safety plans.

Efforts like [Towards Zero Deaths](#) and [Vision Zero](#) promote the long-term goal of eliminating fatalities and serious injuries on the transportation network. The Council supports these goals and will consistently work toward reducing fatalities and serious injuries toward that end. This long-term goal, however, will be achieved incrementally and these performance targets set an achievable increment in the near term.

Anticipated Effect of the Safety Performance Measures

Due to the fact that the metro area's fatal and serious injury crash rates are significantly lower than those of the state as a whole, the Council developed and adopted 2018 targets specific to the metro area. These targets were developed using the same methodology that MnDOT employed to establish the statewide targets but adapted to account for safety performance in the metro area. While transportation safety figures are more positive in the metro area than in Greater Minnesota, the region is committed to further improving transportation safety. This is reflected in the importance of safety-related scoring criteria included in the Regional Solicitation and in MnDOT's project selection, and in the projects that are ultimately programmed into the TIP.

The 2018-2021 TIP is anticipated to have a positive effect towards meeting the region's established safety performance targets. The TIP reflects \$33.6 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to local match funding (at least 10%). These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the roadway expansion, roadway reconstruction / modernization, roadway system management, multiuse trails and bicycle facilities, pedestrian facilities, and safe routes to school funding categories in the biennial Regional Solicitation. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT's CMSP funding set-aside each year.

While the 2018 safety targets reflect an improvement over historical performance, they should nonetheless be attainable. Some individual years might have a spike in fatal and serious injury crashes, but the overall long-term trend has been a significant decrease in serious-injury and

fatal crashes. Serious-injury crash numbers are somewhat prone to human error, as the emergency vehicle operator has to manually enter information on the crash. This may potentially lead to unexpected results but is less likely to be a problem in the metro area than in rural areas of Minnesota.

MPO Investment Priorities

The Council has adopted a number of objectives and strategies intended to improve transportation safety and meet the 2018 safety targets. As outlined in the Transportation Policy Plan, these include the following objectives:

- Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.
- Reduce the transportation system's vulnerability to natural and man-made incidents and threats.

Specific strategies the Council and its partners will use and implement to meet these objectives are as follows:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.
- Regional transportation partners should monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.
- Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting education and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
- Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

While it is too early to assess whether the strategies are having the intended effect, the Council and its partners will closely monitor safety performance and re-prioritize should it be necessary.

Conclusion

The Council supports the efforts to move towards a performance-based planning approach, and will continue to work closely with regional, state, and federal partners to proactively establish and monitor both the required federal and the regionally adopted performance measures over time. Moving forward, the Council will continue to devote substantial resources to this effort and work closely with stakeholders to assess the federal targets and the regional performance measures and adjust to changes in the performance of the system by shifting regional investment priorities.

This TIP amendment was approved by TAB on April 18, 2018, with concurrence from the Metropolitan Council on May 9, 2018.

	Project 1 of 3	Project 2 of 3	Project 3 of 3
Seq #	2077	2072	2071
State Fiscal Year	2019	2019	2019
ATP	C	C	C
District	Metro	Metro	Metro
Route System	BB	BB	BB
Project Number (S.P. #) (Fed # if available)	TRF-9117-19	TRF-9056-19	TRF-0051-19
Agency	MnDOT	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	Section 5310; Dakota County; Mobility Management	Section 5310; Newtrax; Mobility Management	Section 5310; Scott County; Mobility Management
Miles	0.0	0.0	0.0
Program	NB	NB	NB
Type of work	Operate Bus	Operate Bus	Operate Bus
Proposed funds	FTA	FTA	FTA
Total \$	\$300,000	\$200,000	\$420,000
FTA \$	\$240,000	\$160,000	\$336,000
AC \$	-	-	-
Other \$	\$60,000	\$40,000	\$84,000
Background	<p>This amendment will specifically identify Section 5310 Large Urban Mobility Management projects for program year 2019. The 2018-2021 STIP needs to be amended because the grant application for this project will be written prior to approval of the 2019-2022 STIP.</p> <p>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 to execute grant contracts for calendar year 2019.</p>		
How is fiscal constraint maintained?	<p>The funds available for these grants are from a setaside in District C; TRF-9110-10, Seq. # 2076. These funds are sufficient to fully fund the project. Therefore, fiscal constraint is 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 Project Category O-1: Specific activities that do not involve or lead directly to construction, such as planning and technical studies, grants for training and research programs, planning activities conducted pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions per Section 93.126 of the Conformity Rules</p>		

This TIP amendment was approved by TAB on April 18, 2018, with concurrence from the Metropolitan Council on May 9, 2018.

	Project 1 of 2	Project 2 of 2
Seq #	-	-
State Fiscal Year	2018	2019
ATP	Metro	Metro
District	Metro	Metro
Route System	RR	RR
Project Number (S.P. #) (Fed # if available)	19-00149	27-00324
Agency	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	Replacement of signal equipment at crossing #380454V. CSAH43 – Lexington Ave, Eagan	Replacement of signal equipment at BNSF crossing #095641U. 89th Ave, Osseo
Miles	0.0	0.0
Program	RC	RC
Type of work	RR Xing	RR Xing
Proposed funds	RRS	RRS
Total \$	\$114,372	\$235,191
FHWA \$	\$5,000	\$18,000
TH \$	\$109,372	\$108,789
Other \$	-	\$108,402

Background	This amendment is needed to add two projects to the 2018-2021 TIP. One project is in 2018 and the other is in 2019 and will let before the draft 2019-2022 TIP will be approved.
How is fiscal constraint maintained?	19-00149 is funded with savings from another rail project, SP 62-00214. That project was authorized for \$185,382 (\$166,844 federal) leaving \$35,656 federal funds available. This project will use \$5,000 of these federal funds and additional state funds. 27-00324 is funded by savings from the same above project, BSNF funds, and bond funds from 2014 for rail grade crossing safety. A number of projects that were awarded these bonds funds had lower final costs, releasing some funds back into this appropriation. The funds expire at the end of calendar 2018. This project will also use \$18,000 of savings from SP 62-00214, mentioned above.
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-1. Operating assistance to transit agencies per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on April 18, 2018, with concurrence from the Metropolitan Council on May 9, 2018.

Seq #	-
Fiscal Year	2019
ATP and District	Metro
Route System	District-wide
Project Number (S.P. #) (Fed # if available)	8825-658
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	I35 frm Crystal Lk Rd to I35/35W/35E. I35W From I35/35W/35E to 42nd St. I94 Frm 1st Ave S to N Western Ave. Remove intelligent lane control signals and install dynamic message signs.
Miles	-
Program	TM
Type of work	Traffic control devices
Proposed funds	STBGP
Total \$	\$1,450,000
FHWA \$	\$1,160,000
TH \$	\$290,000
Background	This request is to add SP 8825-658 to state fiscal year 2019 of the 2018-2021 TIP. This is a SFY 2019 project but will be let in July 2018 before the next STIP will be adopted. This project has SFY2019 funds as well as previously purchased state furnished materials (electrical cabinets).
How is fiscal constraint maintained?	SP 8825-658 has \$450,000 (360,000 STPGB/90,000 TH) in funding from setaside, SP 8816-2607, and also has \$1,000,000 (\$800,000 STPGB/200,000 TH) in previously purchased state furnished materials (electrical boxes). This funding is sufficient to complete the project, therefore maintaining fiscal constraint.
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 and projects per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on June 20, 2018, with concurrence from the Metropolitan Council on June 27, 2018.

