

2010 - 2013

**TRANSPORTATION
IMPROVEMENT PROGRAM**

FOR THE

**TWIN CITIES
METROPOLITAN AREA**

Date: October 14, 2009



Metropolitan Council

390 Robert Street North, Saint Paul, Minnesota 55101

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General phone	651 602-1000
Data Center	651-602-1140
TTY	651 291-0904
Metro Info Line	651 602-1888
E-mail	<i>data.center@metc.state.mn.us</i>
Web site	<i>www.metrocouncil.org</i>

Publication no. 35-39-062

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Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, MN 55155-4194 | 651-296-6300 | 800-675-3843 | 651-282-5332 TTY | www.pca.state.mn.us

June 16, 2009

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

RE: Draft 2010-2013 Draft Transportation Improvement Program (TIP)

Dear Mr. Roggenbuck:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2010-2013 TIP. The MPCA staff has examined the draft TIP for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the Safe, Accountable, Flexible, and Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU), when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity modeling is based on the most current Metropolitan Council (the Council) socioeconomic data used in the Council's 2030 Regional Development Framework that was adopted by the Council on January 14, 2004. The latest update to these forecasts was published March 15, 2007. The planning document provides the Council with the socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs. The air quality conformity analysis that is based on these forecasts shows that the daily carbon monoxide emissions in tons/day for the TIP's milestone years 2009, 2015, 2020, and 2030 are below the MPCA's regional emissions budget.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the 2010-2013 Draft TIP meets all requirements of the above laws with respect to air quality and transportation conformity from my own perspective.

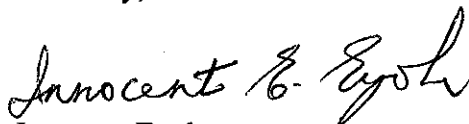
Mr. Kevin Roggenbuck

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

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

Sincerely,



Innocent Eyoh

Planner Principal

Air Assessment and Environmental Data Management Section

Environmental Analysis and Outcomes Division

IE:sth

cc: Susan Moe, Federal Highway Administration
Michael Leslie, Region 5, U.S. EPA
Carl Ohrn, Metropolitan Council
Jonathan Ehrlich, Metropolitan Council
Arlene McCarthy, Metropolitan Council
Tim Mayasich, Ramsey County and TAC Chair
Karl Keel, City of Bloomington, F & P Chair
Cindy Carlsson, Mn/DOT
Brian Isaacson, Mn/DOT
Dave Thornton, MPCA
Michael Sandusky, MPCA
Frank Kohlasch, MPCA
John Seltz, MPCA

2010 - 2013 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2010 through 2013 responds to procedures required by the Safe, Accountable, Flexible and Efficient Transportation Equity Act- a Legacy for User (SAFETEA-LU). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 2010-2013 TIP is fiscally constrained, is in conformity with the CAAA of 1990 and had adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 2010 through 2013 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered four years, 2009-2012. In 2007/2008 the region used a separate process to solicit projects for 2011 to 2012 Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement (BIR) Funds. Mn/DOT, working with the region, solicited for projects for Highway Safety Improvement Program and Railroad Highway Crossing Safety Improvement Program. A cooperative process was followed to prioritize the remaining "federal highway funds" (Title I), and to a limited degree, state highway funds. MnDOT also identified projects for 2010 to 2013. This year the 2009 projects that have had contracts let, or in some manner have been authorized, were deleted. In 2009, the region solicited applications for projects to be programmed for 2013 and 2014.

In February 2009, President Obama signed into law the American Recover and Reinvestment Act (ARRA). \$389 million was allocated to the seven-county region for transportation. This amount includes \$168 million for Mn/DOT projects, \$73 million in STP funds selected through a process overseen by the TAB, and \$70 million in transit projects selected by the Metropolitan Council. The TAB also conducted a solicitation and selected projects to receive \$7.5 million in Transportation Enhancements projects from the ARRA.

The 2010-2013 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$2,086 million for highway, transit, enhancement, bike and walk projects, of which approximately \$1,031 million is requested of the federal government including the Federal Target funds, High Priority Project funds, and Misc. Federal funds allocated to regional projects.

The region has assumed it will receive approximately \$664 million in federal transit funds (Title III) over the 2010-2013 period. The region will receive \$306 million in Title III, Sections 5307 and 5309 in 2010. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately \$108 million.

The Transportation Advisory Board (TAB) held a public meeting and a public hearing on the TIP prior to adoption. Over 300 groups were mailed notices of these meetings, in addition to the various public notifications carried out in accordance with Council requirements. The TAB considered and responded to comments received on the draft TIP prior to adopting the final TIP.

The 2010-2013 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Policy Plan (TPP) adopted on January 14, 2009. All projects included are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

The inclusion of a specific project as part of the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment assuming the individual project development process has addressed all local, state or federal requirements.

1. INTRODUCTION

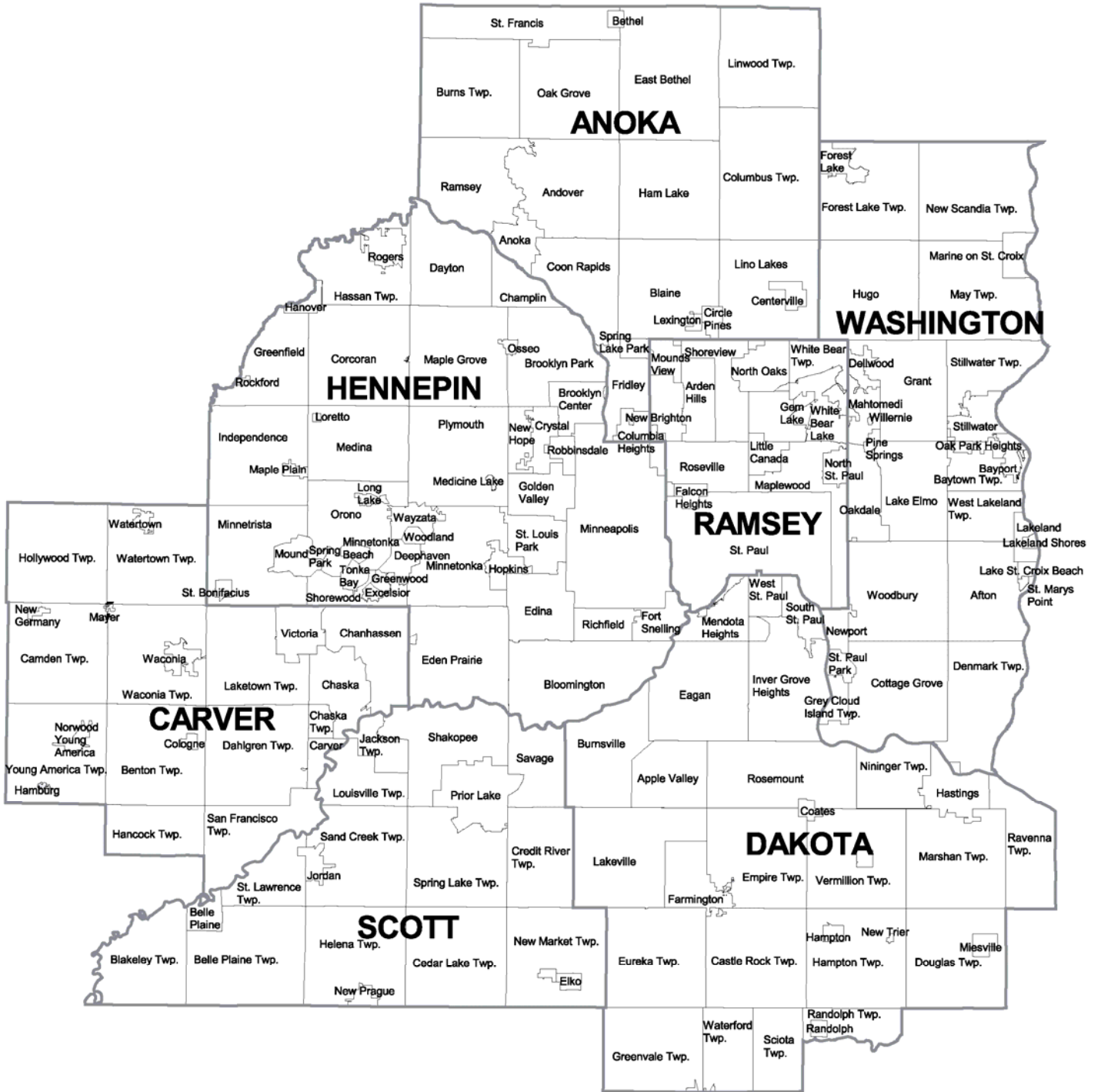
The 2010-2013 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next four years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated every two years.
- Must cover a period of at least three years.
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the Aug. 15, 1997 final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the Transportation Policy Plan and recommended for federal funding during the program period.
- Contain projects that are from a transportation plan approved by the Federal Highway Administration.
- Be developed from a conforming regional metropolitan transportation plan that is fiscally constrained.
- Be fiscally constrained.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation in preparation of the TIP.
- Include Metro Council's Program of Projects (POP)
- Afford an opportunity for participation of private transit providers in preparation of the TIP.
- Indicate the priorities in the seven-county metropolitan area.
- Indicate year in which initial contracts will be let.
- Indicate appropriate source of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice
- Twin Cities Metropolitan Area MPO certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities

**Figure 1
Twin Cities Metropolitan Area
Political Boundaries**



The 2010-2013 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

The following detailed information on each project that will use federal funds is provided in Appendix A:

- Identification of the project;
- Description of the scope of project;
- Estimated total cost and the amount of federal funds proposed to be obligated during each of the program years;
- Proposed source of federal and nonfederal funds; and
- Identification of the regional or state local agencies that are the recipients responsible for carrying out the project.
- Air Quality Analysis Category
- Identification of projects from ADA implementation plans

REGIONAL PLANNING PROCESS

The transportation planning process in the Twin Cities region is based on Minnesota Statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983 when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive and cooperative transportation planning in the Metropolitan Area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council.

The Twin Cities regional transportation planning process is defined in the Memorandum of Understanding between the Minnesota Department of Transportation and the Metropolitan Council adopted in 2008. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Minnesota Department of Transportation (Mn/DOT), the Minnesota Pollution Control Agency (MPCA), transit operations and FHWA and FTA. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, intermodal interests and private citizens.

The Metropolitan Reorganization Act of 1994 merged the Metropolitan Transit Commission (MTC), the Metropolitan Waste Control Commission (MWCC) and the Regional Transit Board (RTB) into the Metropolitan Council, transferring the duties, functions, property and obligations of the abolished agencies to the Council. This restructuring changes the roles and responsibilities for transit planning and service provision significantly throughout the region.

Private transit operators are informed of transit projects and competitive bidding opportunities, and participate in the planning process through the Transit Providers Advisory Committee (TPAC) and quarterly providers meetings. A representative of the TPAC is a member of the TAB's TAC.

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

A concerted effort has been made to insure all interested and concerned parties are offered opportunities to participate in the preparation of the TIP. Two public meetings and a public hearing were held by the Transportation Advisory Board to provide information and to get public reaction to the TIP.

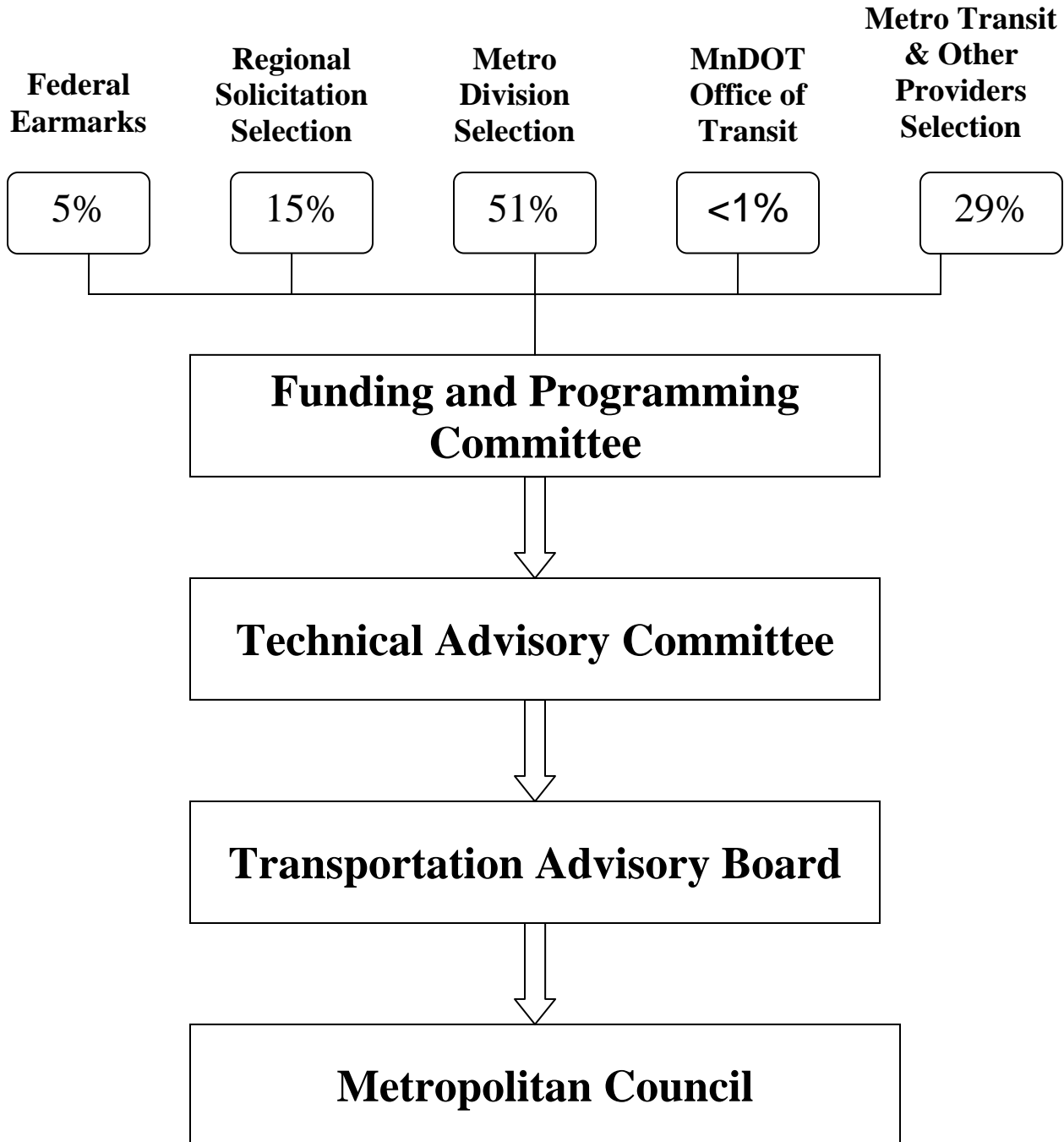
- The TAB at its regular monthly meeting in May 2009, reviewed and explained the schedule and approval process for the 2010-2013 Transportation Improvement Program.
- A public meeting will be held on June 17, 2009 to adopt the draft TIP for the purpose of a public hearing and to initiate the public comment period on the draft TIP.
- A public hearing will be held by TAB on July 15, 2009 to hear comments on the draft TIP which includes the FTA Program of Projects (POP).
- The public comment period will end on August 3, 2009.
- A public meeting will be held by the TAB on September 16, 2009 to consider comments received, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

In preparation for these meetings, 300 mailings will be sent, notification will be made in the State Register, press announcements will be sent to the media, and the schedule will be published in the Metropolitan Digest which will be mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 2010-2013 by the Metropolitan Council was made in the State Register.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Capital Funding process is shown in Figure 2. The TIP is a federal requirement. The Metropolitan Council and TAB have chosen to prepare a four-year document every year. The results of the regional solicitation are added to the TIP every other year. This year the TIP will cover 2010-2013 TIP has been prepared. The TIP is an integral part of the overall regional transportation planning and implementing process. The preparation is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

FIGURE 2
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS
Percentage of Funding Source 2010-2013



The planning base for the TIP comes from the following planning documents:

- The Development Framework sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.
- The Metropolitan Council's 2030 Transportation Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 2009 and addressed all applicable SAFETEA-LU requirements and considerations.
- The Council adopted a new Public Participation Plan in 2007.
- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

The TPP and the Air Quality Control Plan provide a framework for the development of specific projects by MnDOT, MC, the county and local governmental units and agencies which are responsible for planning, construction and operation of transportation facilities and services. All projects contained in this TIP must be consistent with the Transportation Policy Plan and the transportation Air Quality Control Plan.

The Metropolitan Council identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the TPP with input from the TPAC.

Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities and respond to the region's transportation plan. The projects that lead to the completion of the metropolitan highway system, along with the projects on other major arterials, are based on the Council's TPP and on MnDOT's Transportation System Plan and programming process.

The TPP is further refined through various implementation and corridor studies. These studies, included the needed environmental analysis, lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities through MnDOT's pavement and bridge management plans.

City and county federal aid projects are products of local comprehensive and transportation planning programs, and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP. Such plans must be consistent with the TPP.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

The SAFETEA-LU highway and transit funding programs are described below. In many cases, transit projects can also be funded through the highway programs.

American Recovery and Reinvestment Act (ARRA). The ARRA, signed into law on February 22, 2009, distributed funds for transportation infrastructure that needed to be authorized within one year for the purpose of aiding economic recovery. The FHWA ARRA funding for the Twin Cities is in the form of existing funding programs STP Urban Guarantee in the amount of approximately \$73 million, Transportation Enhancements in the amount of \$7.5 million, and State (MnDOT) appropriations in the amount of \$168 million. In addition, the Metropolitan Council allocates about \$70 million for transit-related projects from the ARRA.

National Highway System (NHS). The NHS, signed into law on Nov. 28, 1995, consists of 161,000 miles of major roads in the United States. Included are all interstates and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. All NHS routes in the Region are eligible to use NHS funds.

Interstate Maintenance (IM). These funds will finance projects to rehabilitate, restore, and resurface the interstate system. Reconstruction is also eligible if it does not add capacity. However, high occupancy vehicles (HOV) and auxiliary lanes can be added.

Surface Transportation Program (STP). STP is a block grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as federal-aid roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program. Transportation Enhancement Projects are funded as part of this program.

Congestion Mitigation and Air Quality Improvement Program. CMAQ directs funds toward transportation projects in non-attainment areas and maintenance for ozone and carbon monoxide (CO). These projects contribute to meeting or maintaining the attainment of national ambient air quality standards.

Bridge Replacement and Rehabilitation Program. The Bridge Replacement and Rehabilitation Program is continued to provide assistance for any bridge on a public road. The program is basically unchanged from previous years in its formula and requirements.

Hazard Elimination Safety Program. Is continued but has changed in focus to safety at railroad crossings.

Transit Section 5309 and 5307 Transit Capital and Operating Assistance Programs. These programs provide assistance with capital and operating costs.

Transit Section 5310 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations, which provide transportation for the elderly and handicapped.

Transit Section 5311 Program. This program is available for operating and capital assistance to areas with less than 50,000 population (small urban and rural programs).

Transit Section 5316 Job Access/Reverse Commute Program. This program provides funding for local programs to provide job access and reverse commute services.

Transit Section 5317 New Freedoms Program. This new formula program provides capital and operating costs of services and facility improvements in excess of those required by the Americans with Disabilities Act. The formula is based upon the population of persons with disabilities.

Transit Section 5339 Alternative Analysis. This program provides funds for New Start Corridor Studies, Alternative Analysis.

2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Policy Plan (TPP) and the Air Quality Control Plan. The Council adopted a new TPP on January 14, 2009. The Plan is in balance with forecasted revenues over the 22-year planning period. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption. This chapter includes a summary of the Air Quality Control Plan and air quality conformity and includes the TPP overview and policies and strategies. The Regional Transportation Financial Plan, Chapter 3 of the TPP, is provided in Appendix D.

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Metropolitan Council's Transportation Air Quality Control Plan (TAQCP), a supplement to the TPP, sets forth three principal objectives: to attain and maintain National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and ozone; to implement transportation systems management (TSM) strategies that effectively contribute to air quality attainment and maintenance; and to meet federal and state air quality standards in the most economical and equitable manner. The Twin Cities area meets the ozone standard and is designated as an attainment area for CO. Planning for control of carbon monoxide pollution caused by transportation sources in the Twin Cities Metropolitan Area is the responsibility of the Metropolitan Council as the Metropolitan Planning Organization (MPO). The TAQCP specifies strategies to improve the management of the region's transportation system, based on an analysis of the air quality problems in the seven-county Twin Cities area. These strategies are listed in Appendix B.

The 1977 Clean Air Act Amendments (CAAA) required a State Implementation Plan (SIP) for air quality for all areas that have not attained the NAAQS. The 1990 Clean Air Act Amendments (CAAA) retained this requirement. The SIP is a planning document prepared by the MPCA, and submitted to the U.S. Environmental Protection Agency (EPA) for approval by its Commissioner as the Governor's representative. The SIP contains the programs and plans that will result in achievement of the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. At the time of passage of the CAA, the seven-county Twin Cities Area was designated as a nonattainment for NAAQS CO standards.

The TAQCP and the SIP contain the same measures to control CO but the SIP contains additional measures, including a mandated oxygenated gasoline program and a vehicle emissions and inspection program. The vehicle emissions and inspection program was terminated in 1999. All federally approved or financially funded functions must "conform" to the SIP, and be consistent with the TPP and other officially adopted transportation plans of the MPOs under the 1977 and 1990 Clean Air Act Amendments. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

Conformity Determination Based on the U.S. Environmental Protection Agency Final Rule

The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the State Implementation Plan (SIP) to reduce emissions and bring (or keep) the area in compliance with air quality standards. Conformity determinations are required on Transportation Plans, TIPs and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon

monoxide (CO). The term “maintenance area” means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. The Conformity Rules of 1993, and as amended in 1995, 1997, 1999, 2000 and 2008, lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their State Implementation Plan (SIP).

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2009-2012 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA’s 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis approved models and other supporting documentation, shows that the TIP continues to remain below the motor vehicle emissions budget established for the region. The 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. The new federal transportation legislation SAFETEA-LU revises some requirements for long-range plans and TIPs, including air quality conformity and public participation requirements. The Metropolitan Council is revisiting its policies and processes in light of this new direction and will have a revised policy in place prior to the development of the 2010-2013 TIP. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

The region has implemented the adopted transportation control measures in the SIP strategies contained in the original Air Quality Control Plan. A list of the plan amendments, strategies, their status, and how they have changed with new improvements, is in Appendix B.

REGIONAL DEVELOPMENT FRAMEWORK

Accommodating Regional Growth

During the 1990s, the Twin Cities metropolitan area gained more population –353,000 – than any previous decade in our history. By the year 2030, the region is expected to grow by nearly 1 million people – the equivalent of two Denvers plunked down within the boundaries of the seven-county metropolitan area.

Such robust growth is a sign of the region’s economic health and vitality. With this growth will come new jobs, greater ethnic diversity, expanded economic opportunities and increased tax revenues. But accommodating growth is not always easy, as the increasing public concern about traffic congestion attests. In a 2003 regional survey, metro area residents listed traffic congestion as the region’s top problem, outpacing crime, education and housing.

