

TIP Amendments that occurred after approval of the 2019-2022 TIP

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	Metro
Route System	CSAH 78
Project Number (S.P. #) (Fed # if available)	002-678-022
Agency	Anoka County
Description. Include location, description of all work, & city (if applicable)	**MN159**CSAH 78, from 139th Ln NW TO 0.1 mile N of CSAH 18 in Andover–Expand from 2 to 4 lanes, widen one bridge (repurposing)
Miles	1.52
Program	MC
Type of work	Grade and Surface
Proposed funds	STPGB
Total \$	12,532,320 12,060,320
FHWA \$	7,560,000 7,184,000
Demo \$	42,951
Other \$	4,929,369 4,833,369
Background	This request is to amend the project description to eliminate reference to widening of a bridge, as the bridge will no longer be widened. A cost reduction is also cited.
How is fiscal constraint maintained?	Total project cost is being reduced. 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 due to a lack of impact on the amount or length of capacity added.

This TIP amendment was approved by TAB on August 15, 2018, with concurrence from the Metropolitan Council on September 12, 2018.

Seq #	1700
Fiscal Year (State)	2020 2019
ATP and District	Metro
Route System	CSAH 50
Project Number (S.P. #) (Fed # if available)	019-650-016
Agency	Dakota County
Description. Include location, description of all work, & city (if applicable)	**AC** CSAH 50 (202nd St) from 0.12 Mi. W of Holyoke Ave to CSAH 23 (Cedar Ave) in Lakeville – Reconstruct from two-lane undivided to divided with concrete median, construct multiuse trails, pedestrian tunnel, roundabout at Holyoke Ave , and signal at CSAH 23 (AC project, payback in FY20)
Miles	1.0 1.1
Program	RC
Type of work	Grade/surf/Const Trl
Proposed funds	STBGP
Total \$	4,320,000 7,000,000
FHWA \$	3,200,000
AC \$	3,200,000
Other \$	1,120,000 3,800,000
Background	This amendment is needed to increase the total cost of the project and change the project description to include a Roundabout at CSAH 50 and Holyoke Ave reflected in the approved scope change.
How is fiscal constraint maintained?	Dakota County is providing all additional funding. Federal funding remains unchanged.
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

This TIP amendment was approved by TAB on November 21, 2018, with concurrence from the Metropolitan Council on December 12, 2018.

Fiscal Year (State)	2019
ATP and District	Metro
District	3
Route System	I-94
Project Number (S.P. #)	8680-172
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**COC** I-94 from 0.4 Mi W of Br #86818 over Wright Co CSAH 19 in Albertville to Crow River Br 0.3 mi E of MN 241 in St. Michael (EBL & WBL), reconstruction; include addition of EB third lane from CSAH 19 to MN 241 and WB third lane from CSAH 37 to MN 241, replacement of BR 86812 on MN 241 in St. Michael W/Br 86822, construction of new EB collector-distributor roadway between CSAH 19 and CSAH 37 in Albertville with interchange revisions (Associated with SP 8680-177 and 8680-177AC)
Miles	4.7
Program	RC
Type of work	Reconstruction
Proposed funds	State Trunk Highway
Total \$	60,000,000
TH \$	56,000,000
Other \$	4,000,000
Background	<p>This amendment is needed to add SP 8680-172 to the 2019-2022 Twin Cities metro area TIP. SP 8680-172 is a new project that was selected for funding under MnDOT's 2018 Corridors of Commerce program. The project is located in Wright County and within the extended Twin Cities urbanized metropolitan area. Amendment of this project into the Met Council Transportation Policy Plan (TPP) is expected on October 24, 2018. Met Council's approval of the TPP amendment allows the project to be eligible for consideration and inclusion in the region's TIP and the STIP.</p> <p>SP 8680-172 involves the reconstruction of I-94 from Wright Co. CSAH 19 to MN 241, including construction of new eastbound third lane between CSAH 19 and MN 241 and westbound third lane between CSAH 37 and MN 241, construction of new eastbound collector-distributor roadway between CSAH 19 and CSAH 37, and reconstruction/reconfiguration of the MN 241 interchange. Funding for SP 8680-172 is 100 percent State Trunk Highway funds provided by the Minnesota Legislature under the MnDOT's Corridors of Commerce program.</p>
How is fiscal constraint maintained?	Funding awarded through Corridors of Commerce Program.
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan to be adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination to be established subsequently.
Air quality conformity	The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A30 regionally-significant project. The attached analysis resulted in a conformity determination that the projects included in the 2019-2022 TIP will meet all relevant regional emissions analysis and budget tests. The 2017-2020 TIP will conform to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

This TIP amendment was approved by TAB on November 21, 2018, with concurrence from the Metropolitan Council on December 12, 2018.

	PROJECT 1	PROJECT 2
Fiscal Year (State)	2019	2020
ATP	Metro	Metro
District	3	3
Route System	I-94	I-94
Project Number (S.P. #) (Fed # if available)	8680-177	8680-177AC
Agency	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	I-94, Replace westbound Bridge #86817 and eastbound Bridge #86818 over Wright Co CSAH 19 in Albertville with new Bridges #86823 and 86824 (AC project, payback in 2020) (Associated with SP 8680-172)	I-94, Replace westbound Bridge #86817 and eastbound Bridge #86818 over Wright Co CSAH 19 in Albertville with new Bridges #86823 and 86824 (AC project, payback 1 of 1) (Associated with SP 8680-172)
Miles	0.0	0.0
Program	RC	RC
Type of work	Reconstruction	Reconstruction
Proposed funds	NHPP	NHPP
Total \$	4,080,000	4,620,000
FHWA \$	3,210,000	4,620,000
AC \$	4,620,000	-
TH \$	870,000	0
Background	This amendment is needed to add a new project to the 2019-2022 Twin Cities metro area TIP. The project consists of the replacement of the I-94 bridges (e.g., #86817 and #86818) over I-94 in Wright County. This project is located in Wright County and within the extended Twin Cities urbanized metropolitan area. SP 8680-177 and -177AC was programmed in ATP-3's element of the STIP and is required to also be shown in the Met Council's TIP. The total amount programmed for this project in the STIP is \$8,700,000, which includes \$7,830,000 in federal NHPP funds and \$870,000 in State TH matching funds. It has been set up as an Advance Construction (AC) project in 2019 with an AC payback in 2020.	
How is fiscal constraint maintained?	Includes State TH funds under Corridors of Commerce Program	
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 November 21, 2018, with concurrence from the Metropolitan Council on December 12, 2018.

11 Projects

Fiscal Year (State)	2019
ATP and District	Metro
Route System	BB (Transit (Buses))
Agency	MnDOT
Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Type of work	Grade and Surface
Proposed funds	FTA Section 5310
Background	Section 5310: the Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT’s Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The timing of project selection is not compatible with the TIP/STIP development and for the agencies to purchase their vehicles an amendment is needed to identify them in the current STIP. These projects need to be included in the TIP so that FTA can apply for the federal funding for the projects and enter into contracts with the subrecipients for those funds.
How is fiscal constraint maintained?	FTA Section 5310 Program Fund.
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: T-1: Operating assistance to transit agencies.

Project-Specific Data:

Project Number (S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRF-1767-19	Section 5210: Rise, Inc, Purchase four (4) replacement <30ft. (class 400) buses and purchase one (1) expansion <30ft. (Class 400) bus	Purchase Bus	405,000	324,000	81,000
TRF-9056-19	Section 5310: Newtrax, Inc; Purchase six (6) replacement <30ft. (Class 400) buses	Purchase Bus	486,000	388,800	97,200
TRF-0836-19	Section 5310: Northeast contemporary services, Inc.; Purchase two (2) replacement <30FT. (Class 400) buses	Purchase Bus	162,000	129,600	32,400
TRF-0260-19	Section 5310: Midwest special services, Inc.; Purchase three (3) replacement <30ft. (Class 400) Buses	Purchase Bus	243,000	194,400	48,600
TRF-9131-19	Section 5310: Mankato Rehabilitation Center, Inc. - Chaska; Purchase two (2) replacement <30ft. (Class 400) buses	Purchase Bus	162,000	129,600	32,400
TRF-9130-19	Section 5310: Mankato Rehabilitation Center, Inc. - Rosemount; Purchase two (2) replacement <30ft. (Class 400) buses	Purchase Bus	162,000	129,600	32,400
TRF-1703-19	Section 5310: Achieve Services, Inc.; Purchase one (1) replacement standard 35ft. Class 500 bus	Purchase Bus	142,000	113,600	28,400
TRF-0890-19	Section 5310: Proact, Inc.- Eagan; Purchase two (2) replacement <30ft. (Class 400) buses	Purchase Bus	162,000	129,600	32,400
TRF-9127-19	Section 5310: Washington County; Provide mobility management services in the east metro area, particularly the communities of Washington County	Operate Bus	50,000	40,000	10,000
TBD	Section 5310: Anoka County; Provide mobility management services in the northwest metro area including Anoka and Hennepin Counties	Operate Bus	150,000	120,000	30,000
TBD	Section 5310: Hennepin County; Provide mobility management services in the central and west metro area, primarily in the cities and towns of Hennepin County	Operate Bus	120,000	96,000	24,000

This TIP amendment was approved by TAB on December 19, 2018, with concurrence from the Metropolitan Council on January 23, 2019.