Seq #	3184A
Fiscal Year (State)	2018-2019
ATP and District	M
Route System	CSAH 14
Project Number (S.P. #) (Fed # if available)	002-614-044
Agency	Anoka County
Description. Include location, description of all work, & city (if applicable)	**AC**CSAH 14, 0.15 miles east of CSAH 18, Bridge 02015 over Coon Creek; Rehab pier caps, replace deck panels (payback FY 2020)
Miles	0.12
Program	BI
Type of work	Bridge Rehab
Proposed funds	NHPP
Total \$	800,000 1,500,000
FHWA \$	\$0 \$464,935
AC \$	\$640,000 \$575,065
Other \$	\$160,000 \$460,000
Background	This amendment is needed to increase total cost project. No change in project scope.
How is fiscal constraint maintained?	The additional costs are being funded by the addition of NHPP funds in FY 2020 and Anoka County local funds.
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-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on June 20, 2018, with concurrence from the Metropolitan Council on July 11, 2018.

Seq #	1632
Fiscal Year (State)	2019
ATP and District	M
Route System	MN 77
Project Number (S.P. #) (Fed # if available)	1925-56
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	MN77, at Dakota-CSAH 32 (Cliff Rd) over MN77 in Eagan — Rehab Bridge #19067, ADA improvements, guardrail **ADA**MN77, at Dakota-CSAH 32 (Cliff Rd) over MN77 And at Dakota-CR30 (Diffley Rd) in Eagan – Rehab Bridge #19067, ADA improvements, guardrail, Lighting, signal replacement
Miles	0.04 1.7
Program	BI
Type of work	Bridge Joints
Proposed funds	STBGP
Total \$	\$1,880,000 \$2,207,000
FHWA \$	\$1,304,000 \$1,530,000
TH \$	\$326,000 \$382,600
Other \$	\$250,000 \$294,000
Background	An amendment is needed to update project description, total project length and cost to reflect the project as shown in the draft 2019-2022 TIP/STIP. This project will be let in October before that next STIP is adopted.
How is fiscal constraint maintained?	SP 1925-56 is currently programmed in SFY 2019 with a total project cost of \$1,880,000 in the 18-21 TIP/STIP. The project cost has increased to \$2,207,000 in the 19-22 TIP/STIP. The project also has a project length increase from 0.04 mile to 1.7 mile. The STP funds currently programmed for this project in the 19-22 TIP/STIP 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	Exempt from regional level analysis: S-19 (Widening narrow pavements or reconstructing bridges (no additional travel lanes))

This TIP amendment was approved by TAB on June 20, 2018, with concurrence from the Metropolitan Council on July 11, 2018.

Seq #	1601A
Fiscal Year (State)	2019
ATP and District	M
Route System	I 694
Project Number (S.P. #) (Fed # if available)	8286-81
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	<p>**SPP**I694 in Oakdale – 10th St (CSAH10) to Jct I694/I494/I94 and I494, 0.1 mi S Tamarack Rd to Jct I694/I494/I94 – Concrete overlay; auxiliary lane SB from 10th St to I94; replace and widen Bridges 82831 and 82832; reconstruct SW loop; I94 From Jct I694/I494/I94 to 0.8 mi W Radio Dr remove concrete median to modify collector distributor ramp</p> <p>**SPP**I694 in Oakdale – 10th St (CSAH10) to Jct I694/I494/I94 and I494, 0.1 mi S Tamarack Rd to Jct I694/I494/I94 – Concrete overlay; auxiliary lane SB from 10th St to I94 and I94 to Tamarack Rd; replace and widen Bridges 82831 and 82832; Rehab Bridge 82817 and install center pier strut, reconstruct all loops at I94 interchange and widen the SE ramp, overlay ramps and loops at Tamarack Rd and overlay SE and SW ramps at 10th St interchange</p>
Miles	2.6
Program	RC
Type of work	Concrete Overlay
Proposed funds	NHPP
Total \$	30,235,000
FHWA \$	27,211,500
TH \$	3,023,500
Background	An amendment is needed to update the project description. This project will be let in October before that next STIP is adopted. In the approved 2018-2021 TIP/STIP this project had an associated SP 8286-81F (SEQ 1602), funded via federal National Highway Freight Program (NHFP) funds. On 1/23/2018, a STIP modification was processed, changing the NHFP federal funds to NHPP federal funds and dropping the need for two project numbers, combining the total project cost of those two original lines.
How is fiscal constraint maintained?	SP 8286-81 is currently programmed in SFY 2019 with a total project cost of \$30,235,000 in the 18-21 TIP/STIP. The project has no cost change and the termini remains the same. The NHPP funds currently programmed for this project in the 18-21 TIP/STIP 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	The Minnesota Interagency Air Quality and Transportation Planning Committee determined that the project is exempt from air quality conformity analysis.

This TIP amendment was approved by TAB on June 20, 2018, with concurrence from the Metropolitan Council on July 11, 2018.

Seq #	1576
Fiscal Year (State)	2019
ATP and District	M
Route System	MN 36
Project Number (S.P. #) (Fed # if available)	082-596-005
Agency	Washington County
Description. Include location, description of all work, & city (if applicable)	MN 36, at CSAH 35 (Hadley Ave) in Oakdale-Construct interchange and construct Gateway State Trail access (Tied to 082-090-007 and 8204-72)
Miles	0.9
Program	MC
Type of work	Grade, Surface, Bridge
Proposed funds	STBGP
Total \$	9,450,000 13,650,000
FHWA \$	7,560,000
Other \$	1,890,000 6,080,000
Background	This amendment is needed to increase the total project cost due to poor soils/muck excavation, and the addition of noise walls which were voted in during the public involvement process, and TMS and DMS items that were added. There is not a change in project scope, and local funds will be covering the additional costs.
How is fiscal constraint maintained?	No additional federal funds are being added to this project, therefore fiscal constraint will be 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 due to a lack of impact on the amount or length of capacity added.