The purpose of the Metropolitan Council’s *2030 Regional Development Framework*, adopted in January 2004, is to provide a plan for how the Council and its regional partners can address such challenges. The Council’s *Framework* and the accompanying metropolitan system plans – including this *Transportation Policy Plan* – are intended to help ensure the “coordinated, orderly and economical development” of the seven-county Twin Cities metropolitan area – consisting of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties (Minn. Stat. sec. 473.851).

The *Framework*’s strategies are organized around four policies:

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner: Supporting land-use patterns that efficiently connect housing, jobs, retail centers and civic uses. Encouraging growth and reinvestment in centers with convenient access to transportation corridors. Ensuring an adequate supply of developable land for future growth.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region’s economic needs: Improving the highway system, removing bottlenecks and adding capacity. Making more efficient use of the highway system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts. Expanding the bus system and developing a network of transitways, based on a thorough cost-benefit analysis.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities: Allowing market forces to respond to changing market needs, including increased demand for townhomes and condominiums as baby-boomers grow older. Preserving the existing housing stock to help maintain a full range of housing choices and ensure existing local and regional infrastructure is fully utilized. Supporting the production of lifecycle and affordable housing with better links to jobs, services and amenities.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region’s vital natural resources: Encouraging the integration of natural-resource conservation into all land-planning decisions. Seeking to protect important natural resources and adding areas to the regional park system. Working to protect the region’s water resources.

The *Framework* recognizes that “one size does not fit all” – that different communities have different opportunities, needs and aspirations. It includes implementation strategies that are tailored for different types of communities – fully developed communities, communities that are still developing and four different types of rural communities.

Regional Growth Forecasts

During the last three decades, the seven county Twin Cities metropolitan area grew by nearly 800,000 people. By the year 2030, we forecast that the region will add another 966,000 people and 471,000

households. (Table1)

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

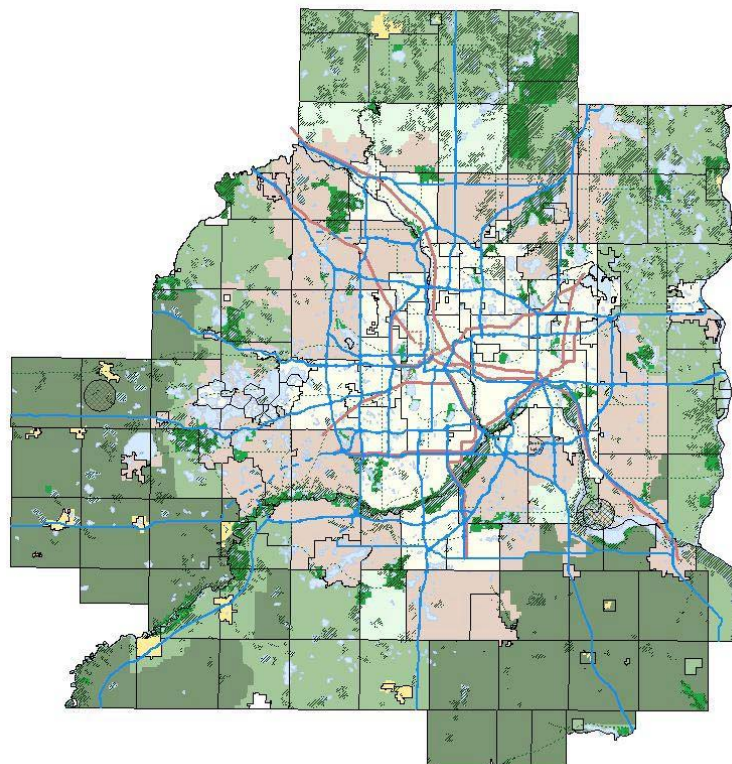
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess regional needs, land use patterns and infrastructure investments that will be needed to serve growth in a timely, efficient and cost-effective manner

Transportation and Framework Planning Areas

The *Framework* sets out different strategies for communities based on the types of growth that are expected (see “Geographic Planning Areas” map, Figure 3). The *Framework* identifies an urban area and a rural area, each of which occupies approximately half of the region.

The urban area is divided into two specific geographic planning areas: the Developing Communities and the Developed Communities. The rural area is divided into four specific geographic planning areas: Rural Centers/Rural Growth Centers, the Diversified Rural Communities, the Rural Residential Areas and the Agricultural Areas. Approximately 91% to 95% of new growth is forecast to be located in the urban area – in land use patterns that make efficient use of regional infrastructure – with the rest, 5% to 8%, in the rural area, particularly in small towns to be designated as Rural Growth Centers.

Figure 3
Development Framework Geographic Planning Areas



One of the primary differences among these planning areas is the density at which they develop. The Council has established benchmarks indicating the overall densities for planned development patterns in each of the geographic planning areas. The Council negotiates a share of the regional forecasts with each community based on its geographic planning area designation(s), development trends, expected densities, available land, local interests and Council policies. The cumulative results of the community-negotiated distribution of the forecasts among planning areas becomes the basis for determining the required land supply, and for the Council's plans for investments in regional systems such as highways and wastewater service.

The Developed Communities are the cities where more than 85% of the land is developed, infrastructure is well established and efforts must go toward keeping it in good repair. These communities have the greatest opportunities to adapt or replace obsolete buildings, improve community amenities and remodel or replace infrastructure to increase their economic competitiveness and enhance their quality of life. The *Transportation Policy Plan* and infrastructure investments will support the maintenance and enhancement of transportation facilities to accommodate growth and reinvestment in the developed communities.

Developing Communities are the cities where the most substantial amount of new growth – about 60 percent of new households and 40 percent of new jobs – will occur. The amount of infill and redevelopment and the way in which new areas are developed directly influence when and how much additional land in Developing Communities will need urban services – services that will call for substantial new regional and local investments. The TPP and infrastructure investments will support the staged, coordinated expansion of regional systems (wastewater treatment, transportation, parks and open space and airports) to help develop services to communities as they grow and stage their development within an area needed to accommodate 20 years worth of forecasted growth.

Roughly half of the 3,000 square miles in the seven-county Twin Cities area are rural or agricultural. That includes cultivated farmland, nurseries, tree farms, orchards and vineyards, scattered individual home sites or clusters of houses, hobby farms, small towns, gravel mines, woodlands and many of the region's remaining important natural resources. About 5% to 8% of new growth is forecast for the rural and agricultural area. The TPP and infrastructure investments will support rural growth centers in their efforts to concentrate growth as a way to relieve development pressure in rural parts of the metropolitan area.

2030 Transportation Policy Plan

The summary and introductory chapters of the TPP, adopted in 2009, are on the following pages.



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2030 TRANSPORTATION *Policy Plan*

Preface

Purpose

This document presents the Metropolitan Council’s policies and plans to guide development of the region’s transportation system to the year 2030. It addresses problems and issues in preserving the region’s mobility and describes actions which will be undertaken to preserve, improve and expand the region’s highways, transit and other transportation modes.

Authority

This *Transportation Policy Plan* fulfills provisions of federal and state law.

As the designated Metropolitan Planning Organization (MPO) of the Twin Cities seven-county region, the Metropolitan Council conducts transportation planning to meet the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). It does so with the involvement of local elected officials through the Council’s Transportation Advisory Board and the participation of the region’s residents. The *2030 Transportation Policy Plan* conforms to the 1990 Clean Air Act Amendments (CAAA) as required by TEA-21.

State law (Minn. Stat. sec. 473.145 and 146) directs the Council to prepare a comprehensive development guide for the seven-county Twin Cities region. The guide consists of the 2030 Regional Development Framework and regional plans for water resources, regional parks and transportation, including aviation. This policy plan fulfills this state requirement for transportation.

Public Participation Process

The Council provided a variety of methods for interested parties and the public to participate in the formulation of the region's *Transportation Policy Plan*. Described below are the specific activities undertaken to encourage public participation in the development of this regional transportation plan. These activities are consistent with the Council's Public Participation Plan, found in Appendix C of this plan.

- Preliminary plan drafts were presented and discussed with the Technical Advisory Committee (TAC), Transportation Advisory Board (TAB) and their subcommittees.
- Outreach meetings were held with all seven county boards between February and May 2008 to present issues and the schedule for system plan preparation.
- The draft policy plan was presented to the TAC Planning and Funding and Programming Committees, the TAC, and the TAB Policy Committee and TAB.
- Sept 10, 2008 – Council adopted the draft plan for purpose of public hearing. Notice of the hearing was provided in the State Register, two daily newspapers, seven Council designated county newspapers, and on the Council website.
- September and October 2008- Six public open houses were held throughout the region to present the draft plan.
- October 22, 2008 – Public hearing on draft plan.
- November 6, 2008– Record closed on public comments.
- Copies of the draft plan and background material were posted on the Council's Web site, and hard copies were provided free upon request. The draft plan was sent to the Legislative library, St. Paul, Minneapolis and five county libraries for public access.
- Comments were accepted at the public hearing, at open houses via comment cards, mail, facsimile, a comment telephone line, email and a web-based comment site set up especially for this purpose.
- Copies of all comments received are available for review at the Council's Data Center.
- The Council's Transportation Committee considered the public hearing comments and report at its December 8 meeting.
- One change that was proposed to the plan as a result of the public comments, the addition of several highway expansion projects for potential federal stimulus funding, triggered an additional public comment period between December 8, 2008 and January 12, 2009, which noticed in the State Register and on the Council website.
- The Council's Transportation Committee considered the additional comments and the revised plan at its January 12, 2009 meeting.
- The Council accepted the public hearing report at its January 14, 2009 meeting and adopted the plan with recommended changes.

Chapter 1: Overview

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

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

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

Compounding the situation is the issue of funding. Even if current and future funding levels were commensurate with those of decades past, there would still not be enough money to “fix” congestion throughout the region's highway system. Adding enough highway capacity to meet forecasted 2030 demand over the next 25 years would cost some \$40 billion dollars, an amount that, if funded by the state gas tax alone, would add more than two dollars per gallon to the cost of fuel.

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

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

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

Considering the projected state financial situation, securing significant additional transportation funds from the state in the near term will be a challenge. At the federal level, the six-year transportation funding bill is scheduled for reauthorization in 2009, offering some potential for higher levels of federal high-



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



way and transit funds. In addition, infrastructure investments could be part of a potential federal funding package to stimulate the nation's economy in 2009.

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

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

- Having climbed to record levels, fuel prices have now fallen and the future direction is uncertain.
- In a reversal of past trends, the number of vehicles miles traveled (VMT) per capita in the region edged downward in 2005 and 2006; however, total VMT continued to grow.
- The region will see continued job growth, a prime generator of peak-period highway travel, but more slowly than in previous years.
- Retired baby-boomers will likely keep driving into their later years but may not contribute to rush-hour travel.
- In previous decades, women surged into the workforce and onto commuting routes, but the effect of this increase on commuter travel has now leveled off.
- Growing concerns about the impact of fuel-burning on climate change could lead to some cut back in travel, but how much is uncertain.

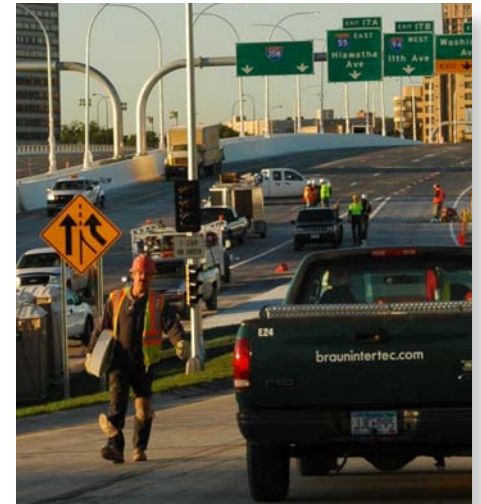


Figure 1-2: Road construction expenditures will be focused on maintenance, particularly Tier 1 and Tier 2 bridges

The Regional Transportation Strategy

The region faces hard choices in addressing mobility, safety and preservation needs. To respond effectively, the region needs a transportation strategy that is realistic, innovative and focused on leveraging available dollars for the most benefit. The transportation system must optimize all available transportation modes – highways, transit and others – and coordinate them for maximum effect.

The Highway Vision

Adequate resources must be committed to the preservation and maintenance of the extensive highway system built over the last 50 years, including the bridge repair/replacement program mandated by the



2008 Legislature. It is also important, however, to improve the performance of the highway system in order to preserve essential regional mobility levels for the region's economic vitality and quality of life.

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

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

- Increase the people-moving capacity of the metropolitan highway system while reducing future demand on the system.
- Manage and optimize, to the greatest extent possible, the existing system.
- Implement strategic and affordable capacity expansion projects.

In order to achieve the above objectives, this plan recommends the following strategies:

- Encourage the use of alternatives to the single-occupant vehicle and changes in travel patterns such as high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes, bus-only and priced dynamic shoulder lanes, roadway pricing and other transit advantages.
- Implement low-cost/high-benefit highway construction improvements, including some capacity expansion projects, on a system-wide basis to improve traffic flow by removing bottlenecks, improving geometric design and eliminating safety hazards.
- Reassess the scope and cost of proposed major highway expansion projects to bring them more in line with projected highway revenues and to enhance Mn/DOT's ability to implement them.

In 2009, Mn/DOT and the Metropolitan Council will complete a Metropolitan Highway System Investment Strategy (MHSIS) to refine in greater detail this highway vision, identify low-cost/high-benefit projects along congested highway corridors and reassess major expansion projects. Also in 2009, Congress is expected to authorize a new six-year federal transportation funding bill, providing greater certainty about future highway funding levels. Additional infrastructure funds may also be included in an economic stimulus package.

The MHSIS, coupled with refined financial projections, will permit a better definition of the highway improvement projects to be implemented by 2030. The result of this analysis will be incorporated as an amendment to the *Transportation Policy Plan* in 2010.

Emerging needs in the developing portions of the region, including new principal and "A" minor arterials, new/rebuilt interchanges and new river crossings, must also be acknowledged in spite of current financial constraints.

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





Figure 1-3: Hiawatha LRT



Figure 1-4: Metro Transit Bus



Figure 1-5: Northstar Commuter Rail



Figure 1-6: BRT - U of M Campus Connector on Transitway

The Transit Contribution

Transit is already a major contributor to regional mobility. Ridership has grown steadily since 2003 to 89 million rides in 2007. The numbers are on track for reaching the goal of doubling 2003 ridership (73 million rides) by 2030 (147 million rides). Key factors driving this growth include opening of the region’s first modern rail transit line in 2004, increased park-and-rides and express service, higher fuel and parking prices, strong employment concentrations in the core cities and increasing congestion.

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

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

Transitways can be commuter rail, light-rail transit, express buses using corridors with transit advantages, and bus rapid transit (which can use dedicated busways, HOV/HOT lanes, dynamic shoulder lanes, bus-only shoulders and arterial street bus lanes).

Most of the corridors labeled as Tier I in the Council’s previous plan are well underway. The Northstar Commuter Rail Line is scheduled to start operations between downtown Minneapolis and Big Lake in 2009. Central Corridor Light Rail, to connect the St. Paul and Minneapolis downtowns and the University of Minnesota, is now in design and is expected to open in 2014. Hiawatha Light Rail, already operating between downtown Minneapolis and the Mall of America, will need to shift from two- to three-car trains to expand its capacity, and two Bus Rapid Transit (BRT) lines are under construction on highways south of downtown Minneapolis:

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

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

Eight other potential transitway corridors are under consideration in this plan. According to the Council’s Transit Master Study, two of them show good potential for light rail or a dedicated busway– Southwest, between Eden Prairie and Minneapolis, and Bottineau Boulevard, connecting the northwest suburbs with downtown Minneapolis. Both are under study, as is the Rush Line, the proposed link between Forest Lake and St. Paul. An alternatives analysis for Red Rock was recently completed, and bus improvements are currently being planned.



Four other promising transitway corridors - I-35W North, Highway 36/NE Corridor, I-94 East and Highway 65/Central Avenue/BNSF (Bethel/Cambridge), should also be analyzed in the next three years to determine the most appropriate mode and alignment for implementation.

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

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

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

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



Figure 1-7: Some BRT stations may look similar to this LRT station



Other Transportation Modes

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

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

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



Figure 1-8: Bike commuting is a growing mode choice in the region

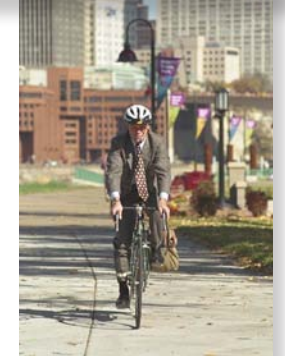
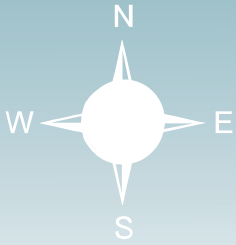


Figure 1-9: Pedestrian facilities are an important component of multimodal transportation



Chapter 2: Policies and Strategies



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

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

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing Regional Transportation Investments

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

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

Strategy 2b. Highway System Investments: After preservation, operations and maintenance,





Figure 2-1: Regional transit providers are already investing in multimodal facilities

the second priority for highway system investments is to effectively manage the system and third is expansion that optimizes the performance of the system.

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

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

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

Policy 3: Investments in Regional Mobility

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

Strategy 3a. Congestion Management Process: The Council, working with Mn/DOT in 2009, will develop a Congestion Management Process (CMP) that meets federal requirements. The CMP will incorporate and coordinate the various activities of Mn/DOT, transit providers, counties, cities and Transportation Management Organizations (TMOs) in increasing the efficiency of the multimodal transportation system, reducing vehicle use and providing low-cost safety and mobility projects where feasible.

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

Strategy 3c. Alternatives to Congestion: The region has and will continue to implement bus-only shoulders, high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes and priced dynamic shoulders to provide alternatives to traveling in congested highway conditions.

Strategy 3d. Travel Demand Management Initiatives: The region will promote a wide range of Transportation Demand Management (TDM) initiatives that help to avoid and lessen congestion.



The initiatives will be responsive to changing attitudes and the economy to help reduce automobile use especially during the most congested times of the day.

Strategy 3e. Parking Pricing and Availability: The Council will continue to work with its TDM partners to help define the relationship of parking supply, demand, location and cost relative to the use of the single-occupant automobile versus transit and other modes.

Strategy 3f. Promoting Alternatives: The Council and its regional partners will promote and market transportation choices that allow travelers to avoid and help lessen congestion including riding transit, priced lanes, bicycling, walking, vanpooling or carpooling.

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

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

Policy 4: Coordination of Transportation Investments and Land Use

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

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

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

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



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



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

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

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

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

Policy 5: Investments in Regional, National and Global Connections

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

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

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

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

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



Policy 6: Public Participation in Transportation Planning and Investment Decisions

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

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

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

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

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

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

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

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

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

Strategy 7b. Right-of-Way Acquisition Loan Fund (RALF): The Council's Right-of-Way Acquisition Loan Fund will be used to preserve right-of-way for the highway corridors listed in this policy plan or any "officially mapped" state highway project within the metropolitan area.



Figure 2-3: Road maintenance is a primary focus of new roads funding





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



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

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

Policy 8: Energy and Environmental Considerations in Transportation Investments

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

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

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

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

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

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

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



Figure 2-6: New fuel options are already being implemented

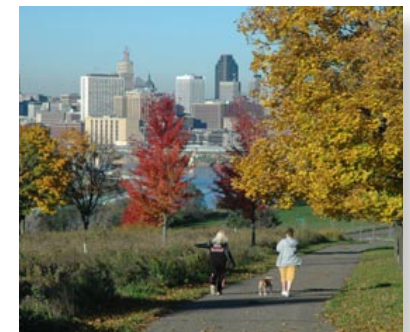


Figure 2-7: Transportation projects must adhere to federal standards, such as air quality

Highway System Policies

Policy 9: Highway Planning

The Council, Mn/DOT, and local governments will plan the regional and local highway systems to provide a cost-effective, multimodal and safe roadway system that reflects the needs of a growing population and economy.



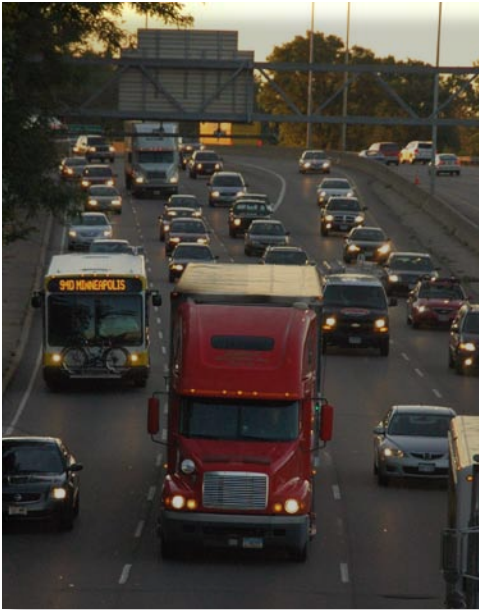


Figure 2-8: A highway is a multimodal facility capable of carrying cars, buses and trucks.



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

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

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

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

Strategy 9d. Congestion Management Process: The Council, working with Mn/DOT in 2009, will develop a Congestion Management Process (CMP) that meets federal requirements. The CMP will incorporate and coordinate the various activities of Mn/DOT, transit providers, counties, cities and Transportation Management Organizations (TMOs) in increasing the efficiency of the multimodal transportation system, reducing vehicle use and providing low-cost safety and mobility projects where feasible.

Strategy 9e. Reassess Major Highway Expansion Projects: Mn/DOT and the Council should reexamine major expansion projects included in the 2004 *Transportation Policy Plan* in an attempt to reduce their scope and cost to make them more affordable while preserving the critical elements of each project that address preservation and management needs, mitigate congestion, improve safety and optimize facility performance. These projects should be reassessed using a consistent and fair procedure.

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

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





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

Strategy 9h. Corridor Studies: Any corridor study or sub-area study focused on a trunk highway and conducted by a local government or interagency task force must be accepted by Mn/DOT and adopted by the Metropolitan Council as consistent with this policy plan prior to implementing the study recommendations or making regional highway investments.

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

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

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

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

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

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

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

Policy 11: Highway System Management and Improvements

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

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

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





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

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

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

Strategy 11e. Access Management: State, county and local governments will manage access to the Metropolitan Highway System to optimize the performance of existing facilities. New or reconstructed trunk highway interchanges to expand capacity or meet safety concerns will be considered only if they are consistent with this policy plan (Appendix E) and Mn/DOT's criteria and cost-sharing policies.

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

Strategy 11g. Highway Expansion: Capacity expansion projects are necessary in order to mitigate congestion in the region. Because of financial constraints, however, highway expansion projects should not be implemented at the expense of system preservation and management.