Fiscal Year (State)	2019
ATP and District	Metro
Route System	CSAH 44
Project Number (S.P. #) (Fed # if available)	196-020-010
Agency	City of Chaska
Description. Include location, description of all work, & city (if applicable)	Right of way, Engineering, and Reconstruction of CSAH 44, modifications to Bridge No. 10017 and construction of a new interchange at US Highway 212 including new pedestrian Bridge No. 10060
Miles	1.2
Type of work	Reconstruction
Proposed Funds	Local Road Improvement Program (LRIP)
Total \$	19,390,000
FHWA \$	-
AC \$	-
Other \$	8,890,000 (Local) and 10,500,000 (LRIP)
Background	This amendment is needed to add this new project to the TIP. In 2017, the Minnesota legislature appropriated \$10.5M to this project through the Local Road Improvement Program (LRIP) for right of way, engineering and construction of the Interchange at CSAH 44 and TH 212.
How is fiscal constraint maintained?	The project is being funded by the State of Minnesota (LRIP), Carver County, and the City of Chaska. There are not any federal funds in the project
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.
Air quality conformity	The Minnesota Interagency Air Quality and Transportation Planning Committee identified the project as an A30 regionally-significant project. The attached analysis resulted in a conformity determination that the projects included in the 2019-2022 TIP will meet all relevant regional emissions analysis and budget tests.

This TIP amendment was approved by TAB on December 19, 2018, with concurrence from the Metropolitan Council on January 23, 2019.

Fiscal Year (State)	2020 2019
ATP and District	Metro
Route System	CSAH 14
Project Number (S.P. #) (Fed # if available)	002-614- 045
Agency	Anoka County
Description. Include location, description of all work, & city (if applicable)	**AC**CSAH 14 from Lexington Ave NE (CSAH 17) to 0.23 Mi E of Lever St in Blaine - Reconstruct from 2 to 4 lane, traffic signal (AC project, payback in FY 20 and FY 21)
Miles	0.60
Program	BI
Type of work	Reconstruction
Proposed Funds	NHPP
Total \$	3,500,000 2,500,000
FHWA \$	1,095,896
AC \$	573,592 1,095,896 (\$610,527 in 2020 & \$573,592 in 2021)
Other \$	1,404,104
Background	This amendment is needed to change the project description/scope. The project will no longer be expanding from two to four lanes. Based on recently conducted traffic analysis, it was determined that a 2-lane roadway will be able to accommodate future traffic volumes and a 4-lane roadway is not needed within MnDOT's horizon year. A 2-lane roadway that is set up to accommodate a future expansion to 4-lanes was determined to be the appropriate treatment at this time. The amendment will also decrease the total cost of the project.
How is fiscal constraint maintained?	Total project cost is decreasing. Federal funding remains unchanged.
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 A30 regionally-significant project. The analysis resulted in a conformity determination that the projects included in the 2019-2022 TIP will meet all relevant regional emissions analysis and budget tests.

This TIP amendment was approved by TAB on December 19, 2018, with concurrence from the Metropolitan Council on January 23, 2019.

	PROJECT 1	PROJECT 2
Fiscal Year (State)	2019 2020	2019 2022
ATP and District	Metro	
Route System	CSAH 46	
Project Number (S.P. #) (Fed # if available)	027-646-010	
Agency	Hennepin County	
Description. Include location, description of all work, & city (if applicable)	CSAH 46 (46th St) from Garfield Ave to 18th Ave in Mpls-Pedestrian ADA-accessible curb ramp reconstruction, APS and pedestrian countdown signal heads at signalized intersections, and pedestrian crossing improvements at Oakland Ave (payback in FY 2022)	
Miles	1.89	
Program	EN	
Type of work	Bike/Ped	
Proposed funds	STBG (TAP)	
Total \$	1,150,000 <u>1,000,000</u>	506,480
FHWA \$	506,840	506,480
AC \$	643,520 <u>1,000,000</u>	-
Other \$	1,404,104	-
Background	This amendment is needed to reflect a change in scope for Hennepin County's CSAH 46 pedestrian safety project. The change includes removal of improvements at two intersections. This does not impact the project description, but does lead to a reduction in cost. The County is also moving the project from FY 2019 to 2020, which is reflected in the request, as well.	
How is fiscal constraint maintained?	Regional Solicitation Funds and local match.	
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on January 14, 2015, with FHWA/FTA conformity determination established on March 13, 2015.	
Air quality conformity	Exempt from regional level analysis: AQ-2: Bicycle and pedestrian facilities.	

This TIP amendment was approved by TAB on December 19, 2018, with concurrence from the Metropolitan Council on January 23, 2019.

Fiscal Year (State)	2019
ATP and District	Metro
Route System	I-94
Project Number (S.P. #) (Fed # if available)	2781-447
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	I94 mainline, WB exit ramp, & EB entrance ramp over LRT, S 17th Ave, and Hiawatha bike trail located just east of Jct of TH55 in Minneapolis - Rehab Bridges 27859, 27861, and 27V28
Miles	0.27
Program	BI
Type of work	BR Rehab
Proposed funds	NHPP
Total \$	1,079,000 <u>1,800,000</u>
FHWA \$	971,000 <u>1,620,000</u>
TH \$	107,900 <u>180,000</u>
Other \$	-
Background	An amendment is needed to update the total project cost. The revised total project cost from \$1,079,000 to \$1,800,000, an increase of \$721,000, is due to a more current bridge cost estimate. The project scope remains unchanged.
How is fiscal constraint maintained?	SP 2781-447 is currently programmed in state fiscal year 2019 with a total project cost of \$1,079,000 in the 2019-22 TIP/STIP. On September 5, 2018 an administrative modification was processed for SP 7001-115 to reduce the total project cost from \$9,710,000 to \$7,266,171 releasing \$2,443,829, which is available for future projects. The NHPP funds currently programmed for this project in the 2019-22 TIP/STIP and the released funds from SP 7001-115 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 December 19, 2018, with concurrence from the Metropolitan Council on January 23, 2019.

Fiscal Year (State)	2019 (State and Fed)
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 – Metro Transit Heywood II Bus Garage (Minneapolis Bus Garage) – Fund construction of new bus garage to provide additional bus storage, operations, support and maintenance functions
Miles	0
Program	BB
Type of work	Transit (P)
Proposed Funds	FTA Section 5339
Total \$	13,750,000
FTA \$	11,000,000
Other \$	2,750,000
Background	This amendment is needed because Metro Transit was awarded discretionary funds. The Metro Transit Heywood II Bus Garage will provide additional bus storage, operations, support, and maintenance functions to support continued growth in ridership demand and upcoming service expansion. This funding represents part of the cost associated with construction of the new bus garage to achieve optimal capacity and enhanced efficiency for the fleet, which is projected to grow by 185 buses by 2032, including electric buses, supporting service expansion.
How is fiscal constraint maintained?	New Money: 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	Exempt from regional level analysis: T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)

This TIP amendment was approved by TAB on January 16, 2019, with concurrence from the Metropolitan Council on February 13, 2019.

Fiscal Year (State)	2019
ATP and District	Metro
Route System	MSAS 109
Project Number (S.P. #) (Fed # if available)	27-00319
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	TCWR RR, MSAS 109, Valley View Road in Eden Prairie-Upgrade existing signal system <u>TCWR RR, MSAS 109, Valley View Road in Eden Prairie(393279U) and Eden Prairie Public Pathway (972695V)- Upgrade existing signal system</u>
Miles	0
Program	SR
Type of work	RR Xing Imp
Proposed Funds	RRS
Total \$	275,000 345,080
FHWA \$	5,000 10,000
Other \$	270,000 335,080
Background	An amendment is needed to update the cost and the project description to add a second crossing.
How is fiscal constraint maintained?	SP 27-00319 is currently programmed in SFY 2019 with a total project cost of \$270,000 in the 19-22 TIP/STIP. The project cost has increased to \$345,080. The project also had a second location added. The RRS Section 130 federal rail funds programmed in SFY 19 and local funds provided by the City of Eden Prairie 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.
Air quality conformity	Exempt from regional level analysis: S-8: Railroad/highway crossing warning devices

This TIP amendment was approved by TAB on February 20, 2019, with concurrence from the Metropolitan Council on March 13, 2019.

Fiscal Year (State)	2019
ATP and District	Metro
Route System	I-35W
Project Number (S.P. #) (Fed # if available)	2782-330
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	I35W, From Portland Ave to Washington Ave in Mpls – Bituminous mill and overlay, concrete pavement rehabilitation, repair drainage structures and pipe, ADA upgrades, TMS I35W, From Portland Ave to Washington Ave in Mpls – Bituminous mill and overlay, concrete pavement rehabilitation, repair drainage structures and pipe, TMS
Miles	1.56 0.95
Program	RS
Type of work	Mill and Overlay
Proposed Funds	NHPP
Total \$	2,273,000
FHWA \$	2,045,700
TH \$	227,300
Background	This amendment is needed to document a total project length change from 1.56 miles to 0.95 miles and the removal of the ADA upgrades in the project description. The total project cost remains the same.
How is fiscal constraint maintained?	SP 2782-330 is currently programmed in SFY 2019 with a total project cost of \$2,273,000 in the 19-22 TIP/STIP. There is no project cost change. The project has a project length decreased from 1.56 miles to 0.95 miles and removed the ADA upgrade from the description. The NHPP funds currently programmed for this project in the 2019-22 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.
Air quality conformity	Exempt from regional level analysis: S-10: Pavement resurfacing and/or rehabilitation

This TIP amendment was approved by TAB on March 20, 2019, with concurrence from the Metropolitan Council on April 10, 2019.