Administrative Modifications that occurred following original approval of the 2018-2021 TIP

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
MN 65	0208-149	**ELLA** MN 65, from 85th Ave NE in Blaine to Sims Rd in East Bethel – Extend 14 left turn lanes, add left turn lane WB US10 to SB MN65, repair culverts, add curb and gutter This modification is a technical correction of the description, which is changing from "16" to "14" turn lanes. Within the project, there are two dual turn lanes that were counted as separate and will now be identified as one. There is no change to the scope, cost or federal funds. Therefore, fiscal constraint is maintained.		900,000	11/14/2017
Local 999	164-090-014	**AC** Great River Passage Trail, St Paul, from Harriet Island Regional Park to Mississippi River Regional Trail in S St Paul-Construct ped/bike trail (AC project, payback in FY22) This project is in SFY 2018 of the 2018-2021 STIP for a total of \$7,693,280 (\$1,538,656 local funds and \$6,154,624 in STBGP AC funds; payback in FY2022). This modification is to add an additional \$278,355 in federal nonmotorized transportation partnership (NMTP) funds. The project total will be \$1,817,000 (278,355 NMTP/1,538,656 LOCAL), with the AC payback remaining in FY2022. The NMTP funds are not part of the federal target. Therefore, fiscal constraint is maintained.		1,817,011	12/18/2017
District-wide	8825-678	**17New** Metrowide, Install guardrail This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained.		125,000	12/5/2017
I-35W	1981-124	**17New** I35W, from Cliff Road Interchange in Burnsville to 106th St Interchange in Bloomington-Replace Bridge #5983 (New Bridges 27W38 and 27W39), pavement reconstruction, auxiliary lanes, retaining wall, signing, lighting, TMS, trails, drainage and guard rail I35W over 106th St bridges, add to 35W MN River BR, Bloomington This modification is to change the state match, which is changing from Trunk Highway to bond funds. The transmittal letter documents how fiscal constraint is maintained.		140,000,000	12/5/2017
I-35E	1982-201	**17New** Chap 3**I35E. NB I35E 350 ft S of Marie Ave. Fencing and slope repair. Negotiated Maintenance Contract. This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		150,000	12/5/2017
MN 55	2723-138	**17New** Chap 3**MN55. EB Frm Quaker Lane to Shelard Pkwy, and Betty Crocker Dr to Decatur Ave. Fencing repair. Negotiated maintenance contract This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		150,000	12/5/2017
US 62	2775-28	**17New** Chap 3**34th Ave Br 27522 over MN62, 1.2M E of Jct MN77. Install infill wall at Pier 2, new crash strut and concrete surface repair of pier cap. Grading for new crash strut. This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		500,000	12/5/2017
District-wide	2775-29	**17New** Chap 3**MN62/MN77. Jct of MN62 and MN77. Replace two culverts, structures and aprons. One crossing MN62 and one crossing MN77 This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		800,000	12/5/2017
I-35W	2782-350	**17New** Chap 3**I35W/I35, Frm Jct 150th St W (Crystal Lake Rd) in Burnsville to Jct 42nd St in Minneapolis. Replace static MnPASS signs. This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		500,000	12/5/2017
District-wide	6212-185	**17 New** Chap 3**MN36. Frm Snelling Avenue in Roseville to White Bear Ave in Maplewood. I35E Frm Shepard Rd in St. Paul to 110 in Mendota Heights. Replace lighting systems This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		2,000,000	12/5/2017
MN 280	6242-78	**New17** Chap 3**MN280. Frm Wabash Ave to N of Territorial Road Entrance Ramp. Fencing Repair. Negotiated maintenance contract. This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		150,000	12/5/2017
I-35E	6280-395	**17New** Chap 3**I35E, from West Grace Street Tunnel to West James Avenue in Saint Paul - Tunnel repair This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		1,000,000	12/5/2017
MN 21	7008-115	**17New** Chap 3**US169 at Jct MN21. Install pier infill wall for two piers on BR 6804. This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		600,000	12/5/2017