Figure 2-12: Transit options are part of a mature transportation system

Transit System Policies

Policy 12: Transit System Planning

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

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





Figure 2-13: LRT is one transit mode that has been successfully implemented in the region

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

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

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

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

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

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

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

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

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

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

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



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

Policy 14: Transit System Operations and Management

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



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

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

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

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

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

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

Policy 15: Transitway Development and Implementation

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

Strategy 15a. Transitway Modes: Transitway modes will include commuter rail, light rail, bus rapid transit, and express buses with transit advantages. Other transitway technologies may be considered as they become proven, reliable and cost-effective. Intercity passenger rail services



could develop rail improvements that could also be used by commuter rail transitways within the region.

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

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

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

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

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

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

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



Figure 2-15: Metro Mobility satisfies federal ADA requirements

Policy 16: Transit for People with Disabilities

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

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





Figure 2-16: Metro Mobility provides over 1.2 million regional trips a year

Strategy 16b. Provide Comparable Service: Paratransit service comparable to the region’s local fixed-route transit system will be provided to individuals who are certified under the Americans with Disability Act (ADA) and who are unable to use the fixed-route transit systems.

Strategy 16c. Access to Transit Stops and Stations: The Council will encourage cities to place priority on providing adequate access to transit stops and stations, including snow removal.

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

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

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

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

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

Policy 18: Providing Pedestrian and Bicycle Travel Systems

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

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

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

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



Figure 2-17: The Council will prioritize federal funding allocated for bike and pedestrian improvements

Bike lockers at regional park-and-ride



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

Strategy 18e. Multimodal Roadway Design: Design and planning for principal or minor arterial road construction and reconstruction projects will consider off-road walkway and both on- and off-road bicycle accommodation with special emphasis placed on travel barrier removal and safety for bicyclists and pedestrians.

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

Aviation Policies

Policy 19: Aviation and the Region's Economy

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

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

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

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

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

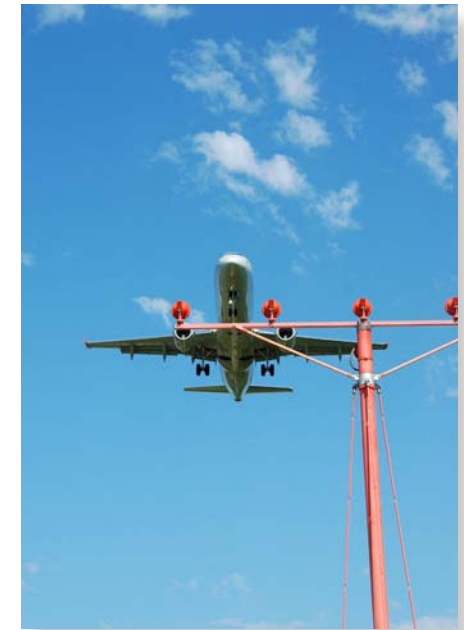


Figure 2-18: Freight transportation can take a variety of modes, including aviation



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

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

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

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

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

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

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

Policy 21: Consistency with Federal and State Plans/Programs

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

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

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

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

- Environmental sustainability efforts in the forefront of regional decision-making.
- Security needs as identified by National Homeland Security through the Transportation Security Administration.



Policy 22: Airport Development Plans

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

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

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

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

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

Policy 23: Agency and Public Coordination

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

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

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

Policy 24: Protecting Airspace and Operational Safety

Safety is the number one priority in the planning and provision of aviation facilities and services. Local ordinances should control all proposed structures 250 feet or more above ground level at the site to minimize potential general airspace hazards.

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



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

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

Policy 25: Airports and Land Use Compatibility

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

Strategy 25a. Surface-Water Management: Airport LTCPs should include a plan for surface-water management that contains provisions to protect surface and groundwater. In addition to including information that must be consistent with plans of watershed management organizations and the state wetland regulations, the water management plan should include provisions to mitigate impacts from construction, restore or retain natural functions of remaining wetlands and water-bodies, and include the pretreatment of runoff prior to being discharged to surface waters.

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

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

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



Strategy 25e. Aircraft Noise Abatement and Mitigation: Communities and aviation interests should work together on noise abatement and mitigation. Local comprehensive plans and ordinances for communities affected by aircraft noise should be reviewed, and if necessary, amended to incorporate the Land Use Compatibility Guidelines for Aircraft Noise.

Policy 26: Adequate Aviation Resources

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

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

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

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



3. PROJECT SELECTION PROCESS AND CONSISTENCY REQUIREMENTS WITH THE FINANCIAL RESOURCES

This chapter discusses the sources (federal, state, regional, local) and level of transportation funds available for projects and programs in the region, the process used to select projects and programs for inclusion in the TIP and the balance between selected projects and resources. A key element in this TIP Fiscal Constraint Analysis is the balance between resources and projects. Also included here is a discussion of the consistency of projects and programs with the Regional Transportation Policy Plan (TPP).

The detailed description of projects approved for Federal Title I and Title III funds, State Trunk Highway funds and Regional Capital Bonding projects are recorded in the attached Appendix A.

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

MN/DOT has developed a process of fund allocation to the Area Transportation Partnership regions (ATP) in the state to ensure the regional TIPs and the State TIP meet the fiscally constrained requirement.

This allocation process has four basic steps:

1. MnDOT's Office of Investment Management (OIM) determines the target level of funds available for the TIP period 2010 to 2013. These funding targets are sent to the ATPS for comment. Also included is guidance for TIP preparation.
2. The regions develop their draft TIPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.
3. OIM assembles the draft regional TIPs and the requests for additional funds. OIM informs the regions if their request for a higher level of funds will be honored.
4. The regions modify their list of projects based on OIM response, adopt their final TIPs and submit them to MnDOT for inclusion in the STIP.

RESOURCES AVAILABLE 2010-2013

The Region receives federal Title I and III funds, state trunk highway funds and regional transit capital bond funds. In addition, all federally funded projects require a local match provided by the sponsoring agency. These can come from state trunk highway funds, regional bond funds, city or county funds or from other groups such as the DNR. These add to the resource available to pay for the projects in the TIP.

Transportation resources available to the region for highway, transit, and non-motorized mode projects are approximately \$2,929 million over the 2010 to 2013 period (See Tables 3, 4 and 5). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 60% of the funds available, while Federal Title III and other state and local taxes represent the remaining 40%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems.

Recorded in Table 4 are the traditional highway funding sources available to the region. The total for four years is \$2,086 million. The region's "target" for Federal Title I and state trunk highway funds is \$1,079 million. These targets set out the parameters that are used in the regional and MN/DOT process for project selection. These funds come to the Area Transportation Partnership regions based on a

formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The four year total includes \$676 million of Federal Formula funds and \$434 million of State Trunk Highway funds. (This has to be reduced by \$ 31 Million for BAP reduction/redistribution and other adjustments made to arrive at the final figure.)

This category also includes additional allocations to help the Metro Division balance the TIP. In 2011 and 2012 Statewide Bridge Funds come to the region to help fund the Lafayette Bridge replacement. In 2008, Chapter 152 was passed. This increased gasoline tax and license tab fees and allowed Metro Counties to add a ¼ cent sales tax to fund transit. MnDOT was authorized to sell highway bonds to replace and repair bridges and do other trunk highway projects. Some of these funds were added to the TIP in 2009 and 2010. These funds were used to advance the construction of TH169/CR81 Devils Triangle project, a paving project on I-494 in Woodbury and Oakdale which provides for an auxiliary lane and a bridge on TH 61 in Ramsey County, which are included as Table A-18. Since the draft TIP was published, MnDOT has programmed the TH 61 Hastings Bridge over the Mississippi River. While this project is still being scoped and cost estimates programmed, the assumption is the existing two-lane bridge will be replaced with four through lanes. The project is programmed to begin construction in 2010. The estimated cost is \$265 M with the entire cost being covered using bonds authorized by Chapter 152. The expenditure of additional funds provided in Chapter 152 for 2010-2013 will be included in the next TIP. High priority projects have received federal earmarked funds by Congress. At present, \$134 million is available over the four-year period for specific projects.

This TIP includes projects funded in whole or in part with American Recovery and Reinvestment Act (ARRA) funds, of which the metropolitan region received approximately \$318 million. These funds were spent in several ways. Some of these funds are represented under Miscellaneous Federal Funds in Table 4 and include projects funded entirely with ARRA funds and projects for which ARRA funds augment STP or Transportation Enhancements funds. Some of the ARRA funding does not appear in the TIP because it was spent in 2009.

MN/DOT will again use the Advanced Construction (AC) process to extend available resources. MN/DOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MN/DOT has to meet a number of conditions to use the AC process. MN/DOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10% or 20% of the project costs. The AC amounts must be shown in the TIP. (The detailed tables in Appendix A identify AC by project.) The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or that the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. MN/DOT estimates, given the level of federal funds allocated to the state, an annual AC level of \$1 billion is feasible. A level of \$400 million is more appropriate. This will ensure there will be flexibility to advance projects should they be ready for contract letting prior to the existing program year.

Within the TIP timeframe, \$337 million of funds will be used to advance construct projects in the region (Table 4). The AC funds that have been or will be used by the region by year are shown below (Table 2).

Table 2: Advance Construction Funds

	Advance Construction	AC Pay Back
2000	\$ 31 M	-
2001	44 M	16 M
2002	33 M	48 M
2003	150 M	32 M
2004	150 M	65 M
2005	115 M	97 M
2006	100 M	122 M
2007	202 M	115 M
2008	11 M	185 M
2009	4 M	141 M
2010	228M	22 M
2011	114 M	33 M
2012	0	98 M
2013	0	47 M
Post 2013	0	161 M
Totals	\$ 1182 M	\$ 1182 M

The last category of funds included in Table 4 is Local Funds necessary to match the federal funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost although this can be significantly higher. This represents \$330 million over four years.

Transit funds available to the region in 2010-2013 are recorded in Table 5. Included are Federal Title III funds and regional capital bonds used to match federal funds. This table does not show the Title I funds allocated to transit. These are shown as expenditures in Tables 10 and 11. The establishment of the level of Title III funds available for use by the region is done in a completely different manner than the Title I Funds. There are four different Title III section funds that come to the region. The region estimates a total of \$664 million in Title III funds will be received by the region in the next four years.

Section 5307 is capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. These funds have continued to increase year to year under TEA-21 and SAFETEA-LU. The total 5307 formula funds are approximately \$458 million.

Section 5309 is discretionary funds that are allocated to Metro Transit or other operators on request by Congress. The level of funds received varies from year to year. The level of funding in 2010 is the region's best estimate of what might be available and reflective of the Regional Capital Improvement Program. The level of funds shown in Table 5 reflects the detailed tables in Appendix A. Historically, the levels of funds that are made available in the latter years of the TIP are closer to the level received in the first year.

Sections 5310 and 5311 funds are provided to MN/DOT as the state's agent. The Section 5310 provides capital funds for lift-equipped vehicles to non-profit agencies providing transit services for elderly and handicapped (the list of projects to utilize these funds is not available at this time). The Section 5311 funds provide operating assistance for small city operators. 5316 and 5317 are Federal Job Access/Reverse Commute and New Freedoms. Metro Council allocates these funds through a competitive process.

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$179 million will be used to match federal Title III funds as well as fund 100% of various capital transit investments.

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

Federal Title I		\$ 1,201 Million
• <i>Target</i>	\$ 676	
• <i>High Priority Funds</i>	140	
• <i>Misc. Federal Funds</i>	236	
• <i>Additional SAFETEA-LU</i>	0	
• <i>Additional MnDOT Allocation</i>	180	
<i>Adjustments (Payback, BAP Reductions)</i>	-31	
 Federal Title III		 664 Million
• <i>Formula/Discretionary</i>	664	
 Property Tax and Other State Taxes		 509 Million
• <i>Local and TRLF</i>	341	
• <i>Regional Transit Bonds/Bond Transit Adv.</i>	179	
 Trunk Highway		 577 Million
• <i>Target</i>	434	
• <i>Legislative Allocation (Bonds) & lapsed projects</i>	143	
TOTAL:		\$ 2,951 Million
 Advance Construction-additional authorization available against future funds		 342 Million

Table 4
Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2010-2013
(Millions)

	2010	2011	2012	2013	Total
Federal Title I Funds	169	169	169	169	676
BAP Reduction/Redistribution	-18	-9	-5	1	-31
Additional SAFETEA-LU	0	0	0	0	0
State Funds	103	81	125	125	434
Target for Region	254	241	289	295	1079
Additional MnDOT Allocations	36	43	72	29	180
Legislative Allocation(Bonds) & anticipated lapsed projects	81	55	0	7	143
High Priority Projects	103	10	23	4	140
Misc Federal Funds	235	1	0	0	236
Local Funds	199	84	37	21	341
Total Funds Available	908	434	421	356	2119
Advance Construction (Additional authorization available against future funds)	228	114	0	0	342

Includes \$26M of STP, \$9M of other FHWA, \$15M-HPP, \$11M of State, and \$1M of local funds for Chisago Co. projects

Table 5
Federal Title III and Matching Funds Available
And Requested by Region 2010-2013
(Millions)

	2010	2011	2012	2013	Total
Section 5307	164.2	106.0	109.2	79.0	458.4
Section 5309	141.1	12.3	17.9	20.3	191.6
Section 5311	0.2	0.2	0.2	0.2	0.8
Section 5316	1.0	1.6	1.6	1.6	5.8
Section 5317	0.7	1.0	1.0	1.0	3.7
Section 5339	4.0	0.0	0.0	0.0	4.0
Total Federal Funds	311.2	121.1	129.9	102.1	664.3
Local/Regional Capital Bonds	76.6	35.0	37.3	30.2	179.1
Total Funds Available	387.8	156.1	167.2	132.3	843.4

PROJECT SELECTION PROCESS AND CRITERIA

The processes followed for selection of projects to use the resources described above vary depending on the type of funds. Summarized below are the sources of transportation funds that come to the region and the processes followed for project selection and the agency that is responsible for the selection process. These processes are described on the following pages.

Funding Category

Project Selection Process Followed

Title I Federal Funds (Traditional Highways Fund)

- STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge Improvement/Replacement
- Railroad Safety and Hazard Elimination/Safety funds
- National Highway System Interstate Maintenance, STP Non-Urban Guarantee, Intelligent Transportation System

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

Competitive regional solicitation process conducted by MN/DOT and TAB

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

Federal Title III Funds

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

Metropolitan Transit Selected

MN/DOT Office of Transit/Statewide Competitive Process

MN/DOT Office of Transit/Categorical Allocation

Metropolitan Transit Services, Regionwide Competitive Process

State Trunk Highway Funds

MN/DOT Metro Division Process with CIC assistance

Regional Capital Transit Bond Funds

Competitive Regional Solicitation Process conducted by the Metropolitan Council

State Transportation Revolving Loan Fund (TRLF)
American Recovery and Reinvestment Act (ARRA)

Statewide competitive solicitation process conducted by MN/DOT

Projects selected through a process overseen by TAB. ARRA funds included STP and Transportation Enhancements funds. Projects programmed for 2009 and 2010.

State Aid and MnDOT Bridge Bonds

Projects selected through Mn/DOT process.

COMPETITIVE REGIONAL PROJECT SELECTION PROCESS

A substantially new competitive process was developed by the region to select projects for use of Title I federal funds after passage of ISTEA in 1991. Projects to utilize the following funding programs are selected through this process: STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Railroad Safety. This process prioritizes approximately 53 percent of the Federal Title I target funds that are available to the region. (See Table 6.) The regional partners designed the process to insure federal Title I funds would help the region implement its plans and high priority projects

and programs. The priorities are based on the goals and policies in the Regional Development Framework and Transportation Plan. Specifics of the process are described below.

Projects have been solicited in the following categories:

- Principal Arterials
- “A” Minor Arterials (A category of minor arterials with regional importance)
 - Reliever
 - Augmenters
 - Expanders
 - Connectors
- CMAQ Transit Expansion
- CMAQ Transportation System Management
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Safety

Subcommittees of the TAC’s Funding and Programming Committee (F&PC) in 2007 ranked all categories of projects except the last two categories that were ranked by MN/DOT staff. In turn, the recommended projects were reviewed and approved by the F&PC. Using these rankings, the F&PC recommended two allocation options to be considered by TAC and recommended to TAB. Subsequently, the TAB Programming Committee approved one option to be included in the 2010-2013 TIP. There was no predetermined distribution of funds by sub-category or geographic subarea.

Separate qualifying and prioritizing criteria were used for each category. A numerical rating was completed for each project in each category. The qualifying and prioritizing criteria used were selected to be consistent with and implement regional priorities and plans. Recorded below are the most commonly used qualifying criteria. These are followed by the subject matter of the prioritizing criteria used. (The complete 2007 solicitation package is available upon request.)

Examples of Qualifying Criteria

- The project must be consistent with the policies of the Metropolitan Council's adopted Regional Framework that includes the Transportation Policy Plan (TPP).
- The project must implement a solution to a transportation problem discussed within the local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional or state agency.
- The proposer must include with the submittal a letter from the agency with jurisdiction over the facility affected indicating it is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.
- The proposer must show that the project has been coordinated with all affected communities, the appropriate transit operator, and other levels of government.

Categories of Prioritizing Criteria

- Consistency with the Region’s Development Framework.
- Integration Land Use and Transportation.
- Demonstrated Need for Facility - Present and Future.
- Service Provided.
- Characteristics of Area or Population Served.
- Integration of Modes.
- Reduction of congestion on principal or minor arterials.
- Increase in hourly person through-put.
- Accident Prevention and Control.
- Cost Effectiveness.
- Air Quality.

Regionally Selected Projects

Recorded in Table 6 is a summary of the projects selected by category through the regional competitive process in 2005/2006 and 2007/2008, as well as one year of anticipated projects to be selected in the 2009/2010 regional solicitation. This table only records the federal funds allocated to the projects. The 2005/2006 solicitation process identified projects to be programmed in 2009 and 2010. The 2007/2008 process selected projects to be programmed in 2011 and 2012. The 2009/2010 process will result in projects programmed in 2013 and 2014. MN/DOT solicited projects for Hazard Elimination/Safety and the Railroad Safety. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once MN/DOT staff evaluated the projects, the Funding and Programming Committee selected the projects to be funded. The Enhancement (EN), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Program (STP) and Bridge Improvement and Replacement (BIR) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process.

These totals do not equal the amounts shown in Table 7 and 11 for a number of reasons. Only federal amounts are shown in Table 6 and projects selected in the solicitations could have already been authorized, dropped or moved to another program year.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS BY MN/DOT METRO DIVISION WITH ADVICE FROM THE CAPITAL IMPROVEMENT COMMITTEE PROCESS

The MN/DOT Metro Division with the advice of the Capital Improvement Committee (CIC) identifies MN/DOT projects for inclusion in the TIP. Metro Division selects projects on the state trunk highway system that use National Highway System, Interstate Maintenance, STP Non-Urban Area Guarantee, and Intelligent Transportation funds. The CIC assists in developing investment strategies for MN/DOT programs and prioritizes projects across program categories; it identifies and carries major programming issues to MN/DOT Metro Division management and to the TAC Funding and Programming Committee. Participation on the committee includes staff of MN/DOT Metro Division functional areas, Transportation Advisory Board, Metropolitan Council and six representatives of the TAC.

The Council and MN/DOT have cooperatively identified priorities to be used to direct the inclusion of major projects into the TIP. The priorities and projects are drawn from the regional plans of the Council and MN/DOT. Projects are identified to follow the four broad regional plan priorities recorded in the order of importance: preserve, manage, improve, and expand. The "preserve" and "manage" projects are considered the highest priority and those "needs" are attempted to be met first within the available resources. With the remaining funds, improvement and then expansion projects are selected.

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

The Title III federal funds come to Metro Transit as the principal transit provider in the region. The agency uses the federal funds for bus purchase, bus rebuilding, shelters, garages, guideway improvements such as, shoulder bus lanes and maintenance and operations. These projects are identified in Metro Transit's 5-year Capital Improvement Program. This is developed as a tool to implement the regional transportation plan. Metro Transit also submits projects for funding with Title I and Regional Capital Bonds.

MN/DOT OFFICE OF TRANSIT

The Title III Section 5310 and 5311 are allocated by MN/DOT's Office of Transit. The Section 5310 funds are competitively allocated to non-profit agencies for vehicles. This is a statewide process. The projects selected in the region are recorded in the TIP. Projects are selected annually so each year the TIP is revised or amended and a new table of projects is included for the next fiscal year.

Section 5311 allocates operating funds for small city transit service. The amount is determined based on formula. There are three transit services in the region that receives funds.

Table 6
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY IN 2005/2006, 2007/2008, and 2009/2010
(Federal Funds/in millions)

	2010	2011	2012	2013	Total
	Selected 2005/2006	Selected 2007/2008	Selected 2007/2008	To be selected 2009/2010	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HSIP)	5.701	3.296	3.532	9.1	16.867
Railroad Highway Crossing Safety (RRX)	2.287	2.109	1.537	2.2	8.422
Bridge Improvement/Replacement (BIR)	5.727	0	10.360	4.6	16.717
Enhancements (EN)	8.365	7.744	7.772	8.6	32.277
Congestion Mitigation Air Quality (CMAQ)	26.087	24.663	27.151	27.1	105.681
Surface Transportation Program (STP)	45.285	33.005	50.068	46.7	174.654
TOTALS	93.452	70.817	102.241	98.3	364.81

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

SAFETEA-LU requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2010 to 2013 closely match the funds available. The MN/DOT process of fund allocation to the Area Transportation Partnership (ATP) regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Title I and State Trunk Highways. MN/DOT sets funding targets for each of the regions to use as they developed their draft regional TIP. The draft TIPs submitted to MN/DOT can be over programmed by the regions as a means of requesting additional federal and state funds. MN/DOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels

The allocation of Federal Title I and state Trunk Highway funds to various expenditure categories are recorded in Table 7 for the 2010 to 2013 TIP period. This Table uses the major funding programs to illustrate how the funds are allocated. These reflect the programs followed in the selection processes. Comparing Table 7 with the resource recorded in Table 4 illustrates the use of Title I and State Trunk Highway funds. The differences with some of the funding categories is Chisago County funds which has a separate line on Table 7 and Table 8, but are combined in the total in Table 4.

The total Title I, Trunk Highway and Local funds allocated over four years is \$2,086 million. Also included in this figure are the high priority project funds allocated by Congress which represent \$118 million in resources which includes the state and other funds to deliver the projects.

In Table 8 the 2010 funds are allocated to various expenditures categories. By comparing this total to the 2010 figure from Table 4 it can be seen that revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The projects funded with Title III and local matching funds have a total value of approximately \$389 million (Table 5). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables attached).