	PROJECT 1	PROJECT 2
Seq #	1507	1508
Fiscal Year (State)	2019	2019
ATP and District	Metro	Metro
Route System	US 212	US 212
Project Number (S.P. #) (Fed # if available)	1013-90	1013-90S
Agency	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	<p><u>US 212, Construct reduced conflict intersection at Carver-CSAH 41 in Benton Twp and closure of CSAH 36 E junction at US212 in Dahlgren Twp, drainage</u></p> <p><u>US 212, at Carver-CSAH 41 in Benton Twp and CSAH 36 in Dahlgren Twp, construct reduced conflict intersection, drainage</u></p>	<p><u>US 212, Construct reduced conflict intersection at Carver-CSAH 41 in Benton Twp and closure of CSAH 36 E junction at US212 in Dahlgren Twp</u></p> <p><u>US 212, at Carver-CSAH 41 in Benton Twp and CSAH 36 in Dahlgren Twp, construct reduced conflict intersection</u></p>
Miles	0.87	0.87
Program	DR	SH
Type of work	Culvert Rehab	Other
Proposed funds	SF	HSIP
Total \$	61,000	1,080,000 <u>1,888,000</u>
TH \$	61,000	-
FHWA&	-	972,000 <u>1,699,200</u>
Other \$	-	108,000 <u>249,800</u>
Background	The project was revised to add a reduced conflict intersection, instead of a closure, at CSAH 36 and US 212. The revised total project cost is \$1,949,000 an increase of \$808,000.	
How is fiscal constraint maintained?	<p>SP 1013-90 underwent no project cost change. The project is 100% funded through state funds; therefore fiscal constraint is maintained.</p> <p>The total project cost of SP 1013-90S increased to \$1,888,000. Federal HSIP funds were also programmed for SP 062-631-025, which was moved to SFY 2024, releasing those HSIP federal funds in SFY 2019. This project will use \$727,200 of those funds and local contribution of an additional \$152,000, which is sufficient to fully fund the project; therefore, fiscal constraint is maintained.</p>	
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.	
Air quality conformity	Exempt from regional level analysis: E-1, Intersection channelization project	

This TIP amendment was approved by TAB on March 20, 2019, with concurrence from the Metropolitan Council on April 10, 2019.

Fiscal Year (State)	2019
ATP and District	Metro
Route System	I94 & I394
Project Number (S.P. #) (Fed # if available)	2770-04
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	I94 at EB exit ramp (US 952A) to 4th St N and 2nd Ave N and I-394 at EB exit ramp to 6th Ave N and 2nd Ave N, install wrong way vehicle detection and alerting systems
Miles	0.00
Program	SH
Type of work	Traffic Control
Proposed Funds	Section 164 HSIP
Total \$	184,000
FHWA \$	184,000
Background	This amendment was needed add a new SEC 164 HSIP project into SFY 2019 of the 19-22 TIP.
How is fiscal constraint maintained?	SP 088-070-064 was currently programmed in SFY 2019 with a total project cost of \$1,250,000 in the 19-22 TIP/STIP. A TIP modification was completed by MnDOT to release \$184,000 federal Section 164 HSIP funds for this project, SP 2770-04. This 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.
Air quality conformity	Exempt from regional level analysis: S7-Traffic control devices and operating assistance other than signalization projects

This TIP amendment was approved by TAB on March 20, 2019, with concurrence from the Metropolitan Council on April 10, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	I-35W
Project Number (S.P. #) (Fed # if available)	2782-354
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	Construct soil nail wall and establish construction site with access road (CMGC work package 1)
Miles	0.4
Program	DR
Type of work	Drainage
Proposed Funds	BF
Total \$	4,100,000
Other \$	4,100,000
Background	This amendment was needed to add a new project into SFY 2020 of the 19-22 STIP. This is a Construction Manager/General Contractor (CMGC) work package #1.
How is fiscal constraint maintained?	SP 2782-354 has a total project cost of \$4,100,000 which is \$100% bond funded. These funds come from SP 2782-347, construction of a stormwater storage facility in Minneapolis. 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.
Air quality conformity	Exempt from regional level analysis: Non-classifiable

This TIP amendment was approved by TAB on March 20, 2019, with concurrence from the Metropolitan Council on April 10, 2019.

Fiscal Year (State)	2019
ATP	C
District	Metro
Route System	Ped/Bike
Project Number (S.P. #) (Fed # if available)	2726-80
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**AC** Stone Arch Historic Bridge over the Mississippi River in Mpls, Repair ped/bike bridge (PE work)(AC paybacks in 2020,2021,2022 and 2023)
Miles	0.00
Program	BR
Type of work	BR Repair
Proposed Funds	STPBG
Total \$	1,380,000
FHWA \$	550,000
AC \$	550,000
Bond \$	280,000
Background	This amendment added a new advance construction (AC) project into SFY 2019 of the 19-22 TIP. This project will repair the historic ped/bike Stone Arch Bridge in the city of Minneapolis. The total PE cost is \$1,380,000 of which in SFY 2019 are \$550,000 federal STPBG funds and \$280,000 GO bonds. Four (4) AC Paybacks include: SFY 2020 - \$130,000, SFY 2021 - \$150,000, SFY 2022 - \$210,000 and SFY 2023 - \$60,000.
How is fiscal constraint maintained?	SP 880C-SAB-19 is in the 19-22 STIP for a total project cost of \$1,875,000 (\$1,500,000 STBG/\$375,000 other). This project, SP 2726-80, will use \$830,000 of those funds, which 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 October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.
Air quality conformity	Exempt from regional level analysis: AQ2: Bicycle and pedestrian facilities

This TIP amendment was approved by TAB on March 20, 2019, with concurrence from the Metropolitan Council on April 10, 2019.

Seq #	1547
Fiscal Year (State)	2019
ATP and District	Metro
Route System	I-394
Project Number (S.P. #) (Fed # if available)	2789-151
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	I394, over Dunwoody Blvd Bridge #27831, on ramp over EB Bridge #27831C, Bridge #27831A WB on ramp, and Bridge #27831B EB off ramp in Mpls – Rehab 4 bridges I394, over Dunwoody Blvd Bridge #27831, on ramp over EB Bridge #27831C, Bridge #27831A WB on ramp, and Bridge #27831B EB off ramp and <u>BR# 27831D EB off ramp in Mpls - Rehab 5 bridges</u>
Miles	0.38
Program	BI
Type of work	Bridge Repair
Proposed Funds	BF
Total \$	2,887,000 3,559,000
Bond \$	\$2,887,000 \$3,559,000
Background	This TIP amendment revised the project scope by adding a bridge, BR# 27831D, to the project and increased the total project cost from \$2,887,000 to \$3,559,000.
How is fiscal constraint maintained?	SP 2789-151 was in the 19-22 TIP/STIP with a total project cost of \$2,887,000, all in 17NEW state bond funds. The revised total project cost has increased to \$3,559,000. The funding remains 100% 17NEW state bond funds; therefore, fiscal constraint is maintained. Additional funds are made available from savings on SP 1384-84, unbonded concrete overlay and drainage repair on I 35 from 0.2 miles S of Chisago-CSAH 9 to Chisago/Pine City Line.
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.
Air quality conformity	Exempt from regional level analysis: S19-widening narrow pavements or reconstructing bridges (no additional travel lanes).

This TIP amendment was approved by TAB on March 20, 2019, with concurrence from the Metropolitan Council on April 24, 2019.

	PROJECT 1	PROJECT 2
Seq #	1696	NEW
Fiscal Year (State)	2020	2019
ATP and District	Metro	Metro
Route System	I-94	I-94
Project Number (S.P. #) (Fed # if available)	2780-97	2780-99
Agency	MnDOT	MnDOT
Description. Include location, description of all work, & city (if applicable)	<p>**17New**Chap3**I94, from MN 101 in Rogers to Jct I494 in Maple Grove- Concrete overlay, add EB and WB lanes between MN 610 and MN 101, TMS, lighting</p> <p>**17New**Chap3**I94, from MN 101 in Rogers to Jct I494 in Maple Grove- Concrete overlay, add EB and WB lanes between MN 610 and MN 101, TMS, <u>rest area parking lot improvement, weigh in motion @ W of CSAH 81(WB only), lighting, ADA</u></p>	<p>I94, from MN 101 in Rogers to Jct I494 in Maple Grove- Construct temporary widening and cross overs, TMS</p>
Miles	9.4	9.9
Program	RC	RC
Type of work	Concrete Overlay	Concrete Overlay
Proposed funds	BF	BF
Total \$	100,000,000 124,600,000	11,300,000
Bonds \$	100,000,000 124,600,000	11,300,000
Background	An amendment is needed to update project description and total project cost. Current cost estimates have increased. Additional project scope includes adding rest area work and weigh-in-motion.	An amendment is needed to add this new project into the 2019-2022 TIP/STIP. This is needed to do temporary lane widening and crossovers prior to SP 2780-97 (project 1).
How is fiscal constraint maintained?	<p>These projects are being funded with state bonds authorized during the 2017 Minnesota Legislative Session, referred to as Chapter 3 or "17NEW" in the TIP description. These are state funds and have the flexibility to move forward and back in years that the bonds are authorized. These bonds are available from 2017 until 2024. The funds for SP 2780-99 are being split from the larger project's funding and advanced into SFY2019 so the early cross over and widening work can commence in the construction season prior to the main project's work.</p> <p>The funding total for both projects increases by \$35,900,000. Additional funds are coming from other Chapter 3 bond-funded projects in the TIP whose year of delivery is being pushed back because of a lack of project readiness to deliver in the year originally identified.</p> <p>In SFY2021, there is \$100 million set aside in Chapter 3 bond funds for</p>	

	<p>projects for the Rethinking I-94 effort. However, Rethinking I-94 is only now starting pre-design and related environmental work, and project scoping will be delayed at least 18 months. Because the Chapter 3 bonds may no longer be able to be used for Rethinking I-94 projects at the time that project(s) is ready for construction, moving some funding to the northwestern Metro I-94 projects in this amendment is appropriate. While some of the Chapter 3 bonds are being diverted from the Rethinking I-94 effort, MnDOT's commitment to fund improvements in this corridor will be shifted to whichever future years that Rethinking I-94 projects are best suited for. No changes are proposed for the \$100 million in Twin Cities Mobility funding that are programmed in the TIP for the Rethinking I-94 project in 2023 and 2024.</p> <p>The state bonds programmed for both projects are available to fully fund these project; therefore, fiscal constraint is maintained.</p>
<p>Consistency with MPO long-range plan</p>	<p>This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, with FHWA/FTA conformity determination established on December 13, 2018.</p>
<p>Air quality conformity</p>	<p>Exempt due to a lack of impact on the amount or length of capacity added.</p>

This TIP amendment was approved by TAB on April 17, 2019, with concurrence from the Metropolitan Council on May 8, 2019. The below language is added to the TIP:

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

The Council adopted the 2020 and 2022 PM2 target for the first time over the course of 2018. Given the close coordination with MnDOT and similar performance for both the metro area and greater Minnesota, the Council chose to concur with the adopted MnDOT pavement/bridge performance measure targets. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets for both 2020 and 2022.