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
I-94	8282-135	**17New**Chap 3**I94. S Frontage Rd (Hudson Rd) Frm Century Ave for length of I-94 onramp. Fencing repair. Negotiated maintenance contract This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		150,000	12/5/2017
District-wide	8825-652	**17 New** Metrowide. Replace of sign structures This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		1,000,000	12/5/2017
District-wide	8825-659	**17New**Chap 3**IDIQ**Metrowide, noisewall repair (Min \$5M to MAX \$8M, expiration date: 6/30/2020.) This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		5,000,000	12/5/2017
US 62	New 8825-665 (Old 2774-25)	**17New**Chap 3**I394, WB 394 from TH 94 in to TH 100 in, restripe to 4 lanes and TH 62, WB TH 62 from Valley View Road to NB TH 100 exit ramp, restripe to 3 lanes, temp traffic mitigation This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		765,000	12/5/2017
US 169	7007-49	**17New**Chap 3**US 169 between Stoppelman Blvd & German Rd-Replace guardrail This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		65,000	12/5/2017
MN55	1910-53	**17New** TH 55 at 3 locations, installation and/or replacement of guardrail This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		150,000	12/5/2017
US 12	2713-127	**17New** ib I94, TH 12 and TH 610, install guardrails This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		150,000	12/5/2017
I-35	0283-33	**17New**Chap 3**I35. SB and NB Frm Jct I35E/I35W/I35 to just S of Jct 11th Ave. Replace fencing. This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		1,400,000	12/5/2017
MN 8	1301-124	**17New**Chpt 3**TH 8 in Taylor Falls, Repair drainage flume This modification is to add a 100% state-funded project to the STIP. The transmittal letter documents how fiscal constraint is maintained		300,000	12/5/2017
I-35W	2783-148	I35W, at 5th St SE over I35W in Mpls – Replace Ped Bridge 27987 and approaches, ADA This modification is to change funding type from STGBTAP to STGBP. There is no change to the project scope or cost. There is no change to federal funding. Therefore, fiscal constraint is maintained.		2,690,000	1/12/2018
CSAH 38	019-638-017	CSAH 38 from CSAH 31 in Apple Valley to MN 3 in Rosemount - Convert 2-lane to 3-lane road This modification is to increase project cost, which is increasing from \$2,200,000 to \$2,950,000. The cost increase will be covered with local funds. There is no scope change. There is no change in federal funds for this project. Therefore, fiscal constraint is maintained.		2,950,000	1/18/2018
CSAH 96	062-696-032	Snelling Ave to 1st Ave. – Traffic signal timing and intersection upgrades This modification is to increase project cost from \$2,508,913 to \$3,100,000. The increase will be covered by local funds. The project scope remains the same. There is no change in federal funding. Therefore, fiscal constraint will be maintained.		3,100,000	1/18/2018
US 169	7007-34	**SPP** US 169, from 0.3 mi north of MN 19 to 0.5 mi south of MN 25 in Belle Plaine – Concrete overlay, concrete pavement rehabilitation, bituminous mill and overlay and drainage repairs (Tie to 7008-111) SP 7007-34 (Seq# 1515) is currently programmed in SFY 2018 of the 2018-2021 STIP. This modification is to document a project cost decrease. SP 7007-34 (Seq 1515A) is decreasing in cost from \$14,932,000 federal to \$12,600,800 federal leaving \$2,331,200 federal. Savings from this project will be used on SP 7008-111 (Seq A1517), which will be using \$1,560,800 federal, leaving \$770,400 federal to use on other projects. There is no scope change on this project. Federal funds currently programmed in SFY 2018 are sufficient to fund this project. Therefore, fiscal constraint is maintained.		15,751,000	1/19/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
I-694	8286-81F	<p>**SPPF18**I694 in Oakdale – 10th St (CSAH10) to Jct I694/I494/I94 and I494, 0.1 mi S Tamarack Rd to Jct I694/I494/I94 – Concrete overlay; auxiliary lane SB from 10th St to I94; replace and widen Bridges 82831 and 82832; reconstruct SW loop; I94 from JCT I694/I494/I94 to 0.8 mi W Radio Dr remove concrete median to modify collector distributor ramp (Associated to 8286-81)</p> <p>This modification is to drop a project from SFY2019 of the 2018-2021 STIP. This project is no longer able to use the NHFP funds and the funds will be applied to 1981-124F.</p>		17,550,000	1/23/2018
Local	092-090-060	<p>MN Valley State Trail from Crest Ave and Bloomington Ferry Rd to 3815 American Blvd E in Bloomington-Construct Bicycle Trail.</p> <p>This modification is to drop a project</p>		0	1/23/2018
I-694	8286-81	<p>**SPP** I694 in Oakdale – 10th St (CSAH10) to Jct I694/I494/I94 and I494, 0.1 mi S Tamarack Rd to Jct I694/I494/I94 – Concrete overlay; auxiliary lane SB from 10th St to I94; replace and widen bridges 82831 and 82832; reconstruct SW loop; I94 from JCT I694/I494/I94 to 0.8 mi W Radio Dr remove concrete median to modify collector distributor ramp</p> <p>This modification is to change federal funds and make a technical correction to the description. This project is in SFY 2019 for a total of \$10,735,000 (9,661,500 NHPP). The NHFP funds will go to SP 1981-124F (Seq 3154A). The NHFP funds being moved are FFY2018 funds that were being used on SP 8286-81 (Seq 1601A) in SFY2019. Because this project was being let in September 2018, it fell within FFY18 and SFY19 and was able to use funding. Now the funds are being moved to SP 1981-124 (Seq, 1451B), which is SFY18. The increased NHPP funds being used on SP 8286-81 in SFY19 are fiscally constrained because the FY 2018 program capacity practice will apply. The project total for SP 8286-81 will be increased to \$30,235,000 (\$27,211,500 NHPP). The NHPP funds come from SP 1981-124. The description will remove “(Associated to 8286-81F)” to reflect removal of the NHFP funding. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>		30,325,000	1/23/2018
I-35W	1981-124	<p>**17New**AC**SPP**PODI** I35W, from Cliff Road interchange in Burnsville through 106th St interchange in Bloomington-Replace Bridge 5983 (new Bridges 27W38 and 27W39), replace Bridges 9043 and 9044 (new Bridge 27W44) pavement reconstruction, auxiliary lanes, retaining wall, noisewall, signing, lighting, TMS, trails, drainage and guard rail (AC project. Payback in FY19 and FY20) (Associated to 1981-124F)</p> <p>This modification is to split funding with another project, replace TH funds with bond funds and update the description. This project is in SFY 2018 of the 2018-2021 STIP for a total of \$74,000,000 (60,000,000 NHPP). There is an AC payback of \$66,000,000 from SP 1981-124AC1 (Seq 1604) in SFY2019 for a total of \$20,174,000 and SP 1981-124AC2 (Seq 1731) in 2020 for a total of \$48,826,000. The NHPP funds for this project will be reduced by \$22,500,000 for a total of \$39,500,000. The TH funds will be replaced with bond funds in the amount of \$12,500,000. The NHFP and bond funds are coming from freight projects in Metro and D1 (\$19.5M from SP 8286-81F (Seq 1602A) and \$3M from SP 8801-I35CA-18, (Seq 44A) that are no longer able to use the NHFP funds. The NHFP funds being moved are FFY2018 funds that were being used on SP 8286-81 IN SFY2019. Because this project was being let in September 2018, it fell within FFY18 and SFY19 and can use funding. The description will add “(Associated to 1981-124F)” to reflect the association with the NHFP funding for this project. There are sufficient federal funds from this project. Therefore, fiscal constraint is maintained.</p>		52,000,000	1/23/2018
I-35W	1981-124F	<p>**SPPF18**AC**SPP**PODI** I35W, from Cliff Road interchange in Burnsville through 106th St interchange in Bloomington-Replace Bridge 5983 (new Bridges 27W38 and 27W39), replace Bridges 9043 and 9044 (new Bridge 27W44) pavement reconstruction, auxiliary lanes, retaining wall, noisewall, signing, lighting, TMS, trails, drainage and guard rail (AC project. Payback in FY19 and FY20) (Associated to 1981-124)</p> <p>This modification is needed to add a line in the STIP. The NHFP and bond funds are coming from freight projects in Metro and D1 (\$19.5M from SP 8286-81F, Seq 1602 and \$3M from SP 8801-I35CA-18, (Seq 44A) that are no longer able to use the NHFP funds. The NHFP funds from 8286-81F, along with 1981-124 and the AC payback, are sufficient to deliver the project. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>		22,000,000	1/23/2018
I-35W	2783-148	<p>I35W, AT 5th St SE over I35W in Mpls – Replace ped Bridge 27987 and approaches, ADA</p> <p>This modification is to change funding type from STGBTAP to STGBP. There is no change to the project scope, total funding, or federal funds. Therefore, fiscal constraint is maintained.</p>		2,690,000	1/23/2018