Table 7
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2010-2013

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	168	127	2	39	5
Enhancements	54	37	0	17	0
STP Urban Guarantee	327	206	4	117	19
STP Non-Urban	10	8	2	0	0
MnDOT & State Aid Bridge	324	211	6	107	318
HPP	189	125	8	56	0
MN Interstate Maintenance	93	84	9	0	0
ITS	0	0	0	0	0
NHS	113	86	19	8	0
100% State Funded	378	0	371	7	0
HSIP	49	41	2	6	0
HF 2800 Bonds	48	0	0	48	0
Misc Fed	303	226	0	77	0
Chisago County	63	50	11	2	0
TOTAL	2119	1201	434	484	342

Table 8
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2010 Annual Element

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	46	36	0	10	3
Enhancements	17	11	0	6	0
STP Urban Guarantee	106	56	0	50	11
STP Non-Urban	0	0	0	0	0
MnDOT & State Aid Bridge	68	6	0	62	214
HPP	144	94	5	45	0
MN Interstate Maintenance	48	44	4	0	0
ITS	0	0	0	0	0
NHS	20	19	1	0	0
100% State Funded	92	0	89	3	0
HSIP	22	17	1	4	0
HF 2800 Bonds	22	0	0	22	0
Misc Fed	302	225	0	77	0
Chisago County	21	17	3	1	0
TOTAL	908	525	103	280	228

**Advance Construction(AC) allows additional authorization against future funds. AC will be paid back with other federal funds within the timeframe of this TIP.

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP) AND PRIORITIES

All projects in the TIP must be consistent with the TPP. The priorities of the TPP are recorded in Chapter 2, Summary of the Regional Plans and Priorities. The region's priorities for the trunk highways are to maintain and preserve all 1200 miles of the system in the region. The region has stated the order of priority, which is: to preserve, to manage, and to expand the principal arterial system as funds are available. Significant investments to be made in the later three categories are recorded in the TPP. The region also identifies transit priorities as recorded in the plan summary.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 9.) Funds assigned to preservation projects are \$851 million. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 48.5% of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by MnDOT and other agencies. Approximately \$134 million or 7.6% will be spent on traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure these highway segments are used effectively. These projects include ramp meters and HOV bypasses of meters. Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, these categories were developed to promote traffic management activities.

The third priority for funding is the expansion category. All of the major projects identified in Table 10 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 14.1% or \$247 million. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another. The new HOV lanes on I-35W are also included in the expansion project category.

The "A" minor arterial system is intended to provide for a more than local need. The "A" minor arterial system was adopted and is included in the regional transportation plan. The funding for "A" minor arterials are contained in the three categories discussed above depending on the particular project.

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects, which varies significantly by locale or based on court decisions. Also included are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns. The combined funds allocated to these set-asides are \$298 million or 17% of the total funds available.

The "other" category in Table 9 includes agreements with local governments, enhancements, transit and non-motorized projects. These projects represent 12.9% or \$226 million. Local agreements cover work in Mn/DOT right-of-way and Mn/DOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The Enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for

funding can be found in the TPP or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

In Appendix A, Tables A-1 and A-3 record all transit and TDM projects funded with Title I funds. The region is committed to providing regional transit service consistent with the regional Framework and TPP. All Title I and Title III transit projects sponsored by Metro Transit have been developed with this end in mind.

The TPP emphasizes the need for bike and walk projects. Specific facilities are not identified relative to bike, walk or enhancement projects in the plan. There are policies that define needs in these areas. The criteria used to select projects are intended to encourage projects that fulfill these policies. Therefore, the projects selected are consistent with the TPP.

Table 9
2010-2013 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2010	2011	2012	2013	Total	
					\$\$	%
Preservation	298	185	228	156	867	48.8%
Manage	46	29	27	31	133	7.5%
Expansion	135	41	27	40	243	13.7%
Setasides for R/W, Cost Overruns, Supplemental Agreements	100	52	58	67	277	15.6%
Other (agreements, enhancements, transit)	130	43	44	41	258	14.5%
TOTAL FED/STATE FUNDS	709	350	384	335	1778	100.0%
Local Funds	199	84	37	21	341	
TOTAL FUNDS AVAILABLE	908	434	421	356	2119	
Advance Construction	228	114	0	0	342	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and projects authorized in the last fiscal year, 2009 (Table A-21). Over the past twelve years, the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 10. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. During the past year, three major projects were completed:

- TH 12 construction of new limited access 2-lane highway between Wayzata Boulevard to CR 6 in Orono.
- TH 212 from CSAH 4 to ¾ mile west of CSAH 147 construction of new four lane freeway on new alignment.
- I-694 from west to east Junction I-35E (“unweave the weave”) reconstruction and lane additions to eliminate bottleneck.

The status of major transit capital projects appears in Table 11. This table records Federal Title I and Title III funded projects. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 11. Northstar Corridor commuter rail line, Cedar Avenue BRT, Central Corridor Transitway and the Union Depot planning and design work are major transitway projects in various stages of implementation. This table also identified major CMAQ funded projects to be programmed between 2010 and 2013.

All of the major projects are either specifically included in the TPP or are consistent with TPP policies. The tables and maps in the TPP also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as funds become available.

PROJECTS AUTHORIZED IN FISCAL YEAR 2009.

Another measure of plan implementation are the projects and project values authorized in the previous fiscal year. These projects were in the 2009 to 2012 TIP. They have now been removed since they have advanced to a point of authorization of funds. These project authorizations, in addition to the status of major projects (Tables 10 and 11), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2009 are recorded in Table A-21. The total value of these project authorizations is approximately \$602 million, with \$381 million of federal funds(which includes \$37M of HPP, \$50M of ARRA, \$48M of UPA, and other smaller obligations), \$139 million state funds, and \$82 million other sources. These other sources include matching funds for the federal dollars as well as state bonds for the UPA projects and from Chapter 152 legislation.

Table 10
STATUS OF MAJOR HIGHWAY PROJECTS

<u>Project Highway and Bridge</u>	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
I-35W, HOV lane, 66 th St. to 42 nd St.	\$285,000	2007	2006	2011	Reconstruct TH 62 and I-35W and add the HOV lane. Under construction.
TH 36, St. Croix Bridge	\$300,000 to \$440,000	2013	---	2015	New 4-lane bridge and approaches. Cost share with Wisc. Chapter 152 provides funding for MN share.
I-494/TH 61 interchange, TH 61/local access	\$250,000	2002	No change	2009	Replace and widen I-494 bridge, reconstruct interchanges, reconstruct TH 61. One bridge completed, contract for second bridge let.
TH 610 between TH 169 to CSAH 81.	\$ 62,000	2005	No change	2012	Continue to acquire R/W, move utilities, do preliminary engineering ready for construction.
TH 169 N between CSAH 81 and CSAH 109	\$ 31,500 \$ 3,000 R/W	2009	2006	2011	Convert expressway to freeway.
TH 65 and TH 242/CSAH 14 Interchange	\$50,000	2007	No change	2008	BAP Safety Project Under construction.
TH 52 Lafayette Bridge over the Mississippi River	\$170,000 to \$200,000	2010	2010	2012	Chapter 152, Tier I Bridge Replacement
TH 61 Hastings Bridge over the Mississippi River	\$275,000 to \$335,000	2010	---	2012	Chapter 152, Tier I Bridge Replacement
Urban Partnership Agreement Projects –I-35W	\$180,000	2009	2009	2009-2010	HOT lanes, priced dynamic shoulder lanes, bus rapid transit service and other improvements on the I-35W and Cedar Avenue corridor from Lakeville to Downtown Minneapolis.

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

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Light Rail Vehicle Purchases	48,500,000	38,800,000	<i>To be applied</i>	5307/5309	All TIP Years, Annual Expense
Bus Purchases	156,771,000	125,417,000	<i>To be applied</i>	5307/5309	All TIP Years, Annual Expense
New Bus Garage/ FTH-2	46,250,000	37,000,000	<i>To be applied</i>	5307/5309	Program Years 2011,2012
New LRT Station at 34 th Ave., Expand 28 th Ave. Park & Ride	12,600,000	5,775 ,000	<i>To be applied</i>	CMAQ	2008 (AC)
12 buses dedicated to Cedar Ave. Busway for station to station service	6,142,500	4,914,000	<i>To be applied</i>	CMAQ	2009
Commuter coach service from Ramsey to Minneapolis, 200 Park and Ride stalls	5,929,898	4,743,918	<i>To be applied</i>	CMAQ	2009
Construct 400 car parking garage adjacent to Anoka Northstar Station	8,881,000	5,885,000	<i>To be applied</i>	CMAQ	2011
Complete SMTC Market St. Station and Park & Ride Expansion	7,218,750	5,775,000	<i>To be applied</i>	CMAQ	2009
Acquire Right of Way and Construction of Maple Grove Park and Ride Facility (2009 AC Project, Payback 2011)	8,433,800	6,747,000	<i>To be applied</i>	CMAQ	2011
Construct 1000-space structured park-and-ride at the northeast corner of TH610 and Noble Parkway interchange in the City of Brooklyn Park.	\$14,560,000	\$7,840,000	<i>To Be Applied</i>	CMAQ	2012
Acquire property and construct 450-structured stall park-and-ride facility in the City of Chaska at the northwest quadrant of TH 212 and CSAH 10.	\$9,786,000	\$7,829,000	<i>To Be Applied</i>	CMAQ	2012
Purchase 15 buses for express service.	\$8,250,000	\$6,600,000	<i>To be applied</i>	CMAQ	2011

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Purchase 16 buses for expansion of the regional transit fleet for express service.	\$8,400,000	\$6,720,000	<i>To Be Applied</i>	CMAQ	2012
Purchase 8 low-floor BRT-specific buses, and provide startup operating funding in support of I-35 BRT project.	\$5,843,230	\$4,601,144	<i>To Be Applied</i>	CMAQ	2011
Northstar Corridor, Commuter Rail Line, Big Lake to Mpls., extension of LRT to Commuter Rail Station	222,600,000	137,100,000	<i>To be applied</i>	State Bonding, Local Match	Program Year 2009
Phase I Bottineau Blvd. Busway Design and Construction	4,302,000	3,442,000	<i>To be applied</i>	Local Match	Program Year 2007
Cedar Ave Bus Rapid Transit (BRT)	10,811,780	8,649,000		State Bond Funds	Program Year 2009
Central Corridor Transitway	80,192,000	10,192,000	<i>To be applied</i>	State Bond Funds Local Match	Program Year 2009
Union Depot	55,965,000	44,772,500	<i>To be applied</i>	Local Match	Program Year 2009

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration
 *Major: In excess of \$ 5,000,000 committed to the project

Appendix A.

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

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Appendix A

KEY TO TABLES

The tables are broken into the various "most likely" funding categories and are sorted by: Local/Mn/DOT, Agency, Trunk Highway, State Project Number. The description of each column is shown below.

Year	The State Fiscal year the project is scheduled to be let.
PRT	The major project this project is a part of - see attached list.
Route	The highway the project is located on. A "999" means multiple routes or a location has yet to be determined.
Project Number	The Mn/DOT project number.
Description	The location and work to be accomplished by the project.
Agency	The agency with jurisdiction over the project.
Category	The project type: Preservation, Replacement, Management, Expansion, Transit, Trails or Other.

PRG	Mn/DOT Program categories
	AM Agreements
	SR Safety Rail
	BI Bridge Improvement
	BT Bike Trails, Trails
	BR Bridge Replacement
	MC Major Construction
	RC Reconstruction
	RD Reconditioning
	RS Resurfacing
	RX Road Repair
	SC Safety-Capacity
	SH Safety Hazard Elimination
	TM Traffic Management
	TR Transit

AQ TIP air quality category. See Appendix B for description of codes.

Total \$	Total estimated cost of project.
Fed \$	Federal funding for the project. In some instances the federal funding is greater than the funding allocated by the STP selection process. This was necessary to completely fund the larger projects.
DEMO \$	Total federal demonstration funding for the project.
State \$	Mn/DOT state funding for the project.
Local \$	Total contribution from the local agency involved in the project.

MN/DOT Metro District Construction Projects
2010-2013 PARENT Projects *

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	TH 12	Wayzata to Long Lake	Construct Freeway	Yes	2	2
2	I-35E/I-694	Common Section in Vadnais Hts/Little Canada	Reconstruct & Weave Areas	Yes	6	8
3	I-35W/62	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
4	TH 36	St Croix River Bridge	Replace Bridge	Yes	2	4
5	TH 52	Lafayette Bridge	Replace Bridge	Yes	4	4
6	TH 61	Hastings Bridge	Replace Bridge	Yes	2	4
7	TH 169	At I-494	Replace interchange	Yes	4	4
8	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
9	I-494	Wakota Bridge/Newport	New River Crossing, Freeway	Yes	4	6
10	I-494	TH 5 to I-394	Reconstruct – Add lane	Yes	4	6
11	TH 610	I-94 to TH 169	Construct Freeway	Yes	NA	4

* These are significant projects that will be constructed over a number of years and divided into numerous small projects. The Parent number is provided in a separate column on the tables in Appendix A to help the reader identify these projects.

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	CMAQ		141-030-18	TM	UPGRADES & ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER & INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	5,460,500	4,368,400	0	0	1,092,100	MINNEAPOLIS	S7
2010	CMAQ		141-080-39	TM	OPTIMIZE SIGNAL TIMING AT SIGNALIZED INTERSECTIONS, OLSON	31,250	25,000	0	0	6,250	MINNEAPOLIS	E2
2010	CMAQ		141-080-46	TR	TRAFFIC SIGNAL IMPROVEMENTS TO DOWNTOWN ST SYSTEM TO PROVIDE DAILY ENHANCED PREFERRED TREATMENT FOR BUS & LRT TRANSIT PATRONS	525,000	420,000	0	0	105,000	MINNEAPOLIS	E2
2010	CMAQ		141-080-47	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR N SIDE INTERSECTIONS, MPLS(AC PROJECT,PAYBACK IN 2011)	525,000	0	400,000	0	125,000	MINNEAPOLIS	E2
2010	CMAQ		189-080-03	TR	E OF I-94 OFF MAPLE GROVE PKWY- CONSTRUCTION OF PARK & RIDE FACILITY, ETC(AC PROJECT, PAYBACK IN 2011)	3,254,050	0	2,436,461	0	817,589	MAPLE GROVE	E6
2010	CMAQ		199-080-02	TR	CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS, RAMSEY	4,378,500	3,502,800	0	0	875,700	RAMSEY	E6
2010	CMAQ		91-080-06	TR	COMPLETION OF SMTC MARKET STREET STATION, CHANHASSEN PARK-N-RIDE EXPANSION FACILITY	7,218,750	5,775,000	0	0	1,443,750	SMTC	E6
2010	CMAQ		91-596-01	TR	300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE N EDGE OF AN EXISTING LOT AT I-35W/95TH AVE	802,500	642,000	0	0	160,500	MET COUNCIL-MT	E6
2010	CMAQ		CM-05-09A	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	3,678,125	2,942,500	0	0	735,625	MET COUNCIL-MT	AQ1
2010	CMAQ		CM-05-10AC2	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 2 OF 3)	416,300	416,300	0	0	0	RAMSEY	E6
2010	CMAQ		TRS-MVTA-10	TR	MVTA: PURCHASE 12 BUSES FOR DEDICATED OPERATION & DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE BUSWAY(OTHER \$\$ ARE FROM 2005/2006 STATE BONDS)	6,142,500	4,914,000	0	0	1,228,500	MET COUNCIL-MTS	T2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	CMAQ		TRS-SMTC-10A	TR	PURCHASE OF 10 BUSES FOR SERVICE EXPANSION	5,457,000	4,365,600	0	0	1,091,400	SMTC	T10
2010	CMAQ		TRS-TCMT-10A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375, LAKE ELMO/WOODBURY & MPLS-FY 2010	322,156	257,725	0	0	64,431	MET COUNCIL-MT	T10
2010	CMAQ		TRS-TCMT-10B	TR	PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	680,520	MET COUNCIL-MT	T10
2010	CMAQ		TRS-TCMT-10C	TR	PURCHASE OF 15 BUSES TO SUPPORT EXPRESS SERVICE ROUTES	7,356,250	5,885,000	0	0	1,471,250	MET COUNCIL-MT	T2
2011	CMAQ		103-080-02	TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	5,115,000	ANOKA	E6
2011	CMAQ		141-080-44	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PROJECT, PAYBACK IN 2012)	625,000	250,000	250,000	0	125,000	MINNEAPOLIS	NC
2011	CMAQ		141-080-45	TM	TRAF MGMT CTR & ITS UPGRADES-PHASE 3, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE(AC PROJECT, PAYBACK IN 2012)	6,500,000	2,400,000	2,400,000	0	1,700,000	MINNEAPOLIS	S7
2011	CMAQ		141-080-47AC	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR N SIDE INTERSECTIONS, MPLS(AC PAYBACK)	400,000	400,000	0	0		MINNEAPOLIS	E2
2011	CMAQ		141-080-48	TM	OPTIMIZE SIGNAL TIMING, SIGNALIZED INTERSECTIONS, HIAWATHA AVE, LYNDALE AVE S, E/W LAKE ST & HENNEPIN AVE S	236,250	189,000	0	0	47,250	MINNEAPOLIS	E2
2011	CMAQ		141-080-49	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR SOUTH SIDE INTERSECTIONS, MPLS	525,000	400,000	0	0	125,000	MINNEAPOLIS	E2
2011	CMAQ		164-070-11	TM	ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	1,675,000	1,340,000	0	0	335,000	SAINT PAUL	E2
2011	CMAQ		189-080-03AC	TR	E OF I-94 OFF OF MAPLE GROVE PKWY- CONSTRUCTION OF PARK & RIDE FACILITY, ETC(AC PAYBACK)	2,436,461	2,436,461	0	0	0	MAPLE GROVE	E6
2011	CMAQ		CM-05-10AC3	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 3 OF 3)	416,300	416,300	0	0	0	RAMSEY	E6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	CMAQ		TDM-2011	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2011	CMAQ		TRS-MVTA-11	TR	PURCHASE 8 LOW-FLOOR BRT-SPECIFIC BUSES, & PROVIDE STARTUP OPERATING FUNDING IN SUPPORT OF I-35 BRT PROJECT	5,843,230	4,601,144	0	0	1,242,086	MVTA	T2
2011	CMAQ		TRS-SWT-11	TR	PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	1,650,000	SOUTHWEST TRANSIT	T2
2011	CMAQ		TRS-TCMT-11A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE, NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY & MPLS-FY	322,156	257,725	0	0	64,431	MET COUNCIL-MT	T10
2011	TH 999		2700-54	TM	INTEGRATED CORRIDOR SIGNAL COORDINATION, I-394 CORRIDOR INCLUDING THE 55, TH 7, ETC, DEPLOYMENT OF TRANSIT SIGNAL PRIORITY, CCTV CAMERAS & VARIABLE MESSAGE SIGNS	2,405,852	1,924,681	0	481,171	0	MN/DOT	S7
2012	CMAQ		141-080-44AC	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PAYBACK)	250,000	250,000	0	0	0	MINNEAPOLIS	NC
2012	CMAQ		141-080-45AC	TM	TRAF MGMT CTR & ITS UPGRADES-PHASE 3, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE(AC PAYBACK)	2,400,000	2,400,000	0	0	0	MINNEAPOLIS	S7
2012	CMAQ		TDM-2012	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2012	CMAQ		TRS-TCMT-12A	TR	PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	1,680,000	MET COUNCIL -MTS	T10
2012	CMAQ		TRS-TCMT-12B	TR	NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	6,720,000	MET COUNCIL-MT	E6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	CR	10	90-610-01	TR	NE QUADRANT OF TH 212 & CO RD 10, CHASKA-ACQUIRE RW & CONSTRUCT 450 STRUCTURED STALL PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	1,957,196	SOUTHWEST TRANSIT	E6
2012	TH	65	0207-94	TM	INTEGRATED CORRIDOR SIGNAL COORDINATION, TH 65, ANOKA CO BETWEEN I-694 & 237TH AVE NE- DEPLOYMENT OF CCTV CAMERAS & VARIABLE MESSAGE SIGNS	1,293,590	1,034,872	0	258,718	0	MN/DOT	S7
2013	CMAQ		TDM-2013	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2013	CMAQ		TDM-2013	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2013	LOCAL		880M-CMAQ-	NA	METRO ATP SETASIDE FOR CMAQ TRANSIT EXPANSION PROJECTS YET TO BE SELECTED FOR FY 2013	24,500,000	19,600,000	0	0	4,900,000	MN/DOT	NC
2013	TH	999	880M-CMAQ-	NA	METRO ATP SETASIDE FOR CMAQ SYSTEM MANAGEMENT PROJECTS YET TO BE SELECTED FOR FY 2013	5,000,000	4,000,000	0	1,000,000	0	MN/DOT	NC
Totals						173,295,298		5,486,461		39,058,578		
							127,010,370		1,739,889			

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		PED/BIKE	10-090-01	EN	MAYER TO HENN/CARVER CO LINE- CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,483,780	1,044,320	0	0	439,460	CARVER COUNTY	O9
2010		PED/BIKE	141-090-26	EN	MARSHALL ST NE TO MONROE ST NE, MPLS-CONSTRUCT 18TH AVE NE TRAIL PHASE 2-LIGHTING, RETAINING WALLS, FENCING, SIGNAGE, ETC	1,337,500	1,070,000	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27	EN	I-35W TO W RIVER PKWY, MPLS- CONSTRUCT RIVERLAKE GREENWAY ALONG E 40TH AND 42ND ST INCLUDING TRAFFIC CALMING, LANDSCAPING & STREETScape	1,337,500	1,070,000	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	164-090-10	EN	W SIDE OF LEXINGTON PKWY, MINNEHAHA AVE TO ENERGY PARK DR, ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	642,000	SAINT PAUL	O9
2010		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE, NININGER TO EXISTING TRAILS, HASTINGS-CONSTRUCT E SEGMENT OF MISS RIVER REGIONAL TRAIL	1,050,000	762,533	0	0	287,467	DAKOTA COUNTY	O9
2010		PED/BIKE	19-090-10	EN	SPRING LAKE PARK RESERVE, NININGER TO EXISTING TRAILS, HASTINGS-PURCHASE RW FOR E SEGMENT OF MISS RIVER REGIONAL TRAIL	100,000	80,000	0	0	20,000	DAKOTA COUNTY	O9
2010		PED/BIKE	82-090-01	EN	HARDWOOD CREEK REGIONAL TRAIL, FOREST LAKE-CONSTRUCT PED/BIKE BR 82523 OVER WASHINGTON CSAH 2 (BROADWAY AVE)	961,893	769,514	0	0	192,379	WASHINGTON COUNTY	O9
2010		PED/BIKE	91-090-43	EN	S OF GOLDEN LAKE ELEM SCHOOL IN CIRCLE PINES TO LINO LAKES TOWN CENTER DEVELOPMENT-CONSTRUCT RICE CREEK NORTH REGIONAL TRAIL EXPANSION	3,348,450	1,050,000	0	0	2,298,450	ANOKA CO PARK & REC DEPT	AQ2
2010		PED/BIKE	91-090-46	EN	BRUCE VENTO NATURE SANCTUARY/INDIAN MOUNDS REG PARK TR /STAIR CONN, ST PAUL- CONSTRUCT NEW STAIRWAY & BIKEWALK THAT WILL TRAVERSE 110 FEET OF VERTICAL BLUFF	1,312,500	1,050,000	0	0	262,500	ST PAUL PARK & REC	O9
2010		PED/BIKE	91-090-47	EN	PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS- CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,179,140	943,312	0	0	235,828	DAKOTA COUNTY	O9