Table 3: Existing Conditions and Adopted Bridge and Pavement Condition Targets for 2020 and 2022

Measure	Existing Performance	2020 Target	2022 Target
Bridges			
1. % of bridges by deck area in good condition	46.3%	>50%	>50%
2. % of bridges by deck area in poor condition	1.3%	<4%	<4%
Pavement			
1. % of interstate pavement in good condition	62.7%	*	>55%
2. % of interstate pavement in poor condition	0.8%	*	<2%
3. % of non-interstate NHS pavement in good condition	50.7%	>50%	>50%
4. % of non-interstate NHS pavement in poor condition	3.2%	<4%	<4%

*No target set for this measure/year

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2019-2022 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While interstate pavement condition within the metro area is performing at a level greater than the targets, non-interstate NHS pavement is not performing at the same level. This may indicate a need to focus more explicitly on non-interstate NHS facilities in the future in an effort to ensure the region continues to be on track to meet the 2020 and 2022 targets.

Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition. This is offset, however, by the performance of the state as a whole, which is on track to meet the established targets. Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the future targets are met.

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

The Council adopted both the initial system reliability (shown on Table 4) and congestion mitigation and air quality (CMAQ) (Table 5) targets for the region during the fall of 2018. All of the targets associated with these measures are specific to the metro area.

Because almost all congestion within the State of Minnesota occurs within the Metro Area, the Council adopted targets specific to the region that differed from the state-wide targets. The existing metro area performance for the percent of reliable person-miles traveled on the interstate system is approximately 69%. MnDOT established a state-wide target of greater than 80%, which would likely be unattainable for the near-term future within the metro area. Instead, the Council has adopted a 2020 and 2022 target of greater than 70%. This target is appropriate in that it still aspires to be better than current conditions, but better fits the urban context than does the statewide target of 80%.

In addition to the interstate person-miles target, the Council has also elected to adopt targets that are different than MnDOT's for the truck travel time reliability index measure. This is because truck travel reliability is less in the metro area than in Greater Minnesota as a whole. The adopted MnDOT target truck travel time reliability of less than 1.5 would be very hard to attain given the increased traffic in the metro area as compared to greater Minnesota.

All of the adopted reliability targets aim for improvement over the existing conditions, and as such may be considered aspirational given recent trends. There is, however, no consequence to the Council for not meeting these targets, and the State of Minnesota as a whole is likely to meet their adopted targets. The Council has chosen these targets as a mechanism to aim for improvement in reliability in the immediate future and prioritize highway projects integrated within the TIP thusly.

Table 4: Existing Conditions and Adopted System Reliability Targets for 2020 and 2022

Measure	Existing Performance	2020 Target	2022 Target
% of reliable person-miles traveled on the Interstate	68.8%	>70%	>70%
% of reliable person-miles traveled on the non-Interstate NHS	76.5%	>75%	>75%
Truck travel time reliability index	2.23	<2.20	<2.20

Table 5: Existing Conditions and Adopted CMAQ Targets for 2020 and 2022

Measure	Existing Performance	2020 Target	2022 Target
On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds	6,800	>6,800	>6,800
% of non-single occupancy vehicles	23.2%	>25%	>25%
Peak hour excessive delay – annual hours of delay per capita (delay is travel at less than 20 MPH or 60% of the posted speed)	8.65	<8.5	<8.5

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over \$117 million in CMAQ projects programmed in the 2019-2022 TIP. The net benefit of these projects, as shown in table 5, is a reduction of approximately 6,800 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2019-2022 TIP also includes projects which are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as a large set-aside for future mobility projects (fiscal year 2022).

This TIP amendment was approved by TAB on June 19, 2019, with concurrence from the Metropolitan Council on June 26, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	I-35W
Project Number (S.P. #) (Fed # if available)	2782-347
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**AC**17New**Chap3**CMGC**I35W, at 42nd St to 39th St in Mpls – Construct stormwater storage facility (AC project, payback in FY21) **AC**I35W NB, at 42nd St to 0.1 mi S 40th St in Mpls – Construct stormwater holding cavern system (AC project, payback in FY21) (CMGC work package 2)
Miles	0.45 0.19
Program	DR
Type of work	Drainage
Proposed Funds	NHPP/ Bond
Total \$	39,800,000 <u>52,325,000</u>
FHWA \$	<u>23,100,000</u>
AC \$	<u>20,520,000</u>
Bond \$	13,500,000 <u>5,205,000</u>
TH\$	2,280,000
Other \$	3,500,000
Background	This amendment updated the cost and technical project description to better reflect the location. Total mileage was reduced from 0.45 to 0.19. The project scope remains the same.
How is fiscal constraint maintained?	Total project cost increased from \$39,800,000 to \$52,325,000. The revised project cost has been balanced within the 2020-2023 STIP but because this project has a let date of 10/10/2019 (prior to the 20-23 USDOT TIP/STIP approval) this project is required to be included in the 2019-2022 TIP/STIP.
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
Air quality conformity	Exempt from regional level analysis: Non-classifiable.

This TIP amendment was approved by TAB on June 19, 2019, with concurrence from the Metropolitan Council on June 26, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	MN 5
Project Number (S.P. #) (Fed # if available)	2732-105
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	**SPP** Chap 3 **MN5, Jct I494 in Hennepin Co to S end of the Mississippi River Bridge – Concrete overlay, concrete pavement rehab, grading, paving, cable median barrier, rehab of 11 bridges MN5, Jct I494 in <u>Bloomington</u> to S end of the Mississippi River Bridge #9300 – <u>Reconstruct concrete pavement, resurface concrete pavement, rehab of 12 bridges</u>
Miles	3.30
Program	DR
Type of work	Reconstruction
Proposed Funds	NHPP/Bond
Total \$	28,258,000 <u>27,418,000</u>
FHWA \$	22,606,400 <u>21,934,400</u>
Bond \$	5,651,600 <u>5,483,600</u>
Background	This amendment updated project the description and added an additional bridge to the scope. This amendment also reflected a decrease in total project cost.
How is fiscal constraint maintained?	Total project cost is decreasing due to a better estimate, no additional federal funds are required, and 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 April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
Air quality conformity	Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules

This TIP amendment was approved by TAB on July 17, 2019, with concurrence from the Metropolitan Council on July 24, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	MN 21
Project Number (S.P. #) (Fed # if available)	7002-48
Agency	MnDOT
Description. Include location, description of all work, & city (if applicable)	<p>TH 21, from N end Bridge 9124 to Mill St in Jordan- Replace Bridge 9123 over UP railroad, reconstruct pavement, build retaining walls, repair erosion, construct drainage structures and storm sewer pipe</p> <p>TH 21, from just S of Bridge 9124 to intersection with Mill St in Jordan- Replace Bridge #9123 over Union Pacific RR, replace Bridge #9124 over Sand Creek, reconstruct pavement, install bike/ped trail, repair erosion, and construct drainage structures and storm sewer</p>
Miles	0.5
Program	BR
Type of work	Bridge Replacement
Proposed Funds	STBGP/Bond
Total \$	6,119,000 <u>6,893,000</u>
FHWA \$	4,895,200 <u>5,514,400</u>
Bond \$	1,223,800 <u>1,378,600</u>
Background	This amendment updated the project description to add an additional bridge, install a bike/ped trail, and remove the retaining wall work from the scope. This amendment also needed to increased the total cost of the project.
How is fiscal constraint maintained?	Total project cost increased based on the most recent estimate. Due to the pending 2020-2023 STIP process time this project will be authorized from the 2019-2022 STIP, the costs shown on this amendment match the 2020-2023 TIP/STIP submittal which has been balanced. 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 April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
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 September 18, 2019 and by the Metropolitan Council on October 23, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	CSAH 21
Project Number (S.P. #) (Fed # if available)	070-602-022
Agency	Scott County
Description. Include location, description of all work, & city (if applicable)	CSAH 2 at CSAH 91 in Elko New Market – Construct multi-lane roundabout CSAH 2 from Webster St. to France Avenue and CSAH 91 from 0.27 Mi S. of CSAH 2 to 0.1 Mi. N. of CSAH 2; construct roundabout; multi-use trail and lighting in Elko New Market.
Miles	Ø 1.03
Program	SH
Type of work	Roundabout
Proposed Funds	Highway Safety Improvement Program
Total \$	2,151,360 <u>2,839,000</u>
FHWA \$	1,792,800
Bond \$	358,560 <u>1,046,200</u>
Background	This amendment reflects a change in project scope and total project cost.
How is fiscal constraint maintained?	Scott County is responsible for the additional costs. No additional federal funds are being added to 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 April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
Air quality conformity	Exempt Project Category E-1 (Intersection channelization projects) per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on September 18, 2019 and by the Metropolitan Council on October 23, 2019.

FIELD	Current 2019-2022	Current 2020-2023
Fiscal Year (State)	2020	2020
ATP and District	Metro	Metro
Route System	CSAH 42	CSAH 42
Project Number (S.P. #) (Fed # if available)	019-642-063	019-642-065
Agency	Dakota County	Dakota County
Description. Include location, description of all work, & city (if applicable)	**AC**CSAH 42, from 0.1 Mi E of CSAH 5 <u>Dakota County Line To 0.07 Mi W of CSAH 11 in Burnsville</u> – Mill and overlay, ADA improvements, <u>signals</u> (AC project, paybacks in FY21 and FY22)	CSAH 42, from County line to 0.1 Mi E of CSAH 5 in Burnsville – Mill and Overlay, ADA improvements
Miles	2.19 3.54	1.2
Program	RS	RS
Type of work	Pavement Resurf and Rehab	Pvmt Resurf and Rehab
Proposed Funds	NHPP	NHPP
Total \$	1,800,000 3,285,000	1,485,000
FHWA \$	536,112 1,724,112	1,188,000
AC\$	\$903,888 Total \$573,592 (FY 2021) \$330,296 (FY 2022)	-
Other \$	360,000	297,000

Background

This amendment is needed to combine SP 019-642-063 and SP 019-642-065 into one project utilizing SP 019-642-063. SP 019-642-065 will be removed from the TIP.