US 10	0214-47	<p>US 10 from 0.2 mi east of TH 47 (University Ave) in Blaine to I35W in Mounds View – Install continuous freeway lighting</p> <p>This modification is to split a project into two projects. This project is in SFY2018 of the 2018-2021 STIP for \$1,248,000 (\$1,123,200 HSIP funds). Total of \$234,266 (\$210,839 HSIP) will move to SP 6243-18 (Seq. 3155A). There is no scope change for the combined projects. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.</p>		1,013,774	1/24/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
US10	6243-18	**AC**PODI**SPP** I35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes and on US 10, from N Jct I35W to 0.7 mi E CSAH J – Install continuous freeway lighting This modification is to add a new project from an existing project in the STIP. SP 0214-47 (Seq 1506) is in SFY2018 for \$1,248,000 (\$1,123,200 HSIP and \$124,800 TH FUNDS). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		234,266	1/24/2018
MN 65	0207-108	TH 65 from 115" south of West Moore Dr to 675' south of Mississippi St NE – Replace storm sewer This modification is to document a technical correction to the total project length and remove the local funds from the total project cost. The local portion is being removed from this project, reducing the total project length to .27 miles and cost to \$825,000. The project scope remains the same. No additional federal funds are required. Therefore, fiscal constraint is maintained		825,000	1/24/2018
Ped/Bike	164-080-014	Margaret St from Forest St to McKnight Rd, McKnight Rd from Minnehaha Ave to Hudson Rd in St Paul – Construct bicycle Blvd and offstreet path on Margaret St and off-street path along McKnight Rd (\$200K federal from District C) This modification is for a technical correction to the description. Off-street path was inadvertently added to the description for Margaret Street. Project scope and total cost remain the same. Therefore, fiscal constraint is maintained.		1,939,592	2/20/2018
Local	141-030-040	On Como Ave from 12th Ave to 15th Ave and on 7 th St from Carew Drive to 13th Ave in Mpls – Install pedestrian curb extensions (8 intersections) (Associated to S.P. 141-030-036) This modification is to document a change in project description. This project is now associated to S.P. 141-030-036. There is no change in federal funds. Therefore, fiscal constraint is maintained.		879,800	2/21/2018
Local	141-030-038	8th St and 11th Aves, 8th St at 9th Ave; 8th St at 11th Ave; 11th Ave at 14th St in Mpls – Install mast arms at 3 existing signals (Associated TO S.P. 141-030-036) This modification is to document a change in project description. This project is now associated to S.P. 141-030-036. There is no change in federal funds, Therefore, fiscal constraint is maintained.		1,166,000	2/21/2018
US 169	070-596-016	TH 169 from 0.25 M S of Picha Creek to 0.64 miles N of TH 41 This modification is to split out a new project from an existing project. Funding for this project is coming from SP 070-596-013 (Seq #1432A). There is no scope or cost change to the overall work. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		800,000	2/21/2018
US 169	070-596-013	**AC** US 169, 0.6 mi N of MN41 (Chestnut Blvd)/CSAH 78 to 0.5 mi S of CSAH 14 – Construct interchange and frontage roads, construct Bridges 70046, 70047, 70048, replace old Bridge 8829 with new Bridge 70X04, replace culvert with new box culvert, construction engineering (other FHWA of \$17.7M is TIGER funds) (AC project. Payback in FY 19 and FY 20) (Associated to 7005-121A) This modification is to split out a new project from an existing project. This STIP mod is needed to accelerate construction crossovers for traffic control and \$500,000 federal funds are being moved to SP 070-596- 016 (Seq. 3160A). There is no scope or cost change. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		27,385,608	2/21/2018
I-35W	6284-184	**17New**ELLA** I35W from TH 280 to TH 36 in Roseville, Drainage improvements This modification is to split out a new project from an existing project. This project splits out the incidental drainage work from SP 2783-166 (Seq 1608A). This project split is requested by Metro-Water Resources to pursue a specialized contract for lining drainage pipes. The project will be fully funded in SFY2018 from the 17New funding. Therefore, fiscal constraint is maintained.		230,000	2/23/2018
I-35W	2783-166	**17New**ELLA**FLEX19**SPP** I35W, from 4th St SE in Mpls to Rosegate in Roseville – Bituminous mill and overlay, ADA This modification is to split off a new project from an existing project, description update and funding increase. SP 2783-166 (Seq 1608) is an ELLA with a cost of \$16,775,000 (\$14,526,000 NHPP). Project cost is increasing \$742,500 federal. In addition, some of the project's drainage work is being split off into new project SP 6284-184 (Seq. #3162). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		17,600,000	2/23/2018
CSAH 33	010-633-043AC	**AC** CSAH 33 at CSAH 34 in Norwood Young America – Construct roundabout (Payback 1 of 1) This modification documents AC payback for SP 010-633-043 Seq. #1563A		1,516,709	2/22/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
CSAH 33	010-633-043	**AC** CSAH 33 at CSAH 34 in Norwood Young America – Construct roundabout (payback in 2019) This modification is needed to advance-construct this project in SFY 2018 with payback in 2019. This project is currently in SFY 2019. Total project cost and scope remain the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.		168,523	2/22/2018
US 169	7005-121A	US 169, 0.6 mi N of MN 41 (Chestnut Blvd)/CSAH 78 to 0.5 mi S of CSAH 14 – Construct interchange, construct Bridges 70046, 70047, 70048, replace old Bridge 8829 with new Bridge 70X04, replace culvert with new box culvert (Associated to 070-596-013) This modification is to revise the distribution of MnDOT federal funds and TH funds. Federal funds are decreasing from \$5,000,000 to \$1,500,000. State funds are increasing from \$1,000,000 to \$3,500,000. Total cost and scope remain the same. The federal funds on this project will be used on future projects yet to be determined. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		5,000,000	2/21/2018
I-494	1985-149AC	**ELLA**SPP**AC** I494, from 0.2 mi E Hardman Ave S in S St Paul to Blaine Ave E in Inver Grove Heights-Construct auxiliary lane, concrete pavement rehab, resurfacing shoulders, bridge rehab, ADA, noisewalls, signing, TMS, lighting, drainage (AC project. Payback 1 of 1) This modification is to document the AC payback for SP 1985-149 Seq. #1728A		3,710,000	2/21/2018
I-494	1985-149	**ELLA**SPP**AC** I494, from 0.2 mi E Hardman Ave S in S St Paul to Blaine Ave E in Inver Grove Heights-Construct auxiliary lane, concrete pavement rehab, resurfacing shoulders, bridge rehab, ADA, noisewalls, signing, TMS, lighting, drainage (AC project. Payback in FY20) This modification is to update the description, which changes to remove "FLEX" and add "ELLA". The project will be let in the spring of 2018. There is no scope or cost change. There is no change in funding. Therefore, fiscal constraint is maintained.		15,490,000	2/21/2018
I-494	2785-423	**17New**CHAP 3** I494 from E Bush Lake Rd to W Bush Lake Rd in Bloomington – Replace median barrier This modification is to make a technical correction to the project length. This project had a previous amendment on 12/8/17, which incorrectly listed the project length as 2.0 miles. There is no change in scope or funding. Therefore, fiscal constraint is maintained.		2,700,500	2/21/2018
I-35W	6284-184	**17New**ELLA** I35W from TH 280 to TH 36 in Roseville, Drainage improvements This modification is to make a technical correction to the project length, which is corrected from 2.0 miles to 0.9 miles. This project length reflects the project description from "on I-35W from Hwy 280 to Hwy 36." There is no change to the project scope and actual limits are not changing. There is no change to federal funding. Therefore, fiscal constraint is maintained.		230,000	3/20/2018
US 169	070-596-016	TH 169 from 0.25 M S of Picha Creek to 0.64 miles N of TH 41, Construct 4 crossovers. This modification is for a technical correction to the project description. This project was previously modified on 2/21/18 splitting this work out from SP 070-596-013 (Seq #1432A). This modification correctly describes the crossover work for this project. There is no scope or cost change to the overall work. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		800,000	3/22/2018
MN 55	2722-91	MN55, from Wright/Hennepin County line in Rockford to Theodore Wirth Parkway in Mpls – Drainage, curb and gutter, TMS (Associated to 2722-91S) This modification is to reduce project cost estimate. SP 2722-91 is tied with SP 2722-91S. SP 2722-91 (Seq. 1482A) is in SFY2018 with an estimate of \$150,000 (\$120,000 NHPP). There is no scope change, but the project estimates are being reduced more than 20% due to updated plans. There is sufficient federal funding for this project. Therefore, fiscal constraint is maintained.		80,393	3/28/2018