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		PED/BIKE	91-090-48	EN	CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS- CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	606,000	484,800	0	0	121,200	DAKOTA COUNTY	O9
2010		PED/BIKE	91-090-63	EN	CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS- PURCHASE RW	60,000	48,000	0	0	12,000	DAKOTA COUNTY	O9
2010		PED/BIKE	92-090-48	EN	OVER WASHINGTON CSAH 15(MANNING AVE) IN GRANT-REASSEMBLE BR 5721 & PLACE GATEWAY TRAIL BRIDGE 82524 OVER WASHINGTON CSAH 15	709,767	567,814	0	0	141,953	DNR	AQ2
2010		TH 999	7000-07	EN	REHABILITATION OF BR 4175 OVER MINNESOTA RIVER FOR USE AS PED/BIKE FACILITY, SHAKOPEE	1,400,000	1,120,000	0	280,000	0	MN/DOT	AQ2
2011		EN	138-010-12	EN	KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT-MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	310,322	248,258	0	0	62,064	RAM-WASH METRO WATER DIST	O9
2011		PED/BIKE	10-090-03	EN	W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,362,500	1,090,000	0	0	272,500	CARVER COUNTY	AQ2
2011		PED/BIKE	107-090-05	EN	LONG MEADOW LAKE, BLOOMINGTON- REPLACE BR 3145 ON OLD CEDAR AVE WITH A PED/BIKE BOARDWALK	3,210,000	1,070,000	0	0	2,140,000	BLOOMINGTON	O9
2011		PED/BIKE	107-090-06	EN	20TH AVE TO 22ND AVE, BLOOMINGTON- CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	972,000	BLOOMINGTON	O9
2011		PED/BIKE	120-020-37	EN	LYNMAR LANE TO E OF FRANCE AVE NEAR 72ND ST S, EDINA-CONSTRUCT PED/BIKE BRIDGE OVER FRANCE AVE, 600 FT TRAIL, ETC	2,180,000	1,090,000	0	0	1,090,000	EDINA	AQ2
2011		PED/BIKE	141-020-107	EN	ALONG CEDAR & FRANKLIN AVES, MPLS-IMPROVE PED ACCESS & SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,412,250	840,000	0	0	572,250	MINNEAPOLIS	O9
2011		PED/BIKE	82-090-02	EN	OVER WASHINGTON CO RD 83(11TH AVE SW), FOREST LAKE-CONSTRUCT MULTI-MODAL BR FOR HARDWOOD CREEK REG TRAIL, ETC	926,500	741,200	0	0	185,300	WASHINGTON COUNTY	AQ2
2011		PED/BIKE	91-090-49	EN	BELTLINE BLVD, ST LOUIS PARK- CONSTRUCT BRIDGE ON HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL	1,284,000	1,027,200	0	0	256,800	THREE RIVERS PARK DISTRICT	O9
2011		PED/BIKE	91-090-55	EN	SAMUEL H MORGAN REGIONAL TRAIL, TH 5 TO I-3E, ST PAUL-UPGRADE & ENHANCE CURRENT FACILITY, ETC	1,041,200	830,667	0	0	210,533	SAINT PAUL	AQ2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		PED/BIKE	91-090-56	EN	CHEROKEE REGIONAL PARK- CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	1,880,250	1,090,000	0	0	790,250	SAINT PAUL PARKS & REC	AQ2
2011		PED/BIKE	91-090-59	EN	MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, ETC	1,592,763	1,090,000	0	0	502,763	DAKOTA COUNTY	AQ2
2011		PED/BIKE	91-090-60	EN	ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL- CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	196,200	RAMSEY COUNTY PARKS	AQ2
2012		EN	141-080-42	EN	HENN AVE TO CEDAR AVE, MPLS- REHABILITATE/PRESERVE HISTORIC BRS WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	280,000	MINNEAPOLIS	O9
2012		EN	91-070-15	EN	INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	494,592	ST PAUL PARK/RECO	9
2012		PED/BIKE	02-090-01	EN	LAMOTTE DR TO WESTVIEW ST & CENTERVILLE RD, CENTERVILLE- CONSTRUCT CENTERVILLE REGIONAL TRAIL LINK, ETC	1,055,040	791,280	0	0	263,760	ANOKA COUNTY	AQ2
2012		PED/BIKE	10-090-02	EN	MAYER TO CARVER/MCLEOD CO LINE- CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,478,400	1,120,000	0	0	358,400	CARVER COUNTY	AQ2
2012		PED/BIKE	164-020-109	EN	RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL-PEDESTRIAN STREETSCAPE IMPROVEMENTS, ETC	1,344,000	1,075,200	0	0	268,800	SAINT PAUL	AQ2
2012		PED/BIKE	91-090-57	EN	MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY, ETC	1,290,240	1,032,192	0	0	258,048	DAKOTA COUNTY	AQ2
2012		PED/BIKE	91-090-58	EN	TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	198,520	DAKOTA COUNTY	AQ2
2013		LOCAL	880M-EN-2013	EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2013	10,750,000	8,600,000	0	0	2,150,000	MN/DOT	NC
Totals						54,283,675		0		16,711,017		
							37,292,658		280,000			

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		CSAH 10	189-020-20	RC	VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PROJECT,PAYBACK IN 2012)	15,300,000	2,920,000	3,920,000	0	8,460,000	MAPLE GROVE	A15
2010		CSAH 116	02-652-05	RC	BUNKER LK BLVD(ANOKA CSAH 116),TH 65 TO RADISSON RD & ON RADISSON RD(ANOKA CSAH 52), BUNKER LK BLVD TO CSAH 14, HAM LAKE & BLAINE-RECONSTRUCT SEGMENTS, 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	12,300,000	7,723,221	0	0	4,576,779	ANOKA COUNTY	A10
2010		CSAH 14	02-614-28	RC	21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC	10,175,000	5,775,000	0	0	4,400,000	ANOKA COUNTY	E3
2010		CSAH 14	02-614-32	RC	THRUSH ST TO CRANE ST, COON RAPIDS-WIDEN TO 4-LANE DIVIDED HWY-INTERSECTION IMPROVEMENTS, PED WKWY, ETC	9,200,000	5,885,000	0	0	3,315,000	ANOKA COUNTY	E1
2010		CSAH 21	70-621-24	MC	FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-GRADING, DRAINAGE, BRIDGE, ETC(AC PROJECT, PAYBACK IN 2011)	5,265,000	2,484,916	1,515,084	0	1,265,000	SCOTT COUNTY	A10
2010		CSAH 21	70-621-25	RC	SCOTT CSAH 16 TO SCOTT CSAH 18, SHAKOPEE-GRADING, DRAINAGE, BRS, ETC	4,535,000	2,500,000	0	0	2,035,000	SCOTT COUNTY	E1
2010		CSAH 21	70-621-27	MC	FROM SCOTT CSAH 16 TO SCOTT CSAH 18 IN SHAKOPEE-SURFACING, SIGNALS, ETC	3,484,916	2,484,916	0	0	1,000,000	SCOTT COUNTY	A10
2010		CSAH 21	70-621-28	MC	FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-SURFACING, SIGNALS, ETC	3,176,000	2,540,000	0	0	636,000	SCOTT COUNTY	A10
2010		CSAH 65	62-665-44	RC	WHITE BEAR AVE, N OF RADATZ AVE TO N OF RAMSEY CO RD D, MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	9,000,000	7,161,532	0	0	1,838,468	RAMSEY COUNTY	E1
2010		CSAH 81	238-020-02	RC	S OF INTERSECTION WITH THE I-94 EB RAMP, ROGERS-REALIGN TO ADD LANES, TURN LANES, & PED/BIKE PATH	2,205,000	1,764,000	0	0	441,000	ROGERS	E1
2010		CSAH 81	27-681-27	RC	N OF TH 100 TO N OF HENNEPIN CSAH 10, CRYSTAL-RECONSTRUCT TO 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC(AC PROJECT, PAYBACK IN 2011)	24,062,500	0	5,885,000	0	18,177,500	HENNEPIN COUNTY	A15

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY, MPLS, CEDAR LAKE TRAIL(PHASE 3)	3,425,000	2,561,976	0	0	863,024	MINNEAPOLIS	AQ2
2010		TH 101	238-010-02	RC	I-94 WB OFF RAMP TO N OF S DIAMOND LAKE RD-EXTEND RAMP & GRADE SEPARATION OVER S DIAMOND LAKE RD, ETC	9,540,000	7,630,000	0	0	1,910,000	ROGERS	A10
2010		TH 13	211-010-07	RC	VERNON AVE TO LYNN AVE, SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	6,250,000	3,937,500	0	0	2,312,500	SAVAGE	E1
2011		CITY	141-020-108	RC	CEDAR AVE BETWEEN I-94 & TH 55 IN MPLS-INTERSECTION SAFETY & CAPACITY IMPROVEMENTS INCLUDING AT FRANKLIN, MINNEHAHA, & 20TH AVES(INCLUDES \$1.0M OF TIPPED FUNDING)	2,358,800	1,887,040	0	0	471,760	MINNEAPOLIS	E1
2011		CR B2	62-678-12	RC	FAIRVIEW AVE TO TH 51(SNELLING AVE), ROSEVILLE-RECONSTRUCT TO 6-LANE RDWY, INCLUDING SIGNAL & TURN LANE IMPROVEMENTS	2,992,500	2,394,000	0	0	598,500	RAMSEY COUNTY	E1
2011		CSAH 109	27-709-21	MC	WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	2,247,000	HENNEPIN COUNTY	A15
2011		CSAH 11	10-611-06	RC	CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL, ETC	3,507,460	2,805,968	0	0	701,492	CARVER COUNTY	E4
2011		CSAH 116	02-716-11	RC	ANOKA CO RD 57(SUNFISH LAKE BLVD), RAMSEY TO GERMANIUM ST, RAMSEY & ANOKA-RECONSTRUCT TO 4-LANE DIVIDED RDWY INCLUDING PED/BIKE TRAIL	5,900,000	3,680,800	0	0	2,219,200	ANOKA COUNTY	A15
2011		CSAH 2	82-602-15	RC	W BDWY(WASHINGTON CSAH 2), 19TH ST SW TO 12TH ST SW INCLUDING I-35 INTERCHANGE, FOREST LAKE-RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	4,935,000	WASHINGTON COUNTY	A15
2011		CSAH 2	82-602-19	RC	12TH SW TO TH 61, FOREST LAKE-RECONSTRUCT TO DIVIDED SECTION, TRAIL, ETC	4,469,000	3,575,200	0	0	893,800	WASHINGTON COUNTY	S16
2011		CSAH 21	70-621-24AC	MC	SCOTT CSAH 42, PRIOR LAKE TO SCOTT CSAH 16, SHAKOPEE-GRADING, DRAINAGE, BRIDGE, ETC(AC PAYBACK)	1,515,084	1,515,084	0	0	0	SCOTT COUNTY	A10
2011		CSAH 23	19-623-23	RC	147TH ST, APPLE VALLEY TO 1/4 MI S OF 160TH ST(DAKOTA CSAH 46), LAKEVILLE-RECONSTRUCT TO 6-LANE RDWY, INTERSECTION IMPROVEMENTS,	17,600,000	5,775,000	0	0	11,825,000	DAKOTA COUNTY	A15

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		CSAH 23	19-623-24	RC	DAKOTA CSAH 42 TO N OF 138TH ST, APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PROJECT, PAYBACK IN 2012)	10,800,000	0	7,840,000	0	2,960,000	DAKOTA COUNTY	S4
2011		CSAH 81	27-681-27AC	RC	N OF TH 100 TO N OF HENNEPIN CSAH 10, CRYSTAL-RECONSTRUCT TO 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC(AC PAYBACK)	5,885,000	5,885,000	0	0	0	HENNEPIN COUNTY	E1
2011		CSAH 96	62-596-03UG	MC	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	10,203,778	5,630,000	0	0	4,573,778	RAMSEY COUNTY	A10
2011		PED/BIKE	164-090-11	BT	W CITY LIMITS TO PRIOR AVE, ST PAUL-CONSTRUCT PED/BIKE PATH-ST PAUL EXTENSION(PHASE I) OF MIDTOWN GREENWAY	4,042,500	3,234,000	0	0	808,500	SAINT PAUL	AQ2
2011		TH 120	6227-57	SC	I-94 TO CONWAY AVE, MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC(INCLUDES \$1.53M ACCESS MANAGEMENT FUNDS)	2,530,000	1,044,320	0	1,485,680	0	MN/DOT	E1
2011		TH 36	82-596-03	MC	LAKE ELMO AVE (WASHINGTON CSAH 17), LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS, ETC	4,239,340	3,391,472	0	0	847,868	WASHINGTON COUNTY	NC
2011		TH 7	163-010-38	MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC	18,400,000	7,630,000	0	0	10,770,000	SAINT LOUIS PARK	A10
2012		CSAH 10	189-020-20AC	RC	VICKSBURG LN TO PEONY LN, MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PAYBACK)	3,920,000	3,920,000	0	0	0	MAPLE GROVE	A15
2012		CSAH 116	02-716-12	RC	ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC	5,885,600	4,708,480	0	0	1,177,120	ANOKA COUNTY	A10
2012		CSAH 17	02-617-18	RC	ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116(BUNKER LAKE BLVD), HAM LAKE-RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE	12,000,000	5,837,920	0	0	6,162,080	ANOKA COUNTY	A15
2012		CSAH 23	19-623-24AC	RC	DAKOTA CSAH 42 TO N OF 138TH ST, APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PAYBACK)	7,840,000	7,840,000	0	0	0	DAKOTA COUNTY	S4
2012		CSAH 81	27-681-29	RC	N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY, ETC	10,080,000	7,840,000	0	0	2,240,000	HENNEPIN COUNTY	A10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012		PED/BIKE	164-090-12	BT	MIDTOWN GREENWAY-ST PAUL, PHASE 2 FROM CP RR CORR, PRIOR AVE TO CP RR CORR AT AYD MILL TRAIL, ST PAUL-RW ACQUISITION, CONSTRUCT PED/BIKE TRAIL, ETC	7,700,000	6,160,000	0	0	1,540,000	SAINT PAUL	AQ2
2012		TH 13	70-596-03	RC	ZINRAN AVE S TO LOUISIANA AVE S, SAVAGE-RECONSTRUCT TH 13/101 INCLUDING BR 70003 FOR EB 101 TRAFFIC, ETC (TIED TO 7001-103)	10,080,000	7,840,000	0	0	2,240,000	SCOTT COUNTY	A10
2012		TH 36	8204-55	MC	HILTON TRAIL, PINE SPRINGS-RECONSTRUCT INTERSECTION	9,350,000	7,480,000	0	1,870,000	0	MN/DOT	A10
2013		LOCAL	880M-UG-2013L	MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2013	49,000,000	39,200,000	0	0	9,800,000	MN/DOT	NC
Totals						347,059,478		19,160,084		118,241,369		
							206,302,345		3,355,680			

TABLE A-4
STP Non Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		TH 5	1002-89	RS	0.2 MI W OF CARVER CSAH 11, VICTORIA TO 0.1 MI E OF TH 41, CHANHASSEN - BITUMINOUS MILL & OVERLAY, ADD TURN LANES, ETC	4,760,000	3,748,000	0	937,000	75,000	MN/DOT	S10
2011		TH 96	6225-10	RS	TH 61, WHITE BEAR LAKE TO TH 95, STILLWATER-BITUMINOUS MILL & OVERLAY, INTERSECTION IMPROVEMENTS, GUARDRAIL, ETC	4,870,000	3,896,000	0	974,000	0	MN/DOT	S10
2011		TH 999	880M-TE-11	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING(\$300K) & HYDRAULICS(\$300K) PRESERVATION PROJECTS FOR FY 2011	600,000	480,000	0	120,000	0	MN/DOT	NC
Totals						10,230,000	8,124,000	0	2,031,000	75,000		

**TABLE A-5
MN/DOT and State Aid Bridge Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	CITY		164-020-100	BR	EDGE CUMBE RD OVER RAVINE, HIGHLAND PARK, ST PAUL-REPLACE BR L8804 & APPROACHES	1,050,000	630,000	0	0	420,000	SAINT PAUL	S19
2010	CITY		164-020-101	BR	WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL-REMOVE & REPLACE EXISTING BR 5950(AC PROJECT, PAYBACK IN 2011)	9,900,000	3,150,000	2,200,000	0	4,550,000	SAINT PAUL	S19
2010	CSAH 22		27-622-03	BR	LYNDALE AVE(HENNEPIN CSAH 22) OVER MINNEHAHA CREEK, MPLS-REPLACE BR 90444	2,400,000	1,449,157	0	0	950,843	HENNEPIN COUNTY	S19
2010	CSAH 3		27-603-43	BR	EXCELSIOR BLVD(HENNEPIN CSAH 3) OVER MINNEHAHA CREEK, ST LOUIS PARK-REPLACE BR 90455(TOTAL COST INCLUDES SAP 27-603-50(GRADING) SO CONSTRUCTION COULD BE COORDINATED)	4,200,000	718,962	0	0	3,481,038	HENNEPIN COUNTY	S19
2010	6	TH 61	1913-64	BR	OVER MISSISSIPPI RIVER, RR & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PROJECT, PAYBACK IN 2011, 2012, 2013, AND FUTURE CONVERSIONS POST 2013)	265,000,000	0	212,000,000	0	53,000,000	MN/DOT	S19
2011	CITY		164-020-101AC	BR	WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL-REMOVE & REPLACE EXISTING BR 5950(AC PAYBACK)	2,200,000	2,200,000	0	0	0	SAINT PAUL	S19
2011	CSAH 152		27-752-18	BR	CEDAR AVE(HENNEPIN CSAH 152) OVER HCRRA CORRIDOR, MPLS-REPLACE BR 90437	2,200,000	1,370,521	0	0	829,479	HENNEPIN COUNTY	S19
2011	CSAH 19		27-619-19	BR	HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-REPLACE EXISTING BR 90480	470,800	376,640	0	0	94,160	HENNEPIN COUNTY	S19
2011	CSAH 35		27-635-26	BR	PORTLAND AVE(HENNEPIN CSAH 35) OVER HCRRA CORRIDOR, MPLS-REPLACE BR 90494	2,500,000	1,505,326	0	0	994,674	HENNEPIN COUNTY	S19
2011	5	TH 52	6244-30	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) & APPROACHES(AC PROJECT-PAYBACKS IN 2012 & 2013)	185,000,000	44,000,000	104,000,000	0	37,000,000	MN/DOT	S19
2011	6	TH 61	1913-64AC1	BR	OVER MISSISSIPPI RIVER, RR & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PAYBACK 1 OF 3)	15,000,000	15,000,000	0	0	0	MN/DOT	S19
2012	CITY		141-454-01	BR	COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	3,248,000	MINNEAPOLIS	S19
2012	CITY		164-158-20	BR	300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	1,047,200	SAINT PAUL	S19

**TABLE A-5
MN/DOT and State Aid Bridge Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	5	TH 52	6244-30AC1	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) & APPROACHES(AC PAYBACK 1 OF 2)	74,000,000	74,000,000	0	0	0	MN/DOT	S19
2012	6	TH 61	1913-64AC2	BR	OVER MISSISSIPPI RIVER, RR, & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PAYBACK 2 OF 3)	7,000,000	7,000,000	0	0	0	MN/DOT	S19
2012		TH 999	880M-BI-12	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2012	5,525,000	0	0	5,525,000	0	MN/DOT	NC
2013		LOCAL	BIR-09-2013	BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2013	5,750,000	4,600,000	0	0	1,150,000	MN/DOT	NC
2013	5	TH 52	6244-30AC2	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) & APPROACHES(AC PAYBACK 2 OF 2)	30,000,000	30,000,000	0	0	0	MN/DOT	S19
2013	6	TH 61	1913-64AC3	BR	OVER MISSISSIPPI RIVER, RR, & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PAYBACK 3 OF 3)	15,000,000	15,000,000	0	0	0	MN/DOT	S19
Totals						641,851,000		318,200,000		106,765,394		
							211,360,606		5,525,000			

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program**TABLE A-6**
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	BB		19-623-27	RW	**MN170**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY ACQUISITION	5,399,400	0	4,319,520	0	0	1,079,880	DAKOTA COUNTY	O4
2010	BB		19-623-27A	RW	**MN218**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY ACQUISITION	4,209,600	0	3,367,680	0	0	841,920	DAKOTA COUNTY	O4
2010	BB		91-595-20	RW	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-RIGHT OF WAY ACQUISITION-THIS WAS SP 62-595-01	50,000,000	0	20,000,000	0	0	30,000,000	RAMSEY COUNTY	O4
2010	BB		91-595-23	TR	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- CONSTRUCTION	32,500,000	0	26,000,000	0	0	6,500,000	RAMSEY COUNTY	E6
2010	BB		91-595-24	PL	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- PRELIMINARY ENGINEERING	5,000,000	0	4,000,000	0	0	1,000,000	RAMSEY COUNTY	E6
2010	CITY		164-070-08	RW	**MN219**RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2010	CITY		164-070-09	RC	**MN219**CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2010	CITY		195-114-07	MC	**MN088**RING ROAD SYSTEM FOR I-35E, DUCKWOOD DRIVE IN EAGAN-PRELIMINARY ENGINEERING(2005 APPROPRIATIONS ACT)	495,000	0	495,000	0	0	0	EAGAN	O1
2010	CITY		98-080-34	DR	**MN34**NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT- EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,700,000	0	650,000	0	0	1,050,000	NEWPORT	NC
2010	CR		02-596-09	RW	**MN130**RIGHT OF WAY ACQUISITION FOR MISSISSIPPI RIVER BRIDGE CONNECTING I- 94 AND TH 10 BETWEEN TH 169 & TH 101	1,125,000	0	719,921	0	0	405,079	ANOKA COUNTY	O4

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		CR 5	179-020-28AC	RW	**MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTION OF INTERSECTION(AC PAYBACK)	449,528	0	449,528	0	0	0	BURNSVILLE	O4
2010		CR 5	179-020-29	PL	**MN190**AT TH 13, BURNSVILLE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF	513,284	0	410,627	0	0	102,657	BURNSVILLE	O4
2010		CR 5	179-020-30	MC	**MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT-STP)	950,000	0	950,000	0	0	0	BURNSVILLE	E3
2010		CSAH 153	27-753-16A	BR	LOWRY AVE BRIDGE #2723 REPLACEMENT, MPLS (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	475,000	0	0	118,750	HENNEPIN COUNTY	S19
2010		CSAH 2	82-602-16	RW	**MN165**I-35 INTERCHANGE, FOREST LAKE-RIGHT OF WAY ACQUISITION	1,758,279	0	824,279	0	0	934,000	WASHINGTON COUNTY	O4
2010		CSAH 2	82-602-17	RC	**MN165**I-35 INTERCHANGE, FOREST LAKE-CONSTRUCTION	869,351	0	695,481	0	0	173,870	WASHINGTON COUNTY	E3
2010		CSAH 3	27-603-52	PL	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING(2001 APPROPRIATIONS ACT)	1,050,000	0	840,000	0	0	210,000	HENNEPIN COUNTY	O2
2010		CSAH 42	19-642-44	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE	2,700,000	0	1,462,238	0	0	1,237,762	DAKOTA COUNTY	E3
2010		CSAH 42	19-642-45	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE	2,000,000	0	1,462,337	0	0	537,663	DAKOTA COUNTY	E3
2010		I 35E	6280-308A	RW	**MN171**I-94 TO MARYLAND AVE, ST PAUL-SOIL BORING & INVESTIGATION OF POTENTIAL RW PURCHASES	500,000	0	400,000	0	100,000	0	MN/DOT	O4
2010		I 35W	6284-141	SC	TH 10, ARDEN HILLS TO ANOKA CSAH 23(LAKE DR), BLAINE-CONSTRUCT SB AUXILIARY LANE(2008 APPROPRIATIONS ACT-IMD)	500,000	0	450,000	0	50,000	0	MN/DOT	S6
2010		I 494	2785-330B	PL	**MN199**I-494 LANE ADDITION, HENNEPIN CO	986,570	0	789,256	0	197,314	0	MNDOT	A20