How is fiscal constraint maintained?

The federal NHPP funds remain the same. 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 April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

Air quality conformity

Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on October 16, 2019 and by the Metropolitan Council on November 13, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	CSAH
Project Number (S.P. #) (Fed # if available)	027-030-047
Agency	Hennepin County
Description. Include location, description of all work, & city (if applicable)	CSAH 1 from US 169 Bloomington Ferry Rd to 79 th St 1494, CSAH 3 From CSAH 101 to CSAH 5 17 , CSAH 5 from Texas Ave US 169 to CSAH 25 17 , CSAH 25 from CSAH 5 to CSAH 3, AND CSAH 9 from TH 55 Old Rockford Rd to CSAH 81 and CSAH 24 from Medina Rd to TH 55 -Install ATMS and ATMS communications infrastructure
Miles	29.93 <u>30.70</u>
Program	TM
Type of work	Traffic Management System
Proposed Funds	STBGP
Total \$	2,376,000 <u>3,168,626</u>
FHWA \$	1,760,000
Other \$	616,000 <u>1,408,626</u>
Background	This amendment changed the project's termini due to project changes, corrected CSAH designations identified in the funding application and STIP and updated total cost. An adjustment to the project scope was approved through the Metropolitan Council's Scope Change Policy.
How is fiscal constraint maintained?	The federal funding remains the same. 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 April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
Air quality conformity	Exempt Project Category S-7. Traffic control devices and operating assistance other than signalization projects per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on October 16, 2019 and by the Metropolitan Council on November 13, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	MSAS 313
Project Number (S.P. #) (Fed # if available)	141-313-016
Agency	Minneapolis
Description. Include location, description of all work, & city (if applicable)	MSAS 313 (Hennepin Ave) from Washington Ave S to 12 th St S in Mpls- Reconstruct from 5 to 4 lanes, widen sidewalk, lighting, <u>enhanced streetscape</u> , curb extensions, ADA pedestrian ramps, bikeways, stormwater mgmt., signing, striping, and signal system upgrades, <u>and enhanced bus stops</u>
Miles	0.76
Program	RC
Type of work	Reconstruct
Proposed Funds	STBGP
Total \$	12,471,220 <u>26,835,000</u>
FHWA \$	7,000,000
Other \$	5,471,220 <u>19,835,000</u>
Background	This amendment is added enhanced bus stops, additional streetscape enhancements, and concrete paving (instead of asphalt) into the total cost. Additionally, inflation and construction costs in downtown Minneapolis have increased during the design phase of the project. Since initially scoped, a scope consultation for the additional work was approved by Metropolitan Council. All additional work is funded with local funds.
How is fiscal constraint maintained?	The additional costs are being funded by the City of Minneapolis and Metro Transit. No Federal Transit Administration (FTA) funds are being used. Federal Highway Administration (FHWA) funding remains unchanged.
Consistency with MPO long-range plan	This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
Air quality conformity	Exempt as non-classifiable and not regionally significant per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on October 16, 2019 and by the Metropolitan Council on November 13, 2019.

Fiscal Year (State)	2020
ATP and District	Metro
Route System	CSAH 75
Project Number (S.P. #) (Fed # if available)	164-020-142
Agency	St. Paul
Description. Include location, description of all work, & city (if applicable)	CSAH 75 and CSAH 31 (Como Ave) from Raymond Ave to Hamline Ave in St Paul-Construct off street pedestrian and bicycle trail, <u>ADA, Roadway reconstruction, mill and overlay</u>
Miles	1.5
Program	EN
Type of work	Bike/Ped
Proposed Funds	STBGP
Total \$	6,828,300
FHWA \$	5,058,000
Other \$	1,770,300
Background	This amendment added roadway reconstruction and mill-and-overlay to the scope of work. The change in scope was approved as an Informal Scope Change request by Met Council.
How is fiscal constraint maintained?	The additional work is funded with local funds, federal funding remains unchanged; 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 April 24, 2019, with FHWA/FTA conformity determination established on May 9, 2019.
Air quality conformity	Exempt Project Category AQ (Bicycle and Ped Facilities) per Section 93.126 of the Conformity Rules.

This TIP amendment was approved by TAB on October 16, 2019 and by the Metropolitan Council on November 13, 2019.

FIELD	Current 2019-2022	Current 2020-2023	Amended – Both TIPS
Fiscal Year (State)	2020	2020	2020
ATP and District	Metro	Metro	Metro
Route System	Local	Local	Local
Project Number (S.P. #) (Fed # if available)	179-090-005 TA 1920(049)	179-090-005 TA 1920(049)	179-090-005 TA 1920(049)
Agency	Burnsville	Burnsville	Burnsville
Description. Include location, description of all work, & city (if applicable)	Lake Marion Greenway from Sunset Pond Park to W Burnsville Parkway in Burnsville-Construct off-road multiuse trail	Lake Marion Greenway from Sunset Pond Park to W Burnsville Parkway in Burnsville-Construct off-road multiuse trail (AC project, payback in FY22)	**AC** Lake Marion Greenway from Sunset Pond Park to Hanrehan Trail in Savage -Construct multiuse trail, sidewalk, and bridge R0819 (AC project, payback in FY22)
Miles	2.6	2.6	2.7
Program	EN	EN	EN
Type of work	New Trail	New Trail	New Trail
Proposed Funds	STBGP	STBGP	STBGP
Total \$	1,998,000	3,900,000	4,549,500
FHWA \$	1,598,400	1,598,400	1,598,000
Other \$	399,600	2,301,600	2,991,500

Background

This amendment is changed the project description to include sidewalk and boardwalk (bridge) through Kelleher Park along with the project termini. The change reflects two scope actions:

1. The shift of a small portion of off-road trail to on-road. This was approved through a formal Scope Change by TAB on 7/16/2019. A TIP Amendment was not prepared for the formal Scope Change as changes were made directly to the Draft 2020-23 TIP.
2. The Metropolitan Council approved an informal scope change to add a new sidewalk connecting the off-road trail to the existing sidewalk in Savage (dark blue on the attached map). This was approved on 10/3/2019 by Met Council through the Informal Scope Change process.

The Boardwalk Bridge was inadvertently left out of the original TIP project description. Federal funding in the draft 2020-2023 TIP is incorrect and is being corrected to reflect the amount in the scope change approved by TAB on 7/17/2019.

How is fiscal constraint maintained?

The additional costs are being funded by the City of Burnsville. Federal funding remains unchanged.

Consistency with MPO long-range plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

Air quality conformity

Exempt Project Category AQ (Bicycle and Ped Facilities) per Section 93.126 of the Conformity Rules.

Administrative Modifications that Occurred Following Original Approval of the 2019-2022 TIP