MN 55	2722-91S	MN55, from Wright/Hennepin County line in Rockford to Theodore Wirth Parkway in Mpls – Rumble strips, guardrails, grading, concrete walk and pier protection Br 27604 (Associated to 2722-91) This modification is to reduce project cost estimate. SP 2722-91S is tied with SP 2722-91. SP 2722-91S (Seq 1483A) is in SFY2018 with an estimate of \$1,850,000 (\$1,665,000 HSIP). There is no scope change, but the project estimates are being reduced more than 20% due to updated plans. There is sufficient federal funding for this project. Therefore, fiscal constraint is maintained.		1,280,179	3/28/2018
Ped/Bike	082-090-007	0.04 miles W of CSAH 35 to 0.06 miles E of CSAH 35 in Oakdale – Construct tunnel crossing along Gateway State Trail at Hadley Ave (Tied to 092-596-005 and 8204-72) This modification is to change the SP from SP 092-090-059 to SP 082-090-007. The project scope and cost remain the same. There is no change in funding for this project. Therefore, fiscal constraint is maintained.		1,350,000	4/11/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
US 169	7005-121	**TED** US 169 at MN 41 (Chestnut Blvd)/CSAH 78 in Jackson Twp – Right of way and final design to construct intersection (tied to SP 070-596-013) This modification is for a technical correction to the description. "Final design" had been inadvertently omitted but was included in the TED application. The project cost and scope remain the same. There are no federal funds on this project. Therefore, fiscal constraint is maintained.		10,000,000	4/11/2018
I 35W	6284-185	I35W from CO Rd B2 N Roseville to 0.1 Mi N Sunset Ave (Anoka CR 53) in Lino Lakes, Construct cross overs and temporary widening in preparation for SP 6284-180 This modification is to split off cross over work and costs from SP 6284-180 (Seq 1610A). A project to complete cross overs for a total of \$5,100,000 of bonds funds will be split off in order to be done before the major construction work begins and the total will be reduced by \$5,100,000 in bond funds. There are sufficient funds for this project. Therefore, fiscal constraint is maintained.		5,100,000	4/6/2018
I 35W	6205-39	EB US 10, from SB I35W to Ramsey CSAH 96 in Arden Hills - Construct 2 lane exit from I35W, EB US 10 auxiliary lane, and noise walls This modification is to increase project cost from a total of \$2,445,000 (1,956,000 NHPP/489,000 TH) to \$2,920,000 (\$2,336,000/584,000 TH funds). The new funds are coming from SP 6284-180 (Seq 1610A). There are sufficient funds for this project. Therefore, fiscal constraint is maintained.		2,920,000	4/6/2018
I 35W	6284-180AC3	**AC**PODI**SPP** I35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes, Construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), Conc ovly from CR C to CR 53, misc pavement reconstruct & bit M&O, rehab 17 bridges and replace 5 bridges, add auxiliary lanes at multiple locations, noise walls and on US 10, from N Jct I35W to 0.7 mi E CSAH J, construct WB auxiliary lane, EB conc ovly, noise wall (Associated to SP 6243-18) (AC PROJECT, paybacks in FY20, FY21, FY22) This modification is to document the AC payback for SP 6284-180 (Seq 1610A)		-	4/6/2018
I 35W	6284-180AC2	**AC**PODI**SPP** I35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes, Construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), Conc ovly from CR C to CR 53, misc pavement reconstruct & bit M&O, rehab 17 bridges and replace 5 bridges, add auxiliary lanes at multiple locations, noise walls and on US 10, from N Jct I35W to 0.7 mi E CSAH J, construct WB auxiliary lane, EB conc ovly, noise wall (Associated to SP 6243-18) (AC PROJECT, paybacks in FY20, FY21, FY22) This modification is to document the AC payback for SP 6284-180 (Seq 1610A)		-	4/6/2018
I 35W	6284-180AC1	**AC**PODI**SPP** I35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes, Construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), Conc ovly from CR C to CR 53, misc pavement reconstruct & bit M&O, rehab 17 bridges and replace 5 bridges, add auxiliary lanes at multiple locations, noise walls and on US 10, from N Jct I35W to 0.7 mi E CSAH J, construct WB auxiliary lane, EB conc ovly, noise wall (Associated to SP 6243-18) (AC PROJECT, paybacks in FY20, FY21, FY22) This modification is to document the AC payback for SP 6284-180 (Seq 1610A)		-	4/6/2018
MN65	0208-157A	**ELLA** MN 65, from 0.2 mi S 143rd Ave NE in Ham Lake to 0.2 mi N Viking Blvd (CSAH 22) in East Bethel-Construct reduced conflict intersections at Viking Blvd. (Associated to 0208-157 and 0208-157S) This modification is to add a new project by splitting off the grant portion of the project. This is the aid portion of SP 02108-157S (Seq 1631A). This project will be funded at 80/20 with anticipated federal aid grant of \$1,250,000 (1,000,000 aid funds). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		1,250,000	4/4/2018
MN65	0208-157	**ELLA** MN 65, from 85th Ave NE in Blaine to Sims Rd in East Bethel - Extend 14 left turn lanes, add left turn lane WB US10 to SB MN65, rehab culverts, add curb and gutter (Associated to 0208-157S and 0208-157A) This modification is to change SP from SP 0208-149 (Seq 1630A) is in SFY2019 and will change to SP 0208-157. There is no change in federal funds. Therefore, fiscal constraint is maintained.		900,000	4/4/2018
MN65	0208-157S	**ELLA** MN 65, from 0.2 mi S 143rd Ave NE in Ham Lake to 0.2 mi N Viking Blvd (CSAH 22) in East Bethel-Construct reduced conflict intersections at 143rd Ave NE, 153rd Ave NE, 157tg Ave NE, 181st Ave NE, 187th Ave NE, and Viking Blvd (Associated to 0208-157 and 0208-157A) This modification is to change SP and split out the aid portion into a new project. This project is changing from SP 0208-157 (Seq. 1631) to SP 0208-157S and is the HSIP portion of the overall project funded at 90/10. The \$1,00,000 aid funds will be split off to fund SP 0208-157A (Seq. 3170A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		3,975,000	4/4/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
I 35	1380-95	**17NEW** I35, from 0.2 MI S of Chisago - CSAH 9 to Chisago/Pine Cty Line - Construct multiple crossovers and emergency pulloffs This modification is to split off crossovers and emergency pull offs. Funding comes from SP 1380-84 (Seq 1833A). This project is funded with state bond funds. Therefore, fiscal constraint is maintained.		434,600	3/30/2018
I 35	1380-84	**17NEW**SPP** I35, from 0.2 mi S of Chisago-CSAH 9 to Chisago/Pine Cty Line - NB and SB unbonded concrete overlay and drainage repair This modification is to advance a project from SFY2021 to SFY2019, change funding type and slip off crossover work and costs. This project is in SFY 2021 of the STIP for a total of \$27,095,000 (24,385,500 NHPP). This project was selected to receive 17 New bond funds and to advance from SFY2021 to SFY2019. A project to complete crossovers and emergency pulloffs (SP 1380-95) during the summer of 2018 (SFY2019) will be split off in order to be done before the major construction work begins. The total for 1980-84 will be reduced by \$434,600 in bond funds. This project is funded with state bond funds. Therefore, fiscal constraint is maintained.		26,660,400	3/30/2018
MN 999	8816-2785	**SEC164** State Highway Safety Plan Project Management Support This modification is to add a new project to the STIP from an existing set-aside, SP 880C-SHSP-18 (Seq. 1965). This project will use \$100,000 of the remaining funds from the set-aside. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		100,000	3/28/2018
MN 999	8816-2786	**SEC164** State Highway Safety Plan Project Management Support This modification is to add a new project to the STIP from an existing set-aside, 880C-SHSP-18 (Seq. 1965). This project will use \$115,000 of the \$215,000 funds from the set-aside, leaving \$100,000 for SP 8816-2785 (Seq. 3169A). There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		115,000	3/28/2018
I 35W	6284-180	**AC**PODI**SPP** I35W, FROM Co Rd B2 in Roseville to 0.1 Mi N Sunset Ave (Anoka CR 53) in Lino Lakes, Construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), conc ovly from CR C to CR 53, misc pavement reconstruct & bit M&O, rehab 17 bridges and replace 5 bridges, add auxiliary lanes at multiple locations, noise walls and on US 10, from N Jct I35W to 0.7 mi E CSAH J, construct WB auxiliary lane, EB conc ovly, noise wall (Associated to SP 6243-18) (AC project, paybacks in FY20, FY21, FY22) This modification is for the following • Split off crossover work and costs, • Reduce costs for work on an associated project, • Identify that 17 New bonds are being added and TH funds are removed, and • Reduce the overall project costs. This project is in the STIP for a total of \$90,004,000 (69,204,000 NHPP/1,800,000 TH funds/190,000,000 bond funds), in addition to AC paybacks in 2020 and 2021. A project to complete crossovers (SP 6284-185) will be split off in order to be done before the major construction work begins and the total will be reduced by \$5,100,000 in bond funds. Another \$475,000 (380,000 NHPP/95,000 TH funds) will be reduced from this SP and added to SP 6205-39 (Seq 1641) to pay for exit ramp work. The bond funds include \$13,900,000 from Corridors of Commerce, and another 4,950,000 in 17 New bond funds will be added for a total of \$18,850,000 of bond funds. In addition, the total for 6284-180 will be reduced because of retiring risk on the project and updated estimate. There are sufficient funds for this project. Therefore, fiscal constraint is maintained.		88,554,000	4/6/2018