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		I 494	2785-330C	PL **MN199**I-494 LANE ADDITION, HENNEPIN CO	150,000	0	120,000	0	30,000	0	MNDOT	A20
2010		PED/BIKE	27-090-22	BT **MN242**FRANCE AVE TO MISSISSIPPI RIVER-RAILING & RETAINING WALL ALONG MIDTOWN GREENWAY CORRIDOR(2006 APPROPRIATIONS ACT)	950,512	0	950,512	0	0	0	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	91-090-50	BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2010		TH 10	103-010-16	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE	899,900	0	719,920	0	0	179,980	ANOKA COUNTY	O4
2010		TH 10	103-010-16A	PL **MN092**TH 10, ANOKA-DESIGN(2005 APPROPRIATIONS ACT)	0	0	0	0	0	0	ANOKA	O2
2010		TH 10	199-010-09AC2	PL **MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	172,078	0	172,078	0	0	0	RAMSEY	O4
2010		TH 100	163-090-02	BT **MN241**TH 100 IMPROVEMENTS, ST LOUIS PARK(2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	SAINT LOUIS PARK	AQ2
2010	4	TH 36	8214-114MIT10	BR **MN217**OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	100,000	0	80,000	0	20,000	0	MN/DOT	A30
2010		TH 51	164-010-62	EN **MN253**SNELLING AVE PEDESTRIAN MEDIAN, ST PAUL-IMPROVE PEDESTRIAN SAFETY (2009 APPROPRIATIONS ACT-STP)	475,000	0	475,000	0	0	0	SAINT PAUL	O1
2010		TH 55	27-596-05	RW **MN120**RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	867,249	0	693,799	0	0	173,450	HENNEPIN COUNTY	O2
2010		TH 55	27-596-06	PL **MN120**ENVIRONMENTAL STUDIES FOR TH 55 CORRIDOR PROTECTION PROJECT	700,000	0	560,000	0	0	140,000	HENNEPIN COUNTY	O2

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 61	6220-70	RB	**MN34** 20TH ST, NEWPORT TO CARVER AVE, ST PAUL, INCLUDING I494/TH61 INTERCHANGE (WAKOTA PROJECT), NEWPORT - LANDSCAPING	250,000	0	83,073	0	166,927	0	MNDOT	O6
2010	11	TH 610	2771-37D	MC	**MN254**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-ROADWAY IMPROVEMENTS (2009 APPROPRIATIONS ACT-STP)	1,520,000	0	1,520,000	0	0	0	MN/DOT	A15
2010	11	TH 610	2771-38S1	MC	**MN211**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	8,016,711	0	6,413,369	0	1,603,342	0	MNDOT	NC
2010	11	TH 610	2771-38S2	MC	**MN226**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	7,125,966	0	5,700,773	0	1,425,193	0	MNDOT	NC
2010	11	TH 610	2771-38T	MC	**MN235**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	4,894,823	0	3,915,858	0	978,965	0	MNDOT	NC
2011		BB	19-623-23A	TR	**MN218**CEDAR AVE BUSWAY, DAKOTA CO-CONSTRUCTION	9,000,000	0	1,131,820	0	0	7,868,180	DAKOTA COUNTY	S4
2011		CSAH 3	27-603-49	RW	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RW(2003 APPROPRIATIONS ACT)	4,000,000	0	4,000,000	0	0	0	HENNEPIN COUNTY	O4
2011	8	TH 212	1013-79A	PL	**MN163**NORWOOD YOUNG AMERICA TO CARVER CO RD 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, AND CONSTRUCTION OF EXPANDED RDWY	899,901	0	719,921	0	179,980	0	MNDOT	O2
2011	8	TH 212	1013-79B	PL	NORWOOD YOUNG AMERICA TO CHASKA-US HIGHWAY 212 EXPANSION(2008 APPROP ACT-TCSP)	755,911	0	604,729	0	151,182	0	MNDOT	O2

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	4	TH 36	8214-114B	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	168,625	0	134,900	0	33,725	0	MNDOT	O4
2011	4	TH 36	8214-114L	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	4,330,875	0	3,464,700	0	0	866,175	STILLWATER	O4
2012		CSAH 3	27-603-53	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2001 APPROPRIATIONS ACT)	1,682,440	0	1,345,952	0	0	336,488	HENNEPIN COUNTY	E3
2012		CSAH 3	27-603-53A	MC **MN237**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE	6,796,043	0	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	E3
2012	7	TH 169	2776-03RW6	RW **MN192**I-494, BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	1,530,991	0	1,224,793	0	306,198	0	MNDOT	O2
2012	7	TH 169	2776-03RW7	RW **MN221**I-494, BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	468,258	0	374,607	0	93,651	0	MNDOT	O2
2012	4	TH 36	8214-144	PL **MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	4	TH 36	8214-144L	PL **MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	349,950	0	279,960	0	0	69,990	OAK PARK HEIGHTS	O1
2012	11	TH 610	2771-38E	MC **MN119**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	936,516	0	749,213	0	187,303	0	MNDOT	A15
2012	11	TH 610	2771-38F	MC **MN082**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC(2004 APPROPRIATIONS ACT)	1,313,018	0	1,313,018	0	0	0	MN/DOT	A15

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	11	TH 610	2771-38S1A	MC	**MN211**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A15
2012	11	TH 610	2771-38S2A	MC	**MN226**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A15
2012	11	TH 610	2771-38TA	MC	**MN235**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	4,166,568	0	3,333,254	0	833,314	0	MNDOT	A15
2013	4	TH 36	8214-114CC	BR	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW	4,929,774	0	3,943,819	0	985,955	0	MNDOT	A30
Totals						189,355,940		125,265,224		8,159,089			
							0		0		55,931,627		

Twin Cities Metropolitan Area
2010- 2013 Transportation Improvement Program**TABLE A-7**
MN/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	3	I 35W	2782-281AC3	MC	66TH ST, RICHFIELD TO MINNEHAHA CREEK, MPLS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK 3 OF 3)	6,900,000	6,900,000	0	0	0	MN/DOT	A10
2010		I 694	8286-64	RC	I94 TO 50TH ST, OAKDALE-UNBONDED CONCRETE OVERLAY, GUARDRAIL & DRAINAGE REPAIRS, ETC & REHAB BR 82805,82806,82807,& 82808 OVER UP RR & OVER TH 5	25,175,000	22,657,500	0	2,517,500	0	MNDOT	S19
2010		I 94	2781-27836A	BI	UNDER LASALLE AVE, MPLS-REDECK BR 27836	1,200,000	1,080,000	0	120,000	0	MNDOT	S19
2010		I 94	6282-187	RS	HENNEPIN/RAMSEY CO LINE TO KELLOGG BLVD EXIT, ST PAUL-BITUMINOUS MILL & OVERLAY, GUARDRAIL, MEDIAN BARRIER, ETC	10,270,000	9,243,000	0	1,027,000		MNDOT	S10
2010		I 94	8281-02A	AM	WB OVER ST CROIX RIVER, HUDSON-PAINT BR 9400 (WISCONSIN PROJECT)	4,400,000	3,960,000	0	440,000	0	MN/DOT	S19
2011		I 35W	1981-111	SC	BURNSVILLE PKWY, BURNSVILLE, TO I-494, BLOOMINGTON-REPLACE SIGNING	450,000	405,000	0	45,000	0	MN/DOT	O7
2011		I 35W	2783-114	SC	I-94 TO INDUSTRIAL BLVD, MPLS-REPLACE SIGNING	350,000	315,000	0	35,000	0	MN/DOT	O7
2011		I 94	2781-27861	BI	WB OFF RAMP OVER LRT & CITY ST; WB OFF RAMP OVER I-35W, MPLS-REDECK BR 27861 & REPAIR DECK ON BR 27877	780,000	702,000	0	78,000	0	MN/DOT	S19
2011		I 94	2781-415	RS	NICOLLET AVE, MPLS TO HENNEPIN/RAMSEY CO LINE-BITUMINOUS MILL & OVERLAY, DRAINAGE, ETC	5,715,000	5,143,500	0	571,500		MNDOT	S10
2011		I 94	2781-419	BI	UNDER PED BR, SHINGLE CRK PKWY, 694 ON-RAMP,HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH, CP RAIL, 42ND, 41ST & OVER TH 252, BROOKLYN CENTER & MPLS-PARTIAL PAINT BR 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807 & 27808	2,475,000	2,227,500	0	247,500	0	MN/DOT	S19
2012		I 35E	1982-150	RS	0.2 MI S OF DAKOTA CSAH 26(LONE OAK RD), EAGAN TO DAKOTA/RAMSEY CO LINE, ST PAUL- 4" OVERLAY & CONCRETE PAVEMENT REPAIR	7,720,000	6,948,000	0	772,000	0	MN/DOT	S10
2012		I 35W	2783-128	RS	NB, UNDER HENN AVE TO STINSON BLVD EXIT RAMP, MPLS - INSTALL DRAINAGE SYSTEM, NB SHOULDER/DITCH	900,000	810,000	0	90,000	0	MN/DOT	NC
2012		I 35W	6284-159	BR	UNDER S JCT TH 10, ARDEN HILLS-REPLACE BR 9585 & 9586 & APPROACHES	8,800,000	7,920,000	0	880,000	0	MN/DOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I	494	2785-367	RS	0.5 MI W OF 34TH AVE TO 0.5 MI W OF FRANCE AVE, BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE, PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, ETC	17,340,000	15,606,000	0	1,734,000	0	MNDOT	S10
Totals						92,475,000		0		0		
							83,917,500		8,557,500			

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:	
2010	TH	10	0215-59AC1	RC	HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007-1 OF 2)	3,300,000	3,300,000	0	0	0	MN/DOT	E3	
2010	TH	169	7008-45AC1	MC	SCOTT CR 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK 1 OF 2)	10,000,000	10,000,000	0	0	0	MN/DOT	O4	
2010	TH	61	6222-161	RS	0.2 MI S OF ROSELAWN AVE, MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE, WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY, REPLACE SIGNAL, WHITE BEAR AVE, BUS SHOULDERS, GUARDRAIL, ETC	7,100,000	5,680,000	0	1,420,000	0	MN/DOT	S10	
2011	TH	10	0215-59AC2	RC	HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007-2 OF 2)	3,200,000	3,200,000	0	0	0	MN/DOT	E3	
2011	TH	10	6205-37	RS	I35W TO I694, ARDEN HILLS & MOUNDS VIEW - MILL & OVERLAY, DRAINAGE, ETC	2,700,000	2,160,000	0	540,000	0	MN/DOT	S10	
2011	TH	100	2734-44	SC	W 50TH ST, EDINA TO TH 55, GOLDEN VALLEY-REPLACE SIGNING	450,000	360,000	0	90,000	0	MN/DOT	O7	
2011	TH	169	7008-45AC2	MC	SCOTT CO RD 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BR 70043 & 70044-NEW INTERCHANGE, ETC(AC PAYBACK 2 OF 2 & OTHER-DEBT MGMT)	10,000,000	1,750,000	0	0	8,250,000	MN/DOT	O4	
2011	TH	52	1928-54	BI	PED BR, LEWIS ST, OVER CONCORD, PED BRIDGE, WINIFRED & OVER EATON ST-PAINT BR 19025, 62045, 62023 & 62026	1,740,000	1,392,000	0	348,000	0	MN/DOT	S19	
2011	TH	52	1928-55	BI	LOCATIONS I-494, INVER GROVE HTS, TO BELVEDERE ST, ST PAUL-DECK REPAIR ON BR 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856 &	1,350,000	1,080,000	0	270,000	0	MN/DOT	S19	
2011	5	TH	52	6244-62026C	BI	OVER EATON & UP RR & OVER CONCORD ST, ST PAUL-REDECK BR 62026 & DECK REPAIR ON BR 62045	6,800,000	5,440,000	0	1,360,000	0	MN/DOT	S19
2011	5	TH	52	6244-62027A	BI	OVER PLATO BLVD, ST PAUL-REDECK BR 62027	1,000,000	800,000	0	200,000	0	MN/DOT	S10
2012	I	35	1980-68AC1	RC	DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	MN/DOT	A10	
2012	TH	61	6222-165	RS	0.25 MI N OF TH 96, WHITE BEAR LAKE TO 0.5 MI S OF TH 97, FOREST LAKE-MILL AND OVERLAY, REPLACE TRAFFIC SIGNAL, BUFFALO, DRAINAGE & GUARDRAIL REPAIRS, ETC	9,875,000	7,900,000	0	1,975,000	0	MN/DOT	S10	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 35		1980-68AC2	RC	CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	MN/DOT	NC
2013	I 494		2785-337	RB	TH 5 TO 1000' W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP)TH 169, EDEN PRAIRIE - I494 LANDSCAPING	300,000	240,000	0	60,000	0	MN/DOT	O6
2013	TH 999		880M-BI-13	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	51,000,000	38,000,000	0	13,000,000	0	MN/DOT	NC
Totals						113,725,000		0		8,250,000		
							86,212,000		19,263,000			

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	I 35		1980-78	SC	DAKOTA CSAH 70 TO 0.5 MI N OF DAKOTA CSAH 50, LAKEVILLE-INSTALL CABLE MEDIAN BARRIER	545,000	0	0	54,500	490,500	MN/DOT	S9
2010	I 35E		1982-143	DR	S JCT I-35/I-35W, BURNSVILLE TO DAKOTA CSAH 31 (PILOT KNOB RD), EAGAN-REPAIR/REPLACE CULVERTS, CATCH BASINS, ETC	250,000	0	0	250,000	0	MN/DOT	NC
2010	I 35W		0280-65	SC	95TH AVE, BLAINE TO N JCT I-35/35E, COLUMBUS TWP-INSTALL CABLE MEDIAN BARRIER	1,440,000	0	0	144,000	1,296,000	MN/DOT	S9
2010	I 35W		1981-112	RD	BETWEEN TH 13 & CLIFF RD, BURNSVILLE - CABLE CONCRETE LINING OF DITCH, CULVERT EXT/REALIGN, POND EXC, BERM	717,430	0	0	717,430	0	MN/DOT	NC
2010	9 I 494		8285-89	RB	TH 61 INTERCHANGE, NEWPORT- LANDSCAPING	300,000	0	0	300,000	0	MN/DOT	O6
2010	I 94		2781-27003A	BI	UNDER WHITNEY PED BR, MPLS- REPLACE TIMBER DECK & WOODEN STAIRS, BR 27003A	200,000	0	0	200,000	0	MN/DOT	AQ2
2010	I 94		2781-27549AA	BI	UNDER 42ND AVE N(CAMDEN BR), MPLS-REPAIR BR 27549A	400,000	0	0	400,000	0	MN/DOT	S19
2010	TH 10		8202-28	SC	JCT TH 61, DENMARK TWP-REBUILD TRAFFIC SIGNAL	250,000	0	0	250,000	0	MN/DOT	E2
2010	TH 12		2713-101	RS	OLD TH 12, HENNEPIN CSAH 6, ORONO TO WAYZATA BLVD, WAYZATA- BITUMINOUS MILL & OVERLAY, ETC	1,500,000	0	0	1,500,000	0	MN/DOT	S10
2010	1 TH 12		2713-95	RB	WAYZATA BLVD, WAYZATA & HENNEPIN CSAH 6, ORONO,	50,530	0	0	50,530	0	MN/DOT	O6
2010	TH 149		1917-40	RD	WENTWORTH AVE TO EMERSON AVE, MENDOTA HEIGHTS-CULVERT REPLACEMENT, GUARDRAIL, ETC	275,000	0	0	275,000	0	MN/DOT	NC
2010	TH 156		1912-55	SC	AT ARMOUR AVE, S ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2010	TH 19		7013-02	AM	SCOTT CSAH 23 & SCOTT CSAH 86, CEDAR LAKE TWP-CONSTRUCT ROUNDBOUT, ETC	594,000	0	0	594,000	0	MNDOT	E1
2010	TH 252		2748-60	AM	0.2 M S OF 85TH AVE TO WB RAMP TO TH 610, BROOKLYN PARK-3RD LN, BUS SHOULDER, SIGNALS, ETC(INCLUDES \$100K OF TEAM TRANSIT \$\$ & \$500,000 OF SC \$\$)	1,194,000	0	0	1,194,000	0	MNDOT	S4
2010	TH 3		1921-89	AM	143RD ST & 145TH ST, ROSEMOUNT-SB RT TURN LN, 143RD & TRAFFIC SIGNAL RECONSTRUCTION, 145TH	289,900	0	0	289,900	0	MNDOT	S4

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		TH 41	1008-67	AM	INTERSECTION OF TH 41 & SECOND ST & MEDIAN AT FIRST, THIRD & FIFTH ST-SIGNAL INSTALLATION & ACCESS RESTRICTIONS	30,000	0	0	30,000	0	CHASKA	E2
2010		TH 47	0206-63	AM	ANOKA CO RD 66(CLEARY LN NW),BURNS TWP-CHANNELIZATION, TURN LANES, ETC	175,542	0	0	175,542	0	MNDOT	E1
2010		TH 47	0206-64	AM	ANOKA CO RD 27(179TH LN NW), RAMSEY-RECONSTRUCT TH 47 TO LOWER PROFILE	269,268	0	0	269,268	0	MNDOT	E4
2010		TH 5	1002-93	RB	MAIN ST (CARVER CSAH 30) TO SCANDIA RD NEAR CITY OF WACONIA - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2010		TH 51	6215-92	AM	SNELLING AVE, ST CLAIR TO GRAND AVE, ST PAUL-ACCESS CLOSURES, RAISED MEDIAN, ETC	197,000	0	0	197,000	0	MN/DOT	S9
2010		TH 51	6215-94	AM	SELBY AVE, ST PAUL-RECONSTRUCT TRAFFIC SIGNAL	96,980	0	0	96,980	0	MNDOT	E2
2010		TH 52	1905-31	RD	0.5 MI S OF PINE BEND TR TO DAKOTA CSAH 86, ROSEMOUNT & HAMPTON TOWNSHIP - REPAIR STORMWATER PIPES & MANHOLES	190,000	0	0	190,000	0	MN/DOT	NC
2010		TH 52	1906-58	RB	0.4 MI S OF DAKOTA CSAH 46 TO 0.3 MI N OF DAKOTA CSAH 46, COATES - LANDSCAPING	40,000	0	0	40,000	0	MNDOT	O6
2010		TH 52	1928-56	RB	THOMPSON AVE & WENTWORTH AVE, W ST PAUL & S ST PAUL-LANDSCAPING	70,000	0	0	70,000	0	MNDOT	O6
2010	5	TH 52	6244-30RW1	RW	PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE	9,000,000	0	0	9,000,000	0	MNDOT	O4
2010		TH 52	6244-35	BR	FROM FILMORE AVE E TO I-94 IN THE CITY OF ST PAUL- STATIC PILE LOAD TESTING FOR FOUNDATIONS STUDY FOR THE LAFAYETTE BRIDGE (BR #9800 & BRS 62017 & 62018)	500,000	0	0	500,000	0	MNDOT	01
2010		TH 55	1909-92	AM	MENDOTA HTS RD, MENDOTA HEIGHTS-CHANNELIZE MENDOTA HTS RD & SIGNAL REVISIONS	424,821	0	0	424,821	0	MN/DOT	E2
2010	6	TH 61	1913-64RW1	RW	PURCHASE RW FOR REPLACEMENT OF BRIDGE OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS	8,000,000	0	0	8,000,000	0	MN/DOT	O4
2010		TH 61	1913-66	SC	VERMILLION RD(DAKOTA CSAH 46/47), HASTINGS-REBUILD TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2010		TH 61	1913-67	SC	4TH ST, HASTINGS-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 61	1913-70	PM	CANNON ST TO 4TH ST, HASTINGS - BITUMINOUS MILL & OVERLAY	950,000	0	0	950,000	0	MN/DOT	S10
2010		TH 61	8207-59	AM	2ND AVE SE TO 3RD AVE NW, FOREST LAKE-ROUNDBOUT, C & G, SIDEWALK, LIGHTING, ETC	594,000	0	0	594,000	0	MNDOT	E1

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		TH 65	0208-127	SC	E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES, ETC(\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	1,300,000	0	MNDOT	E1
2010		TH 77	1929-43	SC	0.3 MI S OF DAKOTA CSAH 38 TO I-35E, APPLE VALLEY-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	200,000	0	0	20,000	180,000	MN/DOT	S9
2010		TH 77	2758-66	SC	OLD SHAKOPEE RD(HENNEPIN CSAH 1) RAMP TERMINII, BLOOMINGTON-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 77	2758-71	AM	MINNESOTA RIVER, BLOOMINGTON-LONG MEADOW - MAINTENANCE ACCESS RD	171,072	0	0	171,072	0	MNDOT	S10
2010		TH 952A	1908-75	SC	THOMPSON AVE, W ST PAUL-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2010		TH 952A	1908-81	SC	MARIE AVE TO BUTLER AVE, W ST PAUL-UPDATE TO ADA STANDARDS	144,400	0	0	144,400	0	MN/DOT	S6
2010		TH 952A	6217-42	AM	AT CESAR CHAVEZ ST IN ST PAUL-TRAFFIC SIGNAL RECONSTRUCTION	112,439	0	0	112,439	0	MNDOT	E2
2010		TH 999	880M-AM-10	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2010	534,000	0	0	534,000	0	MN/DOT	NC
2010		TH 999	880M-BI-10	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2010	660,000	0	0	660,000	0	MN/DOT	S19
2010		TH 999	880M-CA-10	CA	METRO SETASIDE -CONSULTANT DESIGN -2010	7,300,000	0	0	7,300,000	0	MN/DOT	NC
2010		TH 999	880M-PM-10	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2010	4,050,000	0	0	4,050,000	0	MN/DOT	NC
2010		TH 999	880M-RB-10	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2010	100,000	0	0	100,000	0	MN/DOT	O6
2010		TH 999	880M-RW-10	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2010	22,800,000	0	0	22,800,000	0	MN/DOT	NC
2010		TH 999	880M-RX-10	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2010	4,500,000	0	0	4,500,000	0	MN/DOT	S10
2010		TH 999	880M-SA-10	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2010	14,000,000	0	0	14,000,000	0	MN/DOT	NC
2010		TH 999	880M-TM-10	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2010	390,000	0	0	390,000	0	MN/DOT	NC
2010		TH 999	8825-237	SC	NORTHEAST QUADRANT OF METRO AREA-RELAMP FIXTURES	400,000	0	0	400,000	0	MN/DOT	S18
2010		TH 999	8825-250	TM	METROWIDE-REFURBISH/UPGRADE SHELTER/CABINETS OF TMS SYSTEMS	200,000	0	0	200,000	0	MN/DOT	S7
2010		TH 999	8825-251	TM	METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	250,000	0	0	250,000	0	MN/DOT	S8