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
	8826-230	(District C) Cultural resources investigation for DNR trail construction New project.	\$0	\$70,979	10/23/2019
	8214-193	Replace interpretive sign at St Croix Overlook on TH 95 in Stillwater New project.	\$0	\$2,200	10/18/2019
	8825-706	Repair and replacement of sign structures in Metro District This administrative modification is to increase the total project cost. The scope remains the same. No federal funds are required. Therefore, fiscal constraint is maintained.	\$1,800,000	\$2,700,000	10/15/2019
	8816-3027	(District C) Statewide CAV-X ice sensors and warning system design project New project.	\$0	\$99,736	10/7/2019
CSAH 53	062-653-011	Reconstruct interchange bridge on Ramsey CR 53 over I94 and approach sections, repave, construct sidewalks, shoulders, and travel lanes, replace MnDOT bridge from 0.1 miles South of Inglehart Avenue to University Avenue in St. Paul This modification is needed to change the funding. LPP funds from the 880M-AM-21 have been added along with local match funds and the ATP-managed STBGP was decreased so that the funded project amount remains the same. No scoping changes. Fiscal constraint is maintained.	\$12,650,000	\$12,650,000	10/2/2019
	880M-AM-21	Cooperative Agreements This modification is needed to reduce the funds in this project to add funds to project 062-653-011. Fiscal constraint is maintained as this is a reduction in a setaside. Setaside funding was reduced by \$226,000.	\$3,000,000	\$2,774,000	10/2/2019
MN 95	8209-109	Repair and replace drainage, repair and install guardrail from 5th Avenue in Bayport to Quant Ave in West Lakeland Township Carryover from 18-00, this modification is needed as originally SP 8209-111 had the drainage work split out and SP 8209-109 was created for the drainage work. Drainage work then was moved back to 8209-111 and 8209-109 was deleted. The drainage work needs to be split out again due to a railroad agreement so 8209-109 needs to be recreated. There are no scope changes. Funding amounts remain the same with the cost of drainage being moved to 8209-109 from SP 8209-111. Funding has been decreased on 8209-111 and added to 8209-109.	\$1,375,000	\$738,615	9/26/2019
MN 95	8209-111	Resurface, improve sidewalk access and repair drainage from 0.2 miles north of Bayport to 0.1 mile south of I-94 in Lakeland Carryover from 19-01.44, this modification is created because originally SP 8209-111 had the drainage work split out and SP 8209-109 was created for the drainage work. Drainage work then was moved back to 8209-111 and 8209-109 was deleted. The drainage work needs to be split out again due to a railroad agreement so 8209-109 needs to be recreated. Scope remains the same. Funding amounts remain the same with the cost of drainage being moved to 8209-109. Decrease funding by \$738,615 on SP 8209-111 and move funds to SP 8209-109.	\$7,708,000	\$7,859,385	9/26/2019
	8816-3022	(District C) MNIT provided computer and software enhancements to the ESRI Insights Mapping & Data System and Crashmart tool New Project.	\$0	\$250,000	9/26/2019
	8825-806	Metrowide traffic control at various locations New Project	\$0	\$100,000	9/24/2019
	8816-3012	(District C) To establish and implement Highway Heavy construction training that will increase the skill level of women, minorities, and disadvantaged individuals on MnDOT Highway Heavy construction projects. New Project from existing set-aside.	\$0	\$96,113	8/22/2019
	880C-LACRI-20	(District C) 2020 Local Agency Cultural Resources Investigations New Project with funds coming from existing set-aside in the current STIP	\$0	\$375,000	8/15/2019
I-35W	2782-347	Construct stormwater holding cavern system on northbound I35W from 42nd St to 0.1 mile south of 40th St in Minneapolis This modification is to increase the total project cost \$7,674,000.	\$52,325,000	\$60,000,000	8/8/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
	8816-3005	(District C) DBE Academy to advance business and technical skills for Disadvantaged Business Enterprise (DBE) and certified Small Businesses. New Project.	\$0	\$175,947	8/7/2019
	8825-751	Districtwide Concrete Pavement Rehabilitation This modification is to remove Early Late Let Award (ELLA), change the let date, and remove the post-letting data – The project scope and cost remain the same. This is a 100% state funded project. Therefore, fiscal constraint is maintained.	\$1,073,819	\$550,000	7/30/2019
MN 999	8825-611	Replace shelters, cameras and cables in Metro District This administrative modification is for a technical correction to the project description. The scope and cost remain the same. Therefore, fiscal constraint is maintained.	\$925,000	\$925,000	7/26/2019
MN 999	8825-706	Repair and replacement of sign structures in Metro District This modification is to change the funding from federal to 100% state bond funds. This is now a 100% state-funded project. Therefore fiscal constraint is maintained.	\$1,800,000	\$1,800,000	7/26/2019
	8816-2999	(District C) Purchase, assemble and install replacement of 2 picnic tables at Burns Ave Overlook and add an ADA accessible table. New Project.	\$0	\$2,000	7/12/2019
BB	TRF-TCMT-19AE	Twin Cities Met Council Bus Acquisition Move an FTA project between years in the current approved STIP and increase the project cost. Funds are made available from SP TRF-TCMT-20G per the FTA guidelines. Therefore, fiscal constraint is maintained.	\$11,634,220	\$11,882,353	6/28/2019
BB	TRF-TCMT-19AR	Twin Cities Met Council MT - Rail Public Facilities maintenance and rehab Move an FTA project between years in the current approved STIP and increase the project cost. Additional funds are from deleted TRF-TCMT-21AF per the FTA guidelines. Therefore, fiscal constraint is maintained.	\$1,750,000	\$2,750,000	6/28/2019
BB	TRF-TCMT-19AX	Maintenance-bus New Project	\$0	\$2,665,368	6/28/2019
BB	TRF-TCMT-20AF	Rail public facilities maintenance and rehab Delete project.	\$1,000,000	\$0	6/28/2019
BB	TRF-TCMT-20AG	Bus purchase Delete project.	\$781,363	\$0	6/28/2019
BB	TRF-TCMT-20G	Bus acquisition Move an FTA project between years in the current approved STIP. This modification is to decrease the project cost. Related funds are moved to TRF-TCMT-19AE per the FTA guidelines. Therefore, fiscal constraint is maintained.	\$14,965,140	\$14,717,007	6/28/2019
BB	TRF-TCMT-21	Maintenance-bus Delete project.	\$781,363	\$0	6/28/2019
BB	TRF-TCMT-22C	Maintenance-bus Delete project.	\$1,103,642	\$0	6/28/2019
BB	TRF-TCMT-19AD	Twin Cities Met Council Bus Acquisition Move an FTA project between years in the current approved STIP. This modification is to increase the project cost. Additional funds are from TRF-TCMT-21A per the FTA guidelines. Therefore, fiscal constraint is maintained	\$12,279,240	\$32,015,698	6/28/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
BB	TRF-TCMT-19AM	Twin Cities Met Council MT Bus and rail support facility rehab and renovate Move an FTA project between years in the current approved STIP. This modification is to increase the project cost. Available funds are from TRF-TCMT-20AC per the FTA guidelines. Therefore, fiscal constraint is maintained.	\$2,050,000	\$2,350,000	6/28/2019
BB	TRF-TCMT-19X	MET COUNCIL-MT; SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE Move an FTA project between years in the current approved STIP. This modification is to increase the project cost. Available funds are from TRF-TCMT-20T, per the FTA guidelines. Therefore, fiscal constraint is maintained.	\$6,250,000	\$12,500,000	6/28/2019
BB	TRF-TCMT-20AC	Bus and rail facility rehab and renovate Move an FTA project between years in the current approved STIP. This modification is to decrease the project cost. Released funds are from TRF-TCMT-19AM per the FTA guidelines. Therefore, fiscal constraint is maintained.	\$2,050,000	\$1,750,000	6/28/2019
BB	TRF-TCMT-20T	Preventive maintenance Delete project.	\$6,250,000	\$0	6/28/2019
BB	TRF-TCMT-21A	Bus acquisition Delete project.	\$19,736,458	\$0	6/28/2019
Ped/Bike	010-090-008	Reconstruct MN5 regional trail from Minnewashta Parkway in Victoria to Century Boulevard in Chanhassen This modification is to increase the total project from \$2,235,000 to \$3,050,000. The scope remains the same. Local funds are provided for the total project increase. Therefore, fiscal constraint is maintained.	\$2,235,000	\$3,050,000	6/24/2019
CSAH 42	019-642-063	Mill and overlay, ADA improvements on Dakota CR 42 from .1 miles East of CSAH 5 to .1 miles West of CSAH 11 in Burnsville This modification is to move the project from 2019 into 2020. This project will be balanced in the final 20-23 STIP. Therefore, fiscal constraint is maintained.	\$1,800,000	\$1,800,000	6/24/2019
	880C-SRTSPJ-20	(District C) To Initiate and complete an update to the 2015 Statewide Safe Routes to School Strategic plan to identify priority areas and strategies for the next 5 years Project description has been changed to identify the actual work to be performed rather than just identifying the setaside. There is no change to funding thus maintaining fiscal constraint.	\$35,000	\$35,000	6/6/2019
	8816-2976	(District C) National Summer Transportation Institute (NSTI) program to train minority youth in transportation careers. New Project.	\$0	\$85,533	6/5/2019
MN 244	8219-25	Resurfacing; add shoulder; signal improvements; replace culvert, pedestrian crossing improvements on MN Hwy 244 from junction MN Hwy 120 in White Bear Lake to junction 96 in Dellwood. Letting Date Change. This modification is to change this federally funded project into a 100% state-funded project.	\$2,919,000	\$2,919,000	6/3/2019
	8816-2548	(District C) 2020 Toward Zero Death regional coordinator positions Scope change. The project scope and cost changed from 5.75 FTE Toward Zero Death Coordinators to 9.75 FTE Toward Zero Death Coordinators at a cost increase from \$225,000 to \$775,000. Fiscal constraint is maintained by reducing SP 880C-SEC164-20 statewide setaside by \$225,000.	\$500,000	\$775,000	5/31/2019
BB	TRF-0051-20	Mobility management - Scott County This modification is needed to change the STIP year for grant-delivery purposes. FTA funds from 2017 will be provided for this project. Therefore, fiscal constraint is maintained.	\$424,360	\$424,360	5/24/2019
BB	TRF-9056-20	Mobility Management This modification is needed to change the STIP year for grant-delivery purposes. FTA funds from 2017 will be provided for this project. Therefore, fiscal constraint is maintained.	\$206,000	\$206,000	5/24/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
BB	TRF-9917-20	Mobility management- Dakota County This modification is needed to change the STIP year for grant-delivery purposes. FTA funds from 2017 will be provided for this project. Therefore, fiscal constraint is maintained.	\$309,000	\$309,000	5/24/2019
RR	19-00150	Install gates at 170th Street West in Empire Township Project moved from 2020 to 2022. No project cost change. Therefore, fiscal constraint is maintained.	\$240,000	\$240,000	5/16/2019
MN 13	1902-84	Installing guardrail on TH 13 at 2nd St New Project.	\$0	\$35,000	5/3/2019
I-35W	2783-141	Resurface, repair drainage and pipe, improve pedestrian ramps and install traffic management system. On I-35W from Chicago Ave to Washington Ave in Minneapolis This modification is needed to update the total project cost. Federal funds INCREASE \$709,200. In December 2018 SP 7001-115 had a good-let savings of \$1,636,587, federal. This project will use \$709,200 of that savings, leaving a balance of \$927,387 for future 2019 projects. Therefore, fiscal constraint is maintained.	\$2,273,000	\$3,061,000	4/5/2019
MSAS 108	157-108-035	Construct 77th Street extension under MN77, construct MN77 Bridge over 77th Street, and reconstruct MN77 ramps from Bloomington avenue to Longfellow avenue in Richfield This modification is needed to remove advance construction and move the project from 2019 to 2020. The scope and cost remain the same. Federal funds are currently programmed in 2020. Therefore, fiscal constraint is maintained.	\$16,324,000	\$16,324,000	4/4/2019
MN 55	2751-51	Repair 3 bridges on MN Hwy 55 over Bassett Creek in Minneapolis New Project.	\$0	\$10,235,000	4/4/2019
MN 55	TCP-BLUEX-15	Repair 3 bridges on MN Hwy 55 over Bassett Creek in Minneapolis Delete project.	\$10,235,000	\$0	4/4/2019
US 212	010-596-010	Install rural intersection conflict warning system, and lighting at both intersections on MN Hwy 212 in Norwood Young America and Carver CR 43 in Dahlgren Township Delete project.	\$304,020	\$0	4/4/2019
CSAH 31	019-030-008	Fiber optic signal interconnection, traffic, signal revisions, traffic monitoring cameras on Dakota CR 31 from Diffley Road to Dakota CR 26, and Dakota CR 31 to Neil Armstrong Boulevard, Blue Cross Road to Dakota CR 43, and from Wescott Road to Dakota CR 26 in Eagan This modification is needed to remove the AC payback in 2020 and make the project fully funded in 2019. On 11/20/2018 a formal amendment was approved releasing \$376,000, federal from SP 002-678-022. This project will use \$36,312, leaving \$339,688 for other projects. Therefore, fiscal constraint is maintained.	\$3,892,200	\$3,892,200	4/4/2019
CSAH 15	027-615-022	Reconstruct intersection at Hennepin CR 15, turn lanes, and replace signal at Hennepin CR 19 in Orono This modification is needed to remove the AC payback in 2020 and make the project fully funded in 2019. On 3/20/2019 a modification was submitted to move SP 062-631-025 from 2019 to 2024, releasing \$1,018,607, federal. This project will use \$325,112 of those funds, leaving \$693,495 for other 2019 projects. Therefore, fiscal constraint is maintained.	\$1,628,000	\$1,867,913	4/4/2019
CSAH 31	062-631-025	Construct left turn lanes, replace signal, audible pedestrian signal, and countdown timers at County Road 58 in Saint Paul This modification is needed to move this project into 2024 and out of the 2019-22 STIP, releasing the federal funds in 2019. The available \$1,018,607 federal funds in 2019 will be applied to other 2019 State Aid-funded projects. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	\$1,131,786	\$1,131,786	4/4/2019
CSAH 44	062-644-035	Construct gates, pedestrian ramps, and refuge median at Rice Creek Regional Trail and MN Commercial Railroad crossing in New Brighton This modification is needed to remove the AC payback in 2020 and fully fund this project in 2019. On 3/20/2019 a modification was submitted to move SP 062-631-025 from 2019 to SFY 2024 releasing \$1,018,607 2019 federal funds. This project will use \$325,112 of those funds, leaving a balance of \$693,495 for other 2019 projects. Therefore, fiscal constraint is maintained.	\$390,135	\$390,135	4/4/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