I-35W	8825-614	**17New**Chap 3** I35 Frm Crystal Lk Rd in Burnsville to I35/35W/35E split and on I35W frm split to E 50th St in Mpls - Traffic Management System This modification is to change the funding type to 100% state funded and to revise the project description. There are no federal funds on this project. Therefore, fiscal constraint is maintained.		1,800,000	4/16/2018
CSAH 49	062-649-040	**AC** CSAH 49 (Rice St) from 0.11 mi S of Owasso Blvd/Country Dr to 0.11 mi N of County Rd E/Vadnais Blvd in Shoreview, Vadnais Heights, and Little Canada - Reconstruct I694/Rice Street Interchange (Payback IN 2021) This modification is to move this project from 2021 to 2019 and make it an advanced construction (AC) project with payback in 2021 and update the total cost. The scope remains the same and additional funds are local. Therefore, fiscal constraint is maintained.		14,000,000	4/16/2018
CSAH 49	062-649-040AC	**AC** CSAH 49 (Rice St) from 0.11 mi S of Owasso Blvd/Country Dr to 0.11 mi N of County Rd E/Vadnais Blvd in Shoreview, Vadnais Heights, and Little Canada - Reconstruct I694/Rice Street Interchange (Payback 1 of 1) This modification is to move this project from 2021 to 2019 and make it an advanced construction (AC) project with payback in 2021 and update the total cost. The scope remains the same and additional funds are local. Therefore, fiscal constraint is maintained.		7,000,000	4/16/2018
CSAH 14	002-614-044AC2	**AC** CSAH 14, 0.15 miles east of CSAH 18, Bridge 02015 over Coon Creek; Rehab pier caps, replace deck panels (Payback 2 of 2) This modification is to document the AC payback for 002-614-044 (Seq. 3183A)		89,696	4/23/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
CSAH 14	002-614-044AC1	**AC**CSAH 14, 0.15 miles east of CSAH 18, Bridge 02015 over Coon Creek; Rehab pier caps, replace deck panels (Payback 1 of 2) This modification is to document the AC payback for 002-614-044 (Seq. 3183A)		550,304	4/23/2018
CSAH 14	002-614-044	**AC**CSAH 14, 0.15 miles east of CSAH 18, Bridge 02015 over Coon Creek; Rehab pier caps, replace deck panels (AC project, paybacks in 2019 and 2020) This modification is to add a new 2018 advanced construction (AC) State Aid project into the 2018-2021 STIP. Federal funding will be provided from District C set-asides SP 880C-LNHS-19 (Seq. 1945) and 880C-LNHS-20 (Seq 1952). This project will use \$550,304 of the available \$2,816,174 federal funds in 2019 and \$89,696 of the available \$2,816,174 of federal funds in 2020, leaving balances of \$2,265,870 and \$2,726,478, respectively for other projects. There are sufficient District C set-aside funds available for this project. Therefore, fiscal constraint is maintained.		\$160,000	4/23/2018
I 494	1985-149	**ELLA**SPP**AC** I494, from 0.2 mi E Hardman Ave S in S St Paul to Blaine Ave E in Inver Grove Heights-Construct auxiliary lane, concrete pavement rehab, resurfacing shoulders, bridge rehab, ADA, noisewalls, signing, TMS, lighting, drainage (AC project, payback in FY20) This modification is to reduce the total project cost. The estimated federal funds have decreased from \$3,091,927. There is no change to the AC amount and the project scope remains the same. This savings will be used on other projects. There are sufficient federal funds for this project. Therefore, fiscal constraint is maintained.		\$2,054,526	4/19/2018
	27-00324	Replace rail road crossing signal at Broadway St in Osseo Project advanced from fiscal year 2019 to 2018.	\$235,191	\$235,191	5/29/2018
MN 999	8825-658	District wide installing dynamic message signs – Tied let group 10055 Technical correction to the project description. Cost remained unchanged.	\$1,450,000	\$1,450,000	5/29/2018
BB	TRF-1767-18	Purchase 6 buses and 2 expansion buses for Rise Inc. Identified new project from a setaside.	\$0	\$354,000	6/5/2018
BB	TRF-9127-18	Washington County Mobility Management Identified new project from a setaside.	\$0	\$100,000	6/5/2018
BB	TRF-1703-18	Purchase bus for Achieve Service Inc. Identified new project from a setaside.	\$0	\$142,000	6/5/2018
BB	TRF-0027-18	Purchase 1 bus for Eastside Neighborhood Services, Inc. Identified new project from a setaside.	\$0	\$81,000	6/5/2018
BB	TRF-9132-18	Purchase 2 Expansion buses for TSE Inc. Identified new project from a setaside.	\$0	\$162,000	6/5/2018
BB	TRF-0011-18	Purchase 2 buses for Life Works Services, Inc. Identified new project from a setaside.	\$0	\$162,000	6/5/2018
BB	TRF-0260-18	Purchase 2 buses for Midwest Special Services Identified new project from a setaside.	\$0	\$162,000	6/5/2018
BB	TRF-0836-18	Purchase 3 buses for Northeast Contemporary Services Inc. Identified new project from a setaside.	\$0	\$243,000	6/5/2018
BB	TRF-0890-18	Purchase 2 buses and one expansion bus for Proact Inc. Identified new project from a setaside.	\$0	\$354,000	6/5/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
BB	TRF-9056-18A	Purchase 6 buses for Newtrax Inc Identified new project from a setaside.	\$0	\$453,000	6/5/2018
CSAH 43	019-643-007	CSAH 43, at Lone Oak Rd (CSAH 26) in Eagan-Construct exclusive dual left turn lanes on NB and SB approaches, construct exclusive right turn lane on SB approach, construct signal Cost increase	\$2,650,000	\$3,379,819	6/5/2018
CSAH 26	019-626-024	CSAH 26 at MN 3 in Inver Grove Heights-Reconstruct Intersection as urban roundabout Cost increase	\$2,650,000	\$3,528,704	6/5/2018
US 169	070-596-013	US169, 0.6 Mi N of MN41 (Chestnut Blvd)/CSAH 78 to 0.5 mi S of CSAH 14 -Construct interchange and frontage roads, construct Bridges 70046, 70047, 70048, replace old Bridge 8829 with new Bridge 70X04, replace culvert with new box culvert Technical correction to project description. The project scope and cost remain the same.	\$54,467,645	\$54,467,645	6/6/2018
	8825-658	District wide installing dynamic message signs – Tied let group 10055 Technical correction to project description and cost increased.	\$1,450,000	\$1,750,000	6/18/2018
	8825-558	Metro districtwide pond restoration and clean out Change federal funding source from NHPP to STP.	\$1,917,259	\$1,917,259	6/25/2018
I-694	062-649-040	Reconstruct I-694/Rice Street interchange from .11 miles South of Owasso boulevard/country drive to .11 miles North of County Road East/ Vadnais Boulevard in Shoreview, Vadnais heights, and Little Canada Add or remove Advance Construction funding, Change to STIP year. Project advanced or deferred within 4 year STIP with no change to scope.	\$20,000,000	\$21,000,000	7/25/2018
	8825-558	Metro Districtwide pond restoration and clean out Converting a federally funded project with a 100% state funded project with no change to scope or cost	\$1,917,259	\$1,917,259	7/25/2018
CSAH 19	086-619-034	Wright County CSAH 19, from Lamplight Dr to N of 70th St in Albertville, Extend multilane roadway Change to STIP year. Project advanced or deferred within 4-year STIP with no change to scope. The county moved this project into FY 2019, with a payback in 2020.	\$5,000,000	\$5,000,000	8/3/2018
BB	TRF-TCMT-19X	Met Council-MT; Sect 5307: Twin Cities Met Council MT-Preventive Maintenance Delete project	\$6,250,000	\$0	9/5/2018
BB	TRF-TCMT-19AA	Met Council-MT; Sect 5337: Twin Cities Met Council MT-Capital Lease-Tires Add, remove or change phases impacts total project cost estimate, Total estimated FTA project cost increase or decrease of 20%. This modification is to reduce the total project cost and move those funds to SP TRF-TCMT-18N. FTA funds are reduced. Therefore, fiscal constraint is maintained.	\$2,913,621	\$1,423,688	9/5/2018
BB	TRF-TCMT-18AD	Met Council-MT; Sect 5307: Twin Cities Met Council MT-Preventive maintenance Total estimated FTA project cost increase or decrease of 20%. This modification is needed to add FTA funds from deleted project SP TRF-TCMT-19X. Released FTA funds from SP TRF-TCMT-19X are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.	\$6,250,000	\$12,500,000	9/5/2018
BB	TRF-TCMT-18AH	Met Council-MT; Sect 5339: Twin Cities Met Council MT-Bus acquisition Change FTA funding source. This modification is needed to change the Section from 5339 to 5337. FTA funds remain the same. Therefore, fiscal constraint is maintained.	\$6,974,192	\$6,974,192	9/5/2018
BB	TRF-TCMT-18AT	Met Council -MT; Sect 5307: Twin Cities Met Council MT-Heywood Administrative and support facilities expansion renovation, design, engineering and construction Change FTA funding source. This modification is needed to change the Section from 5339 to 5337. FTA funds remain the same. Therefore, fiscal constraint is maintained.	\$1,000,000	\$1,000,000	9/5/2018