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		TH 999	8825-305	SC	METROWIDE-REPLACE CANTILEVER SIGNS	500,000	0	0	500,000	0	MN/DOT	O7
2010		TH 999	TRLF-RW-10	RW	REPAYMENT IN FY 2010 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 212 & 65	4,239,000	0	0	4,239,000	0	MN/DOT	NC
2011		I 35	0283-25	SC	N JCT I-35E/35W, COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE, FOREST LAKE-REPLACE SIGNING	430,000	0	0	430,000	0	MN/DOT	O8
2011		I 35W	0280-58	SC	I-694 IN NEW BRIGHTON/ARDEN HILLS TO N JCT I-35/I-35E, COLUMBUS TWP-REPLACE SIGNING(ASSOCIATED SP 6284-139)	700,000	0	0	700,000	0	MN/DOT	O8
2011		I 494	2785-362	BI	UNDER NICOLLET AVE & UNDER 2ND AVE PED BRIDGE IN RICHFIELD & BLOOMINGTON-REDECK BR 9077 & REPAIR STAIRS ON BR 9078	1,200,000	0	0	1,200,000	0	MN/DOT	S19
2011		I 694	8286-67	SC	WASHINGTON CSAH 10(10TH ST/MINNEHAHA), OAKDALE-REPLACE LIGHTING SYSTEM	115,000	0	0	115,000	0	MN/DOT	S18
2011		I 94	2781-417	SC	SHINGLE CREEK PKWY RAMP TERMINII, BROOKLYN CENTER-REBUILD TRAFFIC SIGNALS	500,000	0	0	225,000	275,000	MN/DOT	E2
2011		TH 10	0215-64	SC	7TH AVE RAMPS, ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2011		TH 101	8608-26	TM	WRIGHT CSAH 36 TO WRIGHT CSAH 39, OTSEGO-TRAFFIC MGMT SYSTEM(ADDITIONAL CCTV, ETC)	150,000	0	0	150,000	0	MN/DOT	S7
2011		TH 12	2713-97	AM	N SIDE, HOWARD AVE TO HENNEPIN CSAH 29, MAPLE PLAIN-CONSTRUCT FRONTAGE RD	300,000	0	0	300,000	0	MAPLE PLAIN	NC
2011		TH 120	6227-65	SC	CENTURY COLLEGE ENTRANCE, WHITE BEAR LAKE/MAHTOMEDI-REBUILD TRAFFIC SIGNAL	250,000	0	0	250,000	0	MN/DOT	E2
2011		TH 13	1901-154	RS	0.2 MI S OF I-494 TO I-494, EAGAN-BITUMINOUS OVERLAY	290,000	0	0	290,000	0	MN/DOT	S10
2011		TH 156	1912-56	SC	GRAND AVE, SOUTH ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2011		TH 169	7005-88	TM	MARSCHALL RD(SCOTT CSAH 17) TO SB 3RD LANE DROP, SHAKOPEE-TRAFFIC MGMT SYSTEM	500,000	0	0	500,000	0	MN/DOT	S7
2011		TH 169	7008-54	MC	SCOTT CO RD 64, BELLE PLAINE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2011		TH 25	7003-12	RD	E FOREST ST TO UP RR, BELLE PLAINE-EROSION REPAIR, RETAINING WALL, ETC	640,000	0	0	640,000	0	MN/DOT	S9
2011		TH 284	1014-15	SC	E 10TH ST, WACONIA-CONSTRUCT ROUNDABOUT	1,215,000	0	0	607,500	607,500	MN/DOT	E1
2011		TH 36	6212-159	SC	HAMLIN AVE/COMMERCE ST, ROSEVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	31,250	218,750	MN/DOT	E2

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		TH 41	1008-65	SC	4TH ST, CHASKA-REBUILD TRAFFIC SIGNAL	300,000	0	0	225,000	75,000	MN/DOT	E2
2011		TH 5	1002-88	SC	TH 284/CARVER CSAH 57, WACONIA-TRAFFIC SIGNAL REPLACEMENT	270,000	0	0	135,000	135,000	MN/DOT	E2
2011		TH 50	1923-11	RD	INTERSECTION WITH TH 20, DOUGLAS TWP-REPAIR PIPE & VAULT	370,000	0	0	370,000	0	MN/DOT	S7
2011	5	TH 52	6244-30RW2	RW	PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE	4,000,000	0	0	4,000,000	0	MNDOT	O4
2011	6	TH 61	1913-64RW2	RW	PURCHASE RW FOR REPLACEMENT OF BRIDGE OVER MISSISSIPPI RIVER, RR & ST, HASTINGS	4,000,000	0	0	4,000,000	0	MN/DOT	O4
2011		TH 61	6222-159	SC	BEAM AVE, MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	121,329	0	0	121,329	0	MN/DOT	E2
2011		TH 62	2775-14	SC	TH 77, MPLS-REPLACE LIGHTING SYSTEM	435,000	0	0	435,000	0	MN/DOT	S18
2011		TH 62	2775-7269	BI	UNDER PORTLAND AVE, RICHFIELD-REPLACE DECK ON BR 7269	1,100,000	0	0	1,100,000	0	MN/DOT	S19
2011		TH 7	2704-28	SC	KINGS POINT RD TO HENNEPIN CSAH 44, MINNETRISTA-CONSTRUCT FRONTAGE RD(\$0.5M ACCESS MANAGEMENT FUNDS)	500,000	0	0	500,000	0	MNDOT	E1
2011		TH 7	2706-217	SC	BAKER RD & LAKE ST EXT, MINNETONKA-REPLACE LIGHTING	125,000	0	0	125,000	0	MN/DOT	S18
2011		TH 77	1925-43	SC	DIFFLEY RD, EAGAN-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2011		TH 77	2758-67	SC	N OF OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON TO TH 62, RICHFIELD-REPLACE SIGNING	400,000	0	0	400,000	0	MN/DOT	O7
2011		TH 77	2758-69	BI	UNDER OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON-REPAIR DECK ON BR 27062	540,000	0	0	540,000	0	MN/DOT	S19
2011		TH 999	880M-AM-11	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	3,200,000	0	0	3,200,000	0	MN/DOT	NC
2011		TH 999	880M-BI-11	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	60,000	0	0	60,000	0	MN/DOT	NC
2011		TH 999	880M-CA-11	CA	METRO SETASIDE -CONSULTANT DESIGN -2011	7,500,000	0	0	7,500,000	0	MN/DOT	NC
2011		TH 999	880M-NO-11	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2011	1,120,000	0	0	1,120,000	0	MN/DOT	NC
2011		TH 999	880M-PM-11	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2011	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2011		TH 999	880M-RB-11	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	100,000	0	MN/DOT	NC
2011		TH 999	880M-RW-11	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	14,500,000	0	0	14,500,000	0	MN/DOT	NC
2011		TH 999	880M-RX-11	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,600,000	0	0	4,600,000	0	MN/DOT	NC

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		TH 999	880M-SA-11	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	12,500,000	0	0	12,500,000	0	MN/DOT	NC
2011		TH 999	880M-SC-11	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	1,500,000	0	0	1,500,000	0	MN/DOT	NC
2011		TH 999	880M-TM-11	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	380,000	0	0	380,000	0	MN/DOT	NC
2011		TH 999	8825-239	SC	ONE QUADRANT METROWIDE-RELAMP LIGHTING SYSTEM	400,000	0	0	400,000	0	MN/DOT	S18
2011		TH 999	8825-304	SC	METROWIDE-REPLACE POPULATION SIGNS	200,000	0	0	200,000	0	MN/DOT	O7
2011		TH 999	8825-313	TM	METROWIDE-CMS REFURBISHMENTS & ACCESS IMPROVEMENTS	280,000	0	0	280,000	0	MN/DOT	S7
2011		TH 999	8825-314	TM	METROWIDE-SHELTER REFURBISHMENTS & SECURITY UPGRADES	220,000	0	0	220,000	0	MN/DOT	S7
2011		TH 999	TRLF-RW-11	RW	REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	3,107,000	0	0	3,107,000	0	MN/DOT	NC
2012		I 35E	1982-148	SC	TH 110 E & W RAMPS, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	300,000	0	0	300,000	0	MN/DOT	E2
2012	3	I 35E	2782-294	RB	I-35W/TH 62 COMMONS AREA (BR 27932 TO BR 27940) - CROSSTOWN LANDSCAPING, PHASE I	300,000	0	0	300,000	0	MNDOT	O6
2012		I 35E	6280-347	SC	MARYLAND AVE TO ROSELAWN AVE, ST PAUL-REPLACE LIGHTING	430,000	0	0	430,000	0	MN/DOT	S18
2012	2	I 35E	6280-354	RB	RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) -	337,500	0	0	337,500	0	MNDOT	O6
2012	2	I 35E	6280-355	RB	EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) -	337,500	0	0	337,500	0	MNDOT	O6
2012		I 35W	2782-300	RD	BLACKDOG RD TO I-494, BLOOMINGTON-REPLACE OR REPAIR CULVERTS, ETC	325,000	0	0	325,000	0	MN/DOT	NC
2012		I 35W	6284-144	SC	RAMSEY CO RD D RAMP TERMINII, ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	202,500	247,500	MN/DOT	E2
2012		I 35W	6284-145	RS	TH 888A(OLD TH 8), RAMSEY CO RD D TO I-35W-BITUMINOUS OVERLAY	560,000	0	0	560,000	0	MN/DOT	S10
2012		I 394	2789-131	TM	W OF TH 100, GOLDEN VALLEY TO I94, MPLS-GATE ARM BATTERY BACKUP	250,000	0	0	250,000	0	MN/DOT	S7
2012		I 494	8285-84	RB	E & W OF MISSISSIPPI RIVER, NEWPORT & S ST PAUL-LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2012		I 494	8285-92	SC	MAXWELL AVE(WASHINGTON CSAH 38) RAMPS-TRAFFIC SIGNAL INSTALLATION	320,000	0	0	105,600	214,400	MN/DOT	E2
2012		I 94	6282-190	NO	PRIOR AVE TO FAIRVIEW AVE, ST PAUL-NOISE WALL CONSTRUCTION	1,040,000	0	0	730,000	310,000	MN/DOT	O3

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	I 94		6282-193	SC	JOHN IRELAND BLVD, ST PAUL TO WASHINGTON CSAH 13(RADIO DR), WOODBURY-REPLACE SIGNING	500,000	0	0	500,000	0	MN/DOT	O7
2012	I 94		8282-109	TM	WASHINGTON CSAH 15, WOODBURY TO ST CROIX RIVER-TRAFFIC MGMT SYSTEM	350,000	0	0	350,000	0	MN/DOT	S7
2012	TH 10		0202-91	SC	THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	450,000	0	MN/DOT	O7
2012	TH 110		1918-102	RS	0.2 MI W OF I-35E TO 0.2 MI E OF I-35E, MENDOTA HTS-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, ETC	1,300,000	0	0	1,300,000	0	MN/DOT	S10
2012	TH 12		2713-100	SC	OLD CRYSTAL BAY RD, ORONO-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012	TH 12		2713-88	SC	HENNEPIN CSAH 83 TO BOUNDARY AVE, MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC(\$1.5M-	1,900,000	0	0	1,900,000	0	MN/DOT	S16
2012	TH 120		6227-67	SC	3M RD, MAPLEWOOD-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012	TH 13		1902-53	RD	0.2 MI N OF TH 110, MENDOTA HTS TO I-35E, LILYDALE-CLEAN/LINE CULVERTS, DRAIN TILE, DITCHES, ETC	645,000	0	0	645,000	0	MN/DOT	NC
2012	TH 13		7001-103	AM	ZINRAN AVE TO LOUISIANA AVE, SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-TIE TO SP 70-596-03)	885,000	0	0	885,000	0	MN/DOT	A10
2012	TH 156		1912-57	SC	WENTWORTH AVE, SOUTH ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2012	TH 169		2750-71	RB	HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	O6
2012	TH 169		2772-83	SC	22ND ST TO 23RD ST, ST LOUIS PARK-CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	525,000	0	0	525,000	0	MN/DOT	O3
2012	TH 169		7009-67	RD	NEAR OLD SCOTT CO RD 63(LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	45,000	0	0	45,000	0	MN/DOT	NC
2012	TH 20		1903-07	SC	TH 19, CANNON FALLS TO TH 50, DOUGLAS TWP-REPLACE SIGNING	400,000	0	0	400,000	0	MN/DOT	O7
2012	TH 3		1921-87	RD	194TH ST, EMPIRE TWP TO 0.7 MI N OF DAKOTA CSAH 46, ROSEMOUNT-REPLACE OR REPAIR CULVERTS, ETC	240,000	0	0	240,000	0	MN/DOT	NC
2012	TH 36		6211-88	RB	WHITE BEAR AVE, MAPLEWOOD TO TH 120, NORTH ST PAUL - LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2012	TH 36		6212-5715	BR	OVER KELLER LAKE, MAPLEWOOD-REPLACE BR 5715 & APPROACHES	2,200,000	0	0	2,200,000	0	MN/DOT	S19

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012		TH 47	0205-96	SC	37TH AVE NE, COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012		TH 5	2732-93	RS	E JCT I-494, BLOOMINGTON TO WHEELER AVE, ST PAUL-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK & TILE REPAIR ON BR 9155, 27027, 9300, 9489, 9490 & 9491, ETC	2,600,000	0	0	2,600,000	0	MN/DOT	S10
2012		TH 51	6215-90	RS	PIERCE BUTLER, ST PAUL TO TH 36, ROSEVILLE-MAINLINE & RAMP CONCRETE REHABILITATION, ETC(\$500,000 FROM PM)	1,700,000	0	0	1,700,000	0	MN/DOT	S10
2012		TH 51	6215-91	RS	TH 5 TO DAYTON AVE, ST PAUL-BITUMINOUS MILL & OVERLAY, ETC	1,335,000	0	0	1,335,000	0	MN/DOT	S10
2012		TH 52	1906-55	SC	TH 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, ETC("OLD"ACCESS MANAGEMENT FUNDS(\$1.04M) & 2012 SC (\$0.41M)	1,450,000	0	0	1,450,000		MN/DOT	NC
2012		TH 52	1907-73	SC	INVER GROVE TR TO CONCORD BLVD, INVER GROVE HTS-CONSTRUCT W FRONTAGE RD	1,305,000	0	0	1,305,000	0	MN/DOT	NC
2012		TH 55	1909-91	SC	N JCT TH 149(DODD RD), EAGAN-REBUILD TRAFFIC SIGNAL	250,000	0	0	187,500	62,500	MN/DOT	E2
2012		TH 55	2722-78	SC	PINTO DRIVE, MEDINA-CONSTRUCT BACKAGE RD, CLOSE ACCESSES, ETC	590,000	0	0	590,000	0	MN/DOT	NC
2012		TH 55	2723-117	SC	DOUGLAS DR(HENNEPIN CSAH 102), GOLDEN VALLEY-REPLACE TRAFFIC SIGNAL	300,000	0	0	150,000	150,000	MN/DOT	E2
2012		TH 65	0207-93	SC	50TH AVE IN COLUMBIA HEIGHTS-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012		TH 65	0207-95	RS	WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS(NOT INCLUDING 27TH TO 37TH AVE)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS, ETC	5,250,000	0	0	5,250,000	0	MN/DOT	S10
2012		TH 65	0208-140	RB	0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2012		TH 7	2706-221	SC	VINE HILL RD, SHOREWOOD-REPLACE TRAFFIC SIGNAL	300,000	0	0	175,000	125,000	MN/DOT	E2
2012		TH 952A	2770-01	RD	3RD AVE RAMP, MPLS, NW END OF BR 27816 N TO JCT OF I94 & WB RAMP, WASHINGTON AVE - BUS SHOULDER REPLACEMENT	1,115,000	0	0	1,115,000	0	MN/DOT	S4
2012		TH 999	880M-AM-12	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2012	4,500,000	0	0	4,500,000	0	MN/DOT	NC
2012		TH 999	880M-CA-12	CA	METRO SETASIDE -CONSULTANT DESIGN -2012	7,600,000	0	0	7,600,000	0	MN/DOT	NC

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012		TH 999	880M-NO-12	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	1,500,000	0	0	1,500,000	0	MN/DOT	NC
2012		TH 999	880M-PM-12	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	4,500,000	0	0	4,500,000	0	MN/DOT	NC
2012		TH 999	880M-RB-12	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	100,000	0	MN/DOT	NC
2012		TH 999	880M-RW-12	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	21,000,000	0	0	21,000,000	0	MN/DOT	NC
2012		TH 999	880M-RX-12	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2012		TH 999	880M-SA-12	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	25,600,000	0	0	25,600,000	0	MN/DOT	NC
2012		TH 999	880M-TM-12	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	225,000	0	0	225,000	0	MN/DOT	NC
2012		TH 999	8825-277	SC	SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MN/DOT	S18
2012		TH 999	8825-308	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MNDOT	E2
2012		TH 999	8825-315	TM	METROWIDE-RAMP METERS & CMS GAP FILL-INS	500,000	0	0	500,000	0	MN/DOT	NC
2012		TH 999	8825-316	TM	METROWIDE-TMS FIBER OPTIC CABLE REFURBISH/REPLACEMENT	250,000	0	0	250,000	0	MN/DOT	NC
2012		TH 999	TRLF-RW-12	RW	REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,386,000	0	0	2,386,000	0	MN/DOT	NC
2013		I 35	1980-79	RD	DAKOTA CO RD 50, LAKEVILLE TO S JCT I35E/I35W, BURNSVILLE-CONSTRUCT NEW BUS SHOULDERS, NB & SB	1,235,000	0	0	1,235,000	0	MNDOT	S4
2013		I 35E	1982-158	SC	S JCT I35E/W TO MN77 - SIGN REPLACEMENT	350,000	0	0	350,000	0	MNDOT	O8
2013		I 35W	0280-63	NO	E OF I-35W, N OF LAKE DR ALONG RESIDENTIAL AREA (MANUFACTURED HOME COMMUNITY), BLAINE - NOISE WALL	2,340,000	0	0	2,110,000	230,000	MNDOT	O3
2013	3	I 35W	2782-293	RB	60TH ST TO 42ND ST, MPLS - CROSSTOWN LANDSCAPING, PHASE 1	250,000	0	0	250,000	0	MNDOT	O6
2013	3	I 35W	2782-319	RB	60TH ST TO 42ND ST, MPLS-GATEWAY STRUCTURES-CROSSTOWN LANDSCAPING	250,000	0	0	250,000	0	MNDOT	O6
2013		I 394	2789-133	SC	WB TO I494 NB & SB EXIT RAMPS, MINNETONKA - MODIFY CO RD- CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB	595,000	0	0	595,000	0	MN/DOT	E1
2013		I 94	6283-172	SC	NB TH 61 TO WHITE BEAR AVE, ST PAUL-CONSTRUCT EB AUXILIARY LANE & RAMP METER	2,275,000	0	0	2,275,000	0	MN/DOT	E1

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	I 94		6283-174	DR	TH 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	680,000	0	0	680,000	0	MNDOT	NC
2013	TH 13		1902-54	DR	N OF 2ND ST/TH13 INTERSECTION, MENDOTA HEIGHTS - STORM WATER POND CONSTRUCTION	580,000	0	0	580,000	0	MNDOT	NC
2013	TH 149		1917-42	SC	TH 110 TO SMITH AVE - SIGN REPLACEMENT	250,000	0	0	250,000	0	MNDOT	O8
2013	TH 252		2748-59	SC	66TH AVE N, BROOKLYN CENTER- REPLACE EB 66TH AVE FREE RIGHT AT TH 252 WITH DUAL RIGHT TURN LANES & REPLACE TRAFFIC SIGNAL	440,000	0	0	290,000	150,000	MNDOT	E2
2013	TH 280		6241-60	RC	ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2013	TH 3		1908-79	RS	0.14 MI N OF ANNE MARIE TR, INVER GROVE HTS TO TH 110, SUNFISH LAKE- MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS, ETC	2,275,000	0	0	2,275,000	0	MNDOT	S10
2013	TH 36		6212-164	DR	JUST E OF SNELLING AVE, ROSEVILLE - REPLACE OR LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT	240,000	0	0	240,000	0	MNDOT	NC
2013	TH 36		8204-56	DR	TH 120 TO TH 95 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	825,000	0	0	825,000	0	MNDOT	NC
2013	TH 47		0205-97	SC	40TH AVE NE/ANOKA CO CSAH 2 - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	TH 47		2726-69	RS	TH 65(CENTRAL AVE) TO 27TH AVE NE, MPLS - MILL & OVERLAY, DRAINAGE REPAIRS, ETC	3,530,000	0	0	3,530,000	0	MNDOT	S10
2013	TH 61		1913-72	SC	TH 55, HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	131,000	44,000	MNDOT	E2
2013	TH 65		0207-96	SC	49TH AVE NE/ANOKA CSAH 4 - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	TH 952		1908-82	SC	EAST BERNARD ST/DAKOTA MSAS 114, WEST ST PAUL - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	TH 999		880M-AM-13	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2013	TH 999		880M-CA-13	CA	METRO SETASIDE -CONSULTANT DESIGN -2013	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2013	TH 999		880M-CM-13	CA	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2013	27,700,000	0	0	27,700,000	0	MN/DOT	NC
2013	TH 999		880M-NO-13	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2013	0	0	0	0	0	MN/DOT	NC
2013	TH 999		880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,000,000	0	0	5,000,000	0	MN/DOT	NC

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	TH	999	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	250,000	0	0	250,000	0	MN/DOT	NC
2013	TH	999	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	0	0	0	0	0	MN/DOT	NC
2013	TH	999	880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	12,400,000	0	0	12,400,000	0	MN/DOT	NC
2013	TH	999	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2013	TH	999	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	13,700,000	0	0	13,700,000	0	MN/DOT	NC
2013	TH	999	880M-SC-13	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2013	5,100,000	0	0	5,100,000	0	MN/DOT	NC
2013	TH	999	880M-TE-13	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION PROJECTS FOR FY	2,130,000	0	0	2,130,000	0	MN/DOT	NC
2013	TH	999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	500,000	0	0	500,000	0	MN/DOT	NC
2013	TH	999	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,765,000	0	0	1,765,000	0	MN/DOT	NC
2013	TH	999	8825-212	SC	METROWIDE-RELAMP IN ONE QUADRANT	450,000	0	0	450,000	0	MN/DOT	S18
2013	TH	999	8825-356	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MNDOT	E2
2013	TH	999	TRLF-RW-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,386,000	0	0	2,386,000	0	MN/DOT	NC
Totals						377,204,711		0		6,759,150		
								0	370,445,561			