Local 99	164-090-014	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 modification is needed to reduce the AC PAYBACK in 2022 and add a 2019 payback. On 3/20/2019 a modification was submitted releasing \$1,598,400 of 2019 federal funds, SP 164-591-003 used \$816,000 leaving a balance of \$782,400. This project will use \$17,680, leaving a balance of \$764,720 for other 2019 projects. Therefore, fiscal constraint is maintained.	\$7,458,172	\$7,458,172	4/4/2019
Local	164-591-003	New sidewalks on arterials, pedestrian crossing improvements, bump-outs, and pedestrian-leading interval and countdown timers at two traffic signals at Washington Technical School in Saint Paul This modification is needed to remove the AC payback in 2022 and fully fund this project in 2019. On 3/20/2019 a modification was submitted releasing \$1,598,400 in 2019 federal funds. This project will use \$816,000, leaving a balance of \$782,400 for other 2019 State Aid projects. Therefore, fiscal constraint is maintained.	\$1,060,800	\$1,060,800	4/4/2019
Ped/Bike	179-090-005	Construct Off-road multiuse trail at Lake Marion greenway from Sunset Pond Park to West Burnsville Parkway in Burnsville This modification is needed to move this project back to 2020 with an AC payback in 2022. Released \$1,598,400 of 2019 federal funds will be applied to State Aid AC-programmed projects in 2019 and Metro District will align the project with funding received in 2022 and include the project in the 2020-2023 STIP. Therefore, fiscal constraint is maintained.	\$1,998,000	\$1,998,000	4/4/2019
I-94	229-010-001	Construct interchange and new bridge for new ridgeview crossing at I94, construct ridgeview crossing between Brockton Lane and County Road 81, construct Eastbound auxiliary lane between Ridgeview Crossing and MN Hwy 610, bituminous and concrete pavement, signals, ADA, TMS, and lighting .5 miles East of Brockton Lane in Dayton Delete project.	\$15,108,715	\$0	4/3/2019
I-94	229-112-002	Construct interchange and new bridge for new Ridgeview crossing at I94, construct Ridgeview crossing between Brockton Lane and County Road 81, construct Eastbound auxiliary lane between Ridgeview Crossing and MN Hwy 610, bituminous and concrete pavement, signals, ADA, TMS, and lighting .5 miles East of Brockton Lane in Dayton New Project.	\$0	\$15,108,715	4/3/2019
BB	TRF-TCMT-19H	Garage expansion This modification is needed to increase the toto cost of this FTA project. Funds being released from TRF-TCMT-20N & TRF-TCMT-21E are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.	\$4,583,123	\$46,000,000	4/3/2019
BB	TRF-TCMT-19Y	MT- Orange Line start SSGA app- Sect 5309 New Project.	\$0	\$134,688,694	4/3/2019
BB	TRF-TCMT-20N	Garage expansion Delete project.	\$25,350,885	\$0	4/3/2019
BB	TRF-TCMT-21E	Heywood garage expansion Delete project.	\$16,065,992	\$0	4/3/2019
BB	TRF-TCMT-21N	Twin Cities Met Council MT-Orange Line-small start SSGA appropriation Delete project.	\$65,597,785	\$0	4/3/2019
BB	TRF-TCMT-22B	Twin Cities Met Council MT-Orange Line-small start SSGA appropriation Delete project.	\$69,090,909	\$0	4/3/2019
BB	TRF-TCMT-19AT	Met Council associated capital maintenance-bus This modification is needed to change the FTA funding from Sect 5337 to Sect 5339. No additional FTA funds are needed. Therefore, fiscal constraint is maintained.	\$1,562,726	\$1,562,726	3/29/2019
US 52	1906-72	Install traffic management system, lighting and signals on US 52 from Concord Blvd in St Paul to 490th St in Rochester New Project.	\$0	\$4,070,000	3/29/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
I-35W	2782-330	Resurface, repair drainage and pipe, improve pedestrian ramps and install traffic management system. On I-35W project is from Chicago Ave to Washington Ave; on MN Hwy 65, project is from 15th St to 10th St in Minneapolis Delete project.	\$2,273,000	\$0	3/29/2019
I-35W	2783-141	Resurface, repair drainage and pipe, improve pedestrian ramps and install traffic management system. On I-35W from Chicago Ave to Washington Ave in Minneapolis New Project - Funding from dropped project SP 2782-330.	\$0	\$2,273,000	3/29/2019
US 52	1905-41	Resurface and install cable median barrier on US Hwy 52 from the junction with MN Hwy 19 to 0.2 miles north of Dakota County Road 86 in Randolph Township This modification is needed for a technical correction to the project description—removal of cable barrier and joint repair on two bridges. There has never been bridge work included in this project per the Bridge office. The total project cost remains the same. Therefore, fiscal constraint is maintained.	\$7,096,000	\$7,096,000	3/22/2019
CSAH 21	070-621-032	Reconstruct intersection with main Avenue to 3/4 intersection, roundabouts at MN Hwy 13 and Arcadia Ave Intersection, 3/4 intersection at MN Hwy13 and Pleasant Street, turn lanes, trail/sidewalks, ped and transit amenities at County Road 21/MN Hwy13 intersection in Prior Lake including on County Road 21 from West Avenue intersection to Franklin Trail This modification is needed to document a technical correction to the project description. On 1/17/2019 TIP action 19-00.67 SP 7001-127 the co-op agreement for this project was moved into this SP inadvertently the full project description from SP 7001-127 was added to the end of this project's technical description and that was not correct. The funding and scope remain unchanged. Therefore, fiscal constraint is maintained.	\$10,433,206	\$10,433,206	3/22/2019
US 169	2750-95	Construct bus only shoulders on US169 from 63rd Avenue to MN610 in Brooklyn Park This administrative modification is needed to revise this to a 2020 Early Late Let Award (ELLA) project and update the let date. This state-funded-only project was originally programmed in 2020. Therefore, fiscal constraint is maintained.	\$952,000	\$952,000	3/22/2019
US 169	2750-89	Signal and lighting system replacement at Hennepin CR 130 (977th Ave Norther/ Elm Creek Boulevard North) in Brooklyn Park/ Maple Grove Delete project.	\$977,000	\$0	3/20/2019
	089-595-009	(District C) 2020 Ferry boat allocation Delete project.	\$212,500	\$0	3/19/2019
	8825-751	Districtwide Concrete Pavement Rehabilitation This administrative modification is to change the project to an Early Late Let Award (ELLA) status, letting in FY19 but encumber in FY20. Metro District will align the project with funding received in SFY 2020 and include the project in the 2020-2023 STIP. Therefore fiscal constraint is maintained.	\$550,000	\$550,000	3/18/2019
	8816-2745	(District C) Statewide scenic byways signing phase 2 – Installation Technical correction to project using FHWA funds. Federal funds totaling \$198,560 have been split between the activities Construction and CE, with CE representing a consultant contract for contract administration and management. The total federal funds have not changed, maintaining fiscal constraint.	\$248,200	\$248,200	3/14/2019
CSAH 13	071-070-040	Sherburne CSAH 13, Construct roundabout at Sherburne CR 40 intersection and construct roundabout at Sherburne CO CSAH 33 intersection in Elk River Project letting date was changed from 6/14/20 to 6/14/19. Project was moved onto FY 2019. Project estimate went from \$2,250,000 to \$2,400,000. Increase will be covered with local funds Therefore fiscal constraint has been maintained.	\$2,250,000	\$2,400,000	3/6/2019
	880C-HHT-19	(District C) 2019 Construction trades highway heavy construction training Project identified from setaside in the same state fiscal year. Setaside 880C-HHR-19 is being reduced by \$184,059 for new project SP 8816-2935, maintaining fiscal constraint.	\$488,921	\$304,862	2/28/2019
	8816-2935	(District C) To establish and implement a hands-on- Highway Heavy construction training to increase skill level of tribal members from federally recognized tribes. New Project.	\$0	\$184,059	2/28/2019
BB	TRF-0260-19	Purchase 3 buses for Midwest Special Services, Inc. New Project.	\$0	\$243,000	1/31/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
BB	TRF-0836-19	Purchase 2 buses for Northeast Contemporary Services, Inc New Project.	\$0	\$162,000	1/31/2019
BB	TRF-0890-19	Purchase 2 buses for Project Inc. New Project.	\$0	\$162,000	1/31/2019
BB	TRF-1703-19	Purchase 1 bus for Achieve Services Inc New Project.	\$0	\$142,000	1/31/2019
BB	TRF-1767-19	Purchase 4 buses for Rise Inc. New Project.	\$0	\$405,000	1/31/2019
BB	TRF-9130-19	Purchase 2 buses for Mankato Rehabilitation Center, Inc in Rosemount New Project.	\$0	\$162,000	1/31/2019
BB	TRF-9131-19	Purchase 2 buses for Mankato Rehabilitation Center Inc. in Chaska New Project.	\$0	\$162,000	1/31/2019
I-494	2785-408	Replace bridge and approaches, resurface pavement and repair concrete, repair signals and add turn lanes and on ramps, improve pedestrian crossings at I494 and Rockford Rd (Hennepin CR 9) in Plymouth This modification is needed to increase the total project cost from \$5,000,000 TO \$5,060,000 to this agreement project. The scope remains the same. Additional funds are state funds. Therefore, fiscal constraint is maintained.	\$5,000,000	\$5,060,000	1/30/2019
	8816-2745	(District C) Statewide scenic byways signing phase 2 – Installation Technical correction to project using FHWA funds. Update to project information to include construction administration with no increase in project cost. Change to funding split between State TH and DNR funds, with no project cost increase or increase to federal demo funds.	\$248,200	\$248,200	1/29/2019
MN 47	0206-969A	Landscape partnership with the City of Ramsey on MN 47 at Nowthen Blvd and Alpine Dr. New Project.	\$0	\$10,000	1/23/2019
MN 999	880M-RB-19	Landscaping/Beautification Add a new state funded project to the STIP - not regionally significant project, Added new landscape partnership project SP 0206-969A into the 19-22 STIP. Reducing the landscape partnership setaside by \$10,000.	\$78,000	\$68,000	1/23/2019
Local	027-596-011	Replace bridge on Freemont Avenue over Midtown Greenway This modification is needed for a technical correcting to the project description. The scope and cost remain the same. Therefore, fiscal constraint is maintained.	\$3,200,000	\$3,200,000	1/18/2019
CSAH 21	070-621-032	Reconstruct intersection with main Avenue to 3/4 intersection, roundabouts at MN Hwy 13 and Arcadia Ave Intersection, 3/4 intersection at MN Hwy13 and Pleasant Street, turn lanes, trail/sidewalks, ped and transit amenities at County Road 21/MN Hwy13 intersection in Prior Lake including on County Road 21 from West Avenue intersection to Franklin Trail This modification adds funds and updates the project description by combining associated SP 7001-127 (separate lines in the STIP). The total cost increased from \$8,528,508 to \$10,413,206, all local and state funds. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	\$7,223,508	\$10,433,206	1/18/2019
MN 13	7001-127	Construct second left turn lane and new right turn lane on MN Hwy 13, relocate Pleasant Street intersection South, and replace signal system from MN 13 Northbound and Southbound at Scott in Spring Lake Township Delete project.	\$1,305,000	\$0	1/18/2019
CSAH 78	002-678-022	Expand from 2 to 4 lanes on Anoka CR 78 from 139th Lane Northwest to .1 miles North of Anoka CR 18 in Andover This modification is needed to reflect a decrease in total project cost. Based on the most current estimate the total project cost decreased by \$2,097,056 of local funds. No additional federal funds are required. Therefore, fiscal constraint is maintained.	\$12,060,320	\$9,707,687	1/18/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
CSAH 53	062-653-011	Reconstruct interchange bridge on Ramsey CR 53 over I94 and approach sections, repave, construct sidewalks, shoulders, and travel lanes, replace MNDOT bridge from .01 miles South of Iglehart avenue to University avenue in Saint Paul This modification is needed to remove advanced construction, making it a 100% 2020 project. Change the let date to 6/14/2020. Federal funds are currently programmed in 2020 and the \$160,000 District C funds that have been approved to move from 2019 to 2020 are sufficient to fully fund this project. Therefore, fiscal constraint is maintained.	\$12,650,000	\$12,650,000	1/18/2019
US 12	2714-145	Repair bridge; approach panels; signals; improve lighting and sidewalk accessibility on US Hwy 12 at Central Ave (Hennepin CR 101) in Wayzata This modification is needed to correct the reference points to match the approved 19-22 paper STIP. That required the carto miles to be revised and a more detailed location to and from for the project description. There is no scope change. The total project cost remains the same. Therefore, fiscal constraint is maintained.	\$4,017,000	\$4,017,000	1/17/2019
Local	2706-244	Negotiated Maintenance Contract (NMC) for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration on TH 7 at Highland Road and the North Frontage Road MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000 New Project.	\$0	\$36,000	1/11/2019
Local	2706-246	Negotiated Maintenance Contract (NMC) for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration on the intersection of 36th Ave. S. & 46 St. E., Minneapolis, MN. MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000 New Project.	\$0	\$32,000	1/11/2019
Local	2706-248	Negotiated Maintenance Contract (NMC) for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration on 32nd Ave. S. and 41st St., Minneapolis, MN. MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000. New Project.	\$0	\$59,000	1/11/2019
Local	2781-507	Negotiated Maintenance Contract (NMC) for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration on intersection of Minnehaha Ave. & Cedar Ave. S., Minneapolis, MN. MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000. New Project.	\$0	\$55,000	1/11/2019
Local	2783-190	Negotiated Maintenance Contract for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration on the intersection of Winter St. NE and Buchanan Street, Minneapolis, MN. MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000. New Project.	\$0	\$28,000	1/11/2019
Local	6282-238	Negotiated Maintenance Contract (NMC) for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration on the intersection of Oxford St. and St. Anthony Ave., St. Paul, MN. MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000. New Project.	\$0	\$42,000	1/11/2019
Local	6282-240	Negotiated Maintenance Contract (NMC) for Americans with Disabilities Act (ADA) concrete sidewalk repair, ADA ramps construction and site restoration St. Anthony Ave. between Fry St. and Snelling Ave., St. Paul, MN. MnDOT is authorized to procure this work under Minnesota Statutes 161.32 subd. 2, which caps the contract value at \$150,000. New Project.	\$0	\$90,000	1/11/2019
MN 999	8825-724	ADA Small business opportunity pilot program Decreased from \$500,000 to \$158,000 for the following ADA projects: SP2706-244 for \$36,000, SP6282-240 for \$90,000, SP2781-507 for \$55,000, SP2706-248 for \$59,000, SP2706-246 for \$32,000, SP2783-190 for \$28,000, SP 6282-238 for \$42,000.	\$500,000	\$158,000	1/11/2019

Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	State Approval Date
CSAH 8	019-608-003	Reconstruction, resurfacing, and off-road multiuse trail on Dakota CR 8 from Dakota CR 63 to .05 miles East of Livingston Avenue in West Saint Paul This modification is needed to document an increase in the total project cost from \$3,357,000 to \$4,467,156, a difference of \$1,110,156 that will be covered by local funds. The project scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	\$3,357,000	\$4,467,156	12/21/2018
I-35E	0282-42	Install high tension cable median barrier from Anoka CR J in Lino Lakes to I-35E/I-35W split in Columbus This modification is needed to make this an Early Late Let Award (ELLA) project. Project remains in 2020. No additional federal funds are required. Therefore, fiscal constraint is maintained.	\$1,060,000	\$1,060,000	12/18/2018
	880M-RS-19	Resurface Improvements setaside Delete project.	\$510,000	\$0	12/18/2018
CSAH 50	019-650-016	Reconstruct from two lane undivided to divided with concrete median on Dakota CR 50, construct multi-use trails, pedestrian tunnel, roundabout and signal at Dakota CR 23 from Holyoke Avenue to Dakota CR 23 (Cedar Avenue) in Lakeville This modification is needed to increase the total project cost from \$7,000,000 to \$8,665,000. The project scope remains the same. No additional federal funds are needed, and the additional local funds needed will be provided by Ramsey County. Therefore, fiscal constraint is maintained.	\$7,000,000	\$8,662,608	12/17/2018
CSAH 44	062-644-035	Construct gates, pedestrian ramps, and refuge median at Rice Creek Regional Trail and MN Commercial Railroad crossing in New Brighton This modification is needed to advance construct this project from 2020 to 2019 with a 2020 payback. The scope and total cost remain the same. The federal funds are already programmed in 2020 of the 2019-2022 STIP. Therefore, fiscal constraint is maintained.	\$390,135	\$390,135	12/17/2018
Local	164-591-003	New sidewalks on arterials, pedestrian crossing improvements, bump-outs, and pedestrian-leading interval and countdown timers at two traffic signals at Washington Technical School in Saint Paul This modification is needed to document a technical correction to the project description to match the original funding application. There is no change in scope. No additional federal or local funds are needed. Therefore, fiscal constraint is maintained.	\$1,060,800	\$1,060,800	12/17/2018
I-94	8680-177	I-94, Replace westbound Bridge #86817 and eastbound Bridge #86818 over Wright Co CSAH 19 in Albertville with new Bridges #_____ and #_____ (AC payback in 2020) Delete project.	\$8,700,000	\$0	11/29/2018
	880C-HHT-19	(District C) 2019 Construction trades highway heavy construction training Project identified from set aside in the same state fiscal year. This set-aside is being reduced by \$286,079 to fund a new project, SP 8816-2907, in the same fiscal year.	\$775,000	\$488,921	11/8/2018
	8816-2907	(District C) To direct and manage the On-the-Job Training Support Services Program, coordinate participating partners, contract with community based organizations, and ensure contract compliance and reporting. New Project	\$0	\$286,079	11/8/2018