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Processed Date/State Approval Date
BB	TRF-TCMT-18C	Met Council -MT; Sect 5337: Twin Cities Met Council MT-Bus and light rail support facility rehab and remove: Hoists, equipment, facility appurtenances, roof refurbishment Change FTA funding source. This modification is needed to change the Section from 5339 to 5337. FTA funds remain the same. Therefore, fiscal constraint is maintained.	\$1,750,000	\$1,750,000	9/5/2018
BB	TRF-TCMT-18N	Met Council -MT; Sect 5337: Twin Cities Met Council MT-Capital lease-Tires Total estimated FTA project cost increase or decrease of 20%. This modification is needed to increase the project cost. Funds made available from TRF-TCMT-19AA are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.	\$2,762,278	\$4,252,211	9/5/2018
MN 21	7002-47	Resurface, add turn lanes, and improve sidewalk accessibility and drainage from MN19 in New Prague to US169 in Jordan Technical correction to project using FHWA funds. This modification is needed to make a technical correction to the project description and reference points (total project length remains the same). No additional federal funds are required. Therefore, fiscal constraint is maintained.	\$6,100,000	\$6,100,000	9/5/2018
MN 13	7001-115	Rehab, install concrete median, repair drainage and add turn lanes from MN Hwy 19 in Cedar Lake Township to 0.1 miles south of Eagle Creek Avenue in Prior Lake Technical correction to project using FHWA funds, Total estimated FHWA project cost between \$1M to \$10M increase or decrease > 20%. This modification is needed to make a technical correction to the project description (resurface to rehab) and reduce the total project cost. No additional federal funds are required. Therefore, fiscal constraint is maintained.	\$9,710,000	\$7,266,171	9/5/2018
CSAH 38	086-638-006	Wright CSAH 38, from MN 101 to .1 miles west of Odean Ave in Otsego, Reconstruction Total estimated FHWA project cost between \$1M to \$10M increase or decrease > 20%, Project Authorized and let date updated	\$4,500,000	\$3,568,289	9/12/2018
US 61	6220-83	Replace lighting on MN Hwy 61 from Maxwell Ave in Maplewood to 0.1 miles south of Warner Rd in St. Paul Technical correction to the project description to correct the termini within 0.3 of a mile and update let date	\$1,300,000	\$1,300,000	9/17/2018
US 10	6205-39	Construct 2-lane exit and build noise walls from southbound I-35W to Ramsey County Road 10 in Arden Hills Total estimated FHWA project cost between \$1M to \$10M increase or decrease > 20%, This mod was needed to document a total project cost increase. In the 19-22 pending STIP this project is programmed for \$2,919,000 at this time we are funding this project now to match the 19-22 STIP and adding the LF's of \$390,000 for a new total project cost of \$3,309,000. The funds programmed in the 19-22 and LF from the City of Arden Hill are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.	\$2,445,000	\$3,309,000	9/17/2018
MSAS 112	217-112-003	MSAS 112, from Maciver Avenue to Wright County CSAH 19 at Otsego/Albertville, Reconstruction with bike/ped trail and intersection improvements at CSAH 19/70th Street intersection Delete project	\$1,821,280	\$0	9/17/2018