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	CITY		141-366-15	SH	31ST ST, 9 LOCATIONS, HENNEPIN TO 2ND AVE, MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 1	472,500	425,250	0	0	47,250	MINNEAPOLIS	S2
2010	CR 132		02-596-07	SH	ANOKA CO RD 132 (85TH AVE) AT SPRINGBROOK DR, COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADE, ETC	1,070,000	963,000	0	0	107,000	ANOKA COUNTY	S2
2010	CSAH 16		70-616-24	SH	SCOTT CSAH 16(MCCOLL DR), GLENDALE RD, SAVAGE-CONSTRUCT MULTI-LANE ROUNDABOUT	1,500,000	770,400	0	0	729,600	SCOTT COUNTY	S2
2010	CSAH 2		82-602-14	SH	WASHINGTON CSAH 2 (W BDWY AVE) & 12TH ST NW, FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC SIGNAL PHASING	1,070,000	963,000	0	0	107,000	WASHINGTON COUNTY	S2
2010	CSAH 31		62-631-05	SH	MARYLAND AVE AT RICE ST, ST PAUL-RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	1,600,000	708,750	0	0	891,250	RAMSEY COUNTY	S2
2010	CSAH 31		62-631-06	SH	MARYLAND AVE, PROSPERITY AVE, ST PAUL-RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	1,600,000	722,250	0	0	877,750	RAMSEY COUNTY	S2
2010	I 35E		1982-149	SH	S JCT I-35E/I-35W, BURNSVILLE TO WAGON WHEEL TRAIL, MENDOTA HTS-INSTALL MEDIAN CABLE BARRIER	1,388,800	1,249,920	0	138,880	0	MN/DOT	S9
2010	I 35W		6284-140	SH	RAMSEY CO RD C TO I-694, ROSEVILLE, NEW BRIGHTON, & ARDEN HILLS-CONTINUOUS LIGHTING	652,700	587,430	0	65,270	0	MNDOT	S2
2010	I 694		6286-53	SH	US 61, VADNAIS HEIGHTS TO 50TH ST N, OAKDALE - INSTALL CABLE MEDIAN BARRIER	1,000,000	900,000	0	100,000	0	MN/DOT	S9
2010	I 694		8286-64S	SH	I94 TO 50TH ST, OAKDALE-INSTALL MEDIAN CABLE BARRIER(ORIGINALLY PART OF SP 6286-53, SEQ # 2060 IN 2009-2012 STIP)	825,000	742,500	0	82,500	0	MNDOT	S9
2010	I 94		2780-78	SH	SB TH 101 TO WB I-94, ROGERS-CONSTRUCT ACCELERATION LANE	845,000	760,500	0	84,500	0	MN/DOT	S6
2010	I 94		2780-80	SH	TH 101, ROGERS-CONSTRUCT EB CO RD FOR SB TH 101 TRAFFIC	1,925,000	1,732,500	0	192,500	0	MN/DOT	NC
2010	I 94		8282-103	SH	W JUNCTION TH 95/WASHINGTON CSAH 15 RAMP TERMINII, WOODBURY, AFTON, LAKE ELMO, & W LAKELAND TWP-TRAFFIC SIGNAL INSTALLATION, DUAL LEFT TURN LANES, ETC(\$850K-SC)-THIS IS AN ASSOCIATED SP TO	1,200,000	1,080,000	0	120,000	0	MNDOT	S2
2010	RR		19-00136	SR	UPPER 71ST ST, INVER GROVE HTS-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010	RR		27-00281	SR	HENNEPIN CSAH 52, HENNEPIN AVE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	26,250	MNDOT	S1
2010	RR		27-00283	SR	HENNEPIN CSAH 66, BROADWAY ST NE, MPLS-INSTALL CANTILEVERS &	267,500	240,750	0	0	26,750	MNDOT	S1
2010	RR		27-00284	SR	MUN 1629, CEDAR LAKE BLVD, MPLS-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010	RR		27-00287AC	SR	MUN 859, E ISLAND AVE, MINNEAPOLIS-INSTALL GATES(AC PAYBACK)	216,675	216,675	0	0	0	MNDOT	S8
2010	RR		27-00288AC	SR	MUN 866, W ISLAND AVE, MINNEAPOLIS-INSTALL GATES(AC PAYBACK)	216,675	216,675	0	0	0	MNDOT	S8
2010	RR		27-00292	SR	HENNEPIN CSAH 10, BASS LAKE RD, HENNEPIN CO-INSTALL 4-GATE SYSTEM(AC PROJECT, PAYBACK IN	354,250	0	318,825	0	35,425	MN/DOT	S8
2010	RR		70-00118	SR	PARK BLVD & ACORN WAY, ST LAWRENCE TWP-ELIMINATE AT-GRADE X-ING & CLOSE ACORN WAY X-ING	288,750	288,750	0	0	0	MNDOT	S1
2010	RR		70-00119	SR	MUN 38, SCOTT ST, SHAKOPEE-INSTALL FLASHERS	214,000	192,600	0	0	21,400	MNDOT	S1
2010	RR		70-00120	SR	MSAS 101, APGAR ST, SHAKOPEE-INSTALL GATES	240,750	216,675	0	0	24,075	MNDOT	S1
2010	TH 10		0215-70	SH	HANSON BLVD TO EGRET, COON RAPIDS-INSTALL CABLE MEDIAN BARRIER	169,432	152,489	0	16,943	0	MN/DOT	S9
2010	TH 169		2772-81	SH	SB EXIT RAMP TO MEDICINE LAKE RD, PLYMOUTH-RECONSTRUCT RAMP, EXTEND DECEL, ETC	714,561	643,105	0	71,456	0	MN/DOT	E3
2010	TH 5		1002-80	SH	POWERS BLVD/CARVER CSAH 17, CHANHASSEN-ADD NORTHBOUND TO EASTBOUND ACCELERATION LANE	240,000	216,000	0	24,000	0	MNDOT	S2
2010	TH 5		8214-145	SH	JAMACA AVE/STILLWATER BLVD, LAKE ELMO-CONSTRUCT ROUNDABOUT	1,440,000	900,000	0	100,000	440,000	MNDOT	S2
2010	TH 61		6222-161S	SH	0.2 MI S OF ROSELAWN AVE, MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE, WHITE BEAR LAKE-MEDIAN CLOSURES, TURN LANE MODIFICATIONS, NEW TURN LANES, ETC AT SEVERAL LOCATIONS	980,000	477,000	0	53,000	450,000	MN/DOT	S7
2010	TH 95		8208-33	SH	HUDSON RD, AFTON & WOODBURY-TRAFFIC SIGNAL INSTALLATION, APPROACH LANES, ETC	1,125,000	900,000	0	100,000	125,000	MN/DOT	S7
2011	CR 57		02-596-11	SH	ANOKA CO RD 57(SUNFISH LK BLVD) & ALPINE DR, RAMSEY-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	1,090,000	981,000	0	0	109,000	ANOKA COUNTY	E1
2011	CSAH 22		82-622-08	SH	WASHINGTON CSAH 22 & HARDWOOD AVE, COTTAGE GROVE-INSTALL TRAFFIC SIGNAL & LEFT TURN LANES	479,600	431,640	0	0	47,960	WASHINGTON COUNTY	E2
2011	CSAH 96		62-596-03S	SH	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	2,222,222	2,000,000	0	0	222,222	RAMSEY COUNTY	A10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	RR		27-00290	SR	N NATHAN LN, MSAS 160, PLYMOUTH, HENNEPIN CO-INSTALL GATES	272,500	245,250	0	0	27,250	MN/DOT	S8
2011	RR		27-00291	SR	XERXES AVE S, MSAS 409, BLOOMINGTON-INSTALL CANTILEVERS/GATES	299,750	269,775	0	0	29,975	MN/DOT	S8
2011	RR		27-00292AC	SR	HENNEPIN CSAH 10, BASS LAKE RD, HENNEPIN CO-INSTALL 4-GATE SYSTEM(AC PAYBACK)	318,825	318,825	0	0	0	MN/DOT	S8
2011	RR		6201-80	SR	TH 5(W 7TH ST), ALTON ST, ST PAUL-INSTALL CANTILEVERS & GATES, CLOSE ALTON ST	262,500	262,500	0	0	0	MNDOT	S1
2011	RR		70-00121	SR	SYNDICATE ST, MSAS 105, JORDAN, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	27,250	MN/DOT	S8
2011	RR		70-00122	SR	VALLEY VIEW DR, TWP 87, JORDAN (0.25 MI N), SAND CREEK TWP, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	27,250	MN/DOT	S8
2011	RR		82-00136	SR	ZEP@WASHINGTON CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	325,026	292,523	0	0	32,503	MN/DOT	S1
2011	TH 10		0215-63	SH	NB EXIT TO SB FOLEY BLVD, COON RAPIDS-REMOVE FREE RIGHT, ADD DUAL RIGHT TURN LANES, REVISE SIGNAL, ETC	470,000	423,000	0	47,000	0	MN/DOT	E1
2011	TH 100		2755-83	SH	HENNEPIN CSAH 152 TO I-694,BROOKLYN CENTER-UPGRADE LIGHTING, PARTIAL TO CONTINUOUS	327,000	294,300	0	32,700	0	MN/DOT	S18
2012	CSAH 10		146-020-11	SH	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	700,000	630,000	0	0	70,000	MOUNDS VIEW	E1
2012	CSAH 68		70-668-02	SH	SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT	784,000	705,600	0	0	78,400	SCOTT COUNTY	S7
2012	CSAH 7		02-607-19	SH	ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	1,680,000	1,512,000	0	0	168,000	ANOKA COUNTY	E1
2012	MSAS 165		141-165-30	SH	CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	55,440	MINNEAPOLIS	S7
2012	RR		27-00293	SR	14TH AVE NE, MUN 283, MPLS-INSTALL GATES(MULTI -TRACK)	336,000	302,400	0	0	33,600	MN/DOT	S8
2012	RR		27-00294	SR	39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00295	SR	W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00296	SR	LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	30,800	MN/DOT	S8

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	RR		27-00297	SR	26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00298	SR	17TH AVE N, MSAS 310, MPLS-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00299	SR	ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00300	SR	22ND AVE N, MSAS 311, MPLS-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	TH	65	0208-132	SH	169TH AVE NE, HAM LAKE-CONVERT INTERSECTION TO A DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS	1,050,000	945,000	0	105,000	0	MN/DOT	E1
2013	LOCAL		880M-HSIP-2013	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2013	10,111,000	9,100,000	0	0	1,011,000	MN/DOT	NC
2013	LOCAL		880M-RR-2013	SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2013	2,444,000	2,200,000	0	0	244,000	MN/DOT	NC
Totals						48,620,416		318,825		6,339,550		
							40,628,292		1,333,749			

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		19-596-06A	B3	SECT 5309: CEDAR AVE BUSWAY, DAKOTA CO-CONSTRUCTION (2006 APPROPRIATIONS ACT-OTHER \$\$ ARE FROM 2005/2006 STATE BONDS)	937,500	0	750,000	0	187,500	DAKOTA COUNTY	A10
2010	BB		91-595-22	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- PRELIMINARY ENGINEERING(2008 APPROPRIATIONS ACT-TRANSIT)	820,750	0	656,600	0	164,150	RAMSEY COUNTY	E6
2010	BB		CCLRT-02	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT (2009 APPROPRIATIONS ACT-NEW STARTS & SMALL STARTS)	20,000,000	0	20,000,000	0	0	MET TRANSIT	T10
2010	BB		TRF-9028-09	B3	SECT 5309: NORTHSTAR CORRIDOR - CONSTRUCTION & START UP COSTS	90,200,000	0	71,200,000	0	19,000,000	MN/DOT	T10
2010	BB		TRF-RCRRA-07A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL	501,600	0	401,280	0	100,320	RAMSEY COUNTY	E6
2010	BB		TRF-RCRRA-08A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL	543,400	0	434,720	0	108,680	RAMSEY COUNTY	E6
2010	BB		TRF-RCRRA-09	B3	SECT 5309: RED ROCK CORRIDOR INTERMODAL BUS & BUS FACILITIES, NEWPORT (2009 APPROPRIATIONS ACT- BUSES & BUS FACILITIES)	475,000	0	475,000	0	0	RAMSEY COUNTY	B3
2010	BB		TRF-RCRRA-09A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL	564,300	0	451,440	0	112,860	RAMSEY COUNTY	E6
2010	BB		TRF-RLTF-07	B3	SECT 5309: RUSHLINE CORRIDOR- CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	376,200	0	300,960	0	75,240	MNDOT	E6
2010	BB		TRF-RLTF-08	B3	SECT 5309: RUSHLINE CORRIDOR- CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	407,550	0	326,040	0	81,510	MNDOT	E6
2010	BB		TRF-RLTF-09	B3	SECT 5309: RUSHLINE CORRIDOR- CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	423,225	0	338,580	0	84,645	MNDOT	E6
2010	BB		TRF-TCMT-10Q	B3	SECT 5309: FIXED GUIDEWAY: 3 CAR TRAIN PROGRAM - CONSTRUCTION OF LRT O&M FACILITY EXPANSION	10,985,000	0	8,788,000	0	2,197,000	MET COUNCIL-MT	T10
2010	BB		TRF-TCMT-10R	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLES FOR 3 CAR TRAIN	36,000,000	0	28,800,000	0	7,200,000	MET COUNCIL-MT	E6
2010	BB		TRF-TCMT-10S	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T4
2010	BB		TRF-TCMT-10V	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-NORTHSTAR RAIL VEHICLES COACH OR	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T1

**TABLE A-12
Transit Section 5309**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		TRF-TCMT-10W	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-NORTHSTAR EXTENSION SUBSTATION	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
2010	BB		TRF-TCMT-10X	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-MOA SUBSTATION	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
2011	BB		19-623-23B	B3	SECT 5309: CEDAR AVE BUS RAPID TRANSIT CONSTRUCTION(2009 APPROPRIATIONS ACT-BUSES & BUS FACILITIES)	1,200,000	0	950,000	0	250,000	DAKOTA COUNTY	S4
2011	BB		TRF-TCMT-11E	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T1
2011	BB		TRF-TCMT-11N	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRT REVERSE SIGNALIZATION	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MT	T1
2011	BB		TRF-TCMT-11V	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRT PAINT BOOTH POLLUTION CONTROL EQUIPMENT	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T9
2011	BB		TRF-TCMT-11W	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-HWY 62 & PENN PARK & RIDE	4,710,000	0	3,768,000	0	942,000	MET COUNCIL-MT	T1
2011	BB		TRF-TCMT-11X	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-NEXTFARE (CUBIC) UPGRADE SYSTEM & DEVICES	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12M	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS/BUS CAPITAL	3,625,000	0	2,900,000	0	725,000	MET COUNCIL-MT	T10
2012	BB		TRF-TCMT-12N	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12P	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLES	17,500,000	0	14,000,000	0	3,500,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13N	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS/BUS CAPITAL	3,625,000	0	2,900,000	0	725,000	MET COUNCIL-MT	T10
2013	BB		TRF-TCMT-13P	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T1
2013	BB		TRF-TCMT-13Q	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13R	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	17,500,000	0	14,000,000	0	3,500,000	MET COUNCIL-MT	E6
Totals						235,644,525		191,640,620		44,003,905		
							0		0			

TABLE A-13
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		TRF-TCMT-10	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	50,000,000	0	40,000,000	0	10,000,000	MET COUNCIL-MT	T10
2010	BB		TRF-TCMT-10A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL	2,495,245	0	1,996,196	0	499,049	MET COUNCIL-MT	T3
2010	BB		TRF-TCMT-10B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LRVS FOR 3 CAR TRAIN (PARTIAL FOR 17 VEHICLES, BALANCE ON FG)	30,000,000	0	24,000,000	0	6,000,000	MET COUNCIL-MT	T3
2010	BB		TRF-TCMT-10C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	60,000,000	0	48,000,000	0	12,000,000	MET COUNCIL-MT	T1
2010	BB		TRF-TCMT-10D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	37,500,000	0	30,000,000	0	7,500,000	MET COUNCIL-MT	T3
2010	BB		TRF-TCMT-10E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,912,280	0	1,529,824	0	382,456	MET COUNCIL-MT	T4
2010	BB		TRF-TCMT-10F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/PROJECT MEETING 1% REQUIREMENT	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2010	BB		TRF-TCMT-10G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL-MTS	T1
2010	BB		TRF-TCMT-10H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS PROJECTS MEETING 1% REQUIREMENT	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2010	BB		TRF-TCMT-10J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SW TRANSIT STATION - COP	379,516	0	303,613	0	75,903	MET COUNCIL-MTS	E6
2010	BB		TRF-TCMT-10K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS(HW & SW)	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T4
2010	BB		TRF-TCMT-10L	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T1
2010	BB		TRF-TCMT-10M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MTS	T10
2010	BB		TRF-TCMT-10N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL-MTS	T1
2010	BB		TRF-TCMT-10P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2011	BB		TRF-TCMT-11	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	51,220,130	0	40,976,104	0	10,244,026	MET COUNCIL-MT	T10
2011	BB		TRF-TCMT-11A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-I35E & CO RD 14 PARK & RIDE (LINO LAKES)	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T5
2011	BB		TRF-TCMT-11B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-WOODBURY PARK & RIDE EXPANSION	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	T10

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB		TRF-TCMT-11C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T3
2011	BB		TRF-TCMT-11D	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T3
2011	BB		TRF-TCMT-11F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	37,500,000	0	30,000,000	0	7,500,000	MET COUNCIL-MT	T3
2011	BB		TRF-TCMT-11G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,004,829	0	1,603,863	0	400,966	MET COUNCIL-MT	T3
2011	BB		TRF-TCMT-11H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2011	BB		TRF-TCMT-11J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	318,750	0	255,000	0	63,750	MET COUNCIL-MT	T1
2011	BB		TRF-TCMT-11K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2011	BB		TRF-TCMT-11L	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF M BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T8
2011	BB		TRF-TCMT-11M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS(HW & SW)	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T4
2011	BB		TRF-TCMT-11P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	9,000,000	0	7,200,000	0	1,800,000	MET COUNCIL- MTS	T10
2011	BB		TRF-TCMT-11Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL- MTS	T1
2011	BB		TRF-TCMT-11R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1
2011	BB		TRF-TCMT-11U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SW TRANSIT STATION - COP	281,658	0	225,326	0	56,332	MET COUNCIL- MTS	T4
2012	BB		TRF-TCMT-12	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	50,199,891	0	40,159,913	0	10,039,978	MET COUNCIL-MT	T10
2012	BB		TRF-TCMT-12A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	37,500,000	0	30,000,000	0	7,500,000	MET COUNCIL-MT	T3
2012	BB		TRF-TCMT-12B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2012	BB		TRF-TCMT-12D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,100,678	0	1,680,542	0	420,136	MET COUNCIL-MT	T3
2012	BB		TRF-TCMT-12E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	337,500	0	270,000	0	67,500	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2012	BB		TRF-TCMT-12G	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-BUS ACQUISITIONS	9,000,000	0	7,200,000	0	1,800,000	MET COUNCIL-MTS	T10
2012	BB		TRF-TCMT-12H	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MTS	T1
2012	BB		TRF-TCMT-12J	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2012	BB		TRF-TCMT-12K	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL-MTS	T4
2012	BB		TRF-TCMT-12L	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 610 & NOBLE PARK & RIDE EXPANSION	9,000,000	0	7,200,000	0	1,800,000	MET COUNCIL-MT	E6
2012	BB		TRF-TCMT-12S	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-MAPLEWOOD MALL PARK & RIDE EXPANSION	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	E6
2012	BB		TRF-TCMT-12T	B9 SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF M BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2012	BB		TRF-TCMT-12U	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-SW TRANSIT STATION - COP	281,658	0	225,326	0	56,332	MET COUNCIL-MTS	E6
2013	BB		TRF-TCMT-13	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T1
2013	BB		TRF-TCMT-13A	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	47,770,100	0	38,216,080	0	9,554,020	MET COUNCIL-MT	T10
2013	BB		TRF-TCMT-13B	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2013	BB		TRF-TCMT-13C	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	T3
2013	BB		TRF-TCMT-13D	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-I35E, CO RD 96 PARK & RIDE	3,910,000	0	3,128,000	0	782,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13E	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,196,645	0	1,757,316	0	439,329	MET COUNCIL-MT	T3
2013	BB		TRF-TCMT-13F	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-I35W, 96 PARK & RIDE (CO H REPLACEMENT)	10,680,000	0	8,544,000	0	2,136,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13G	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL-MTS	T1
2013	BB		TRF-TCMT-13H	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MTS	T1
2013	BB		TRF-TCMT-13J	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2013	BB		TRF-TCMT-13K	B9 SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10

**TABLE A-13
Transit Sections 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB		TRF-TCMT-13L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SW TRANSIT STATION - COP	281,658	0	225,326	0	56,332	MET COUNCIL- MTS	E6
2013	BB		TRF-TCMT-13M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	9,000,000	0	7,200,000	0	1,800,000	MET COUNCIL- MTS	T10
Totals						573,070,538		458,456,429		114,614,109		
								0		0		

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program

TABLE A-14
Transit Section 5339

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		TRF-RCRRA-06	PL	SECT 5339: RED ROCK/RUSH LINE/CENTRAL CORRIDOR STUDIES- ALTERNATIVE ANALYSES	2,475,000	0	1,980,000	0	495,000	RAMSEY COUNTY	O1
2010	BB		TRF-RCRRA-07	PL	SECT 5339: RED ROCK/RUSH LINE/CENTRAL CORRIDOR STUDIES- ALTERNATIVE ANALYSES	2,475,000	0	1,980,000	0	495,000	RAMSEY COUNTY	O1
Totals						4,950,000		3,960,000		990,000		
							0			0		

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program

TABLE A-15
Transit Section 5311

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		TRF-0009-10	OB SECT 5311: CARVER CO TRANSIT OPERATING ASSISTANCE	641,709	0	88,100	0	553,609	MN/DOT	T1
2010	BB		TRF-0051-10	OB SECT 5311: SCOTT CO TRANSIT OPERATING ASSISTANCE	1,885,440	0	98,700	0	1,786,740	MN/DOT	T1
2010	BB		TRF-3703-10	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	397,433	0	42,600	0	354,833	MN/DOT	T1
2011	BB		TRF-0009-11	OB SECT 5311: CARVER CO TRANSIT OPERATING ASSISTANCE	660,960	0	88,100	0	572,860	MN/DOT	T1
2011	BB		TRF-0051-11	OB SECT 5311: SCOTT CO TRANSIT OPERATING ASSISTANCE	1,942,003	0	98,700	0	1,843,303	MN/DOT	T1
2011	BB		TRF-3703-11	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	409,356	0	42,600	0	366,756	MN/DOT	T1
2012	BB		TRF-0009-12	OB SECT 5311: CARVER CO TRANSIT OPERATING ASSISTANCE	680,789	0	88,100	0	592,689	MN/DOT	T1
2012	BB		TRF-0051-12	OB SECT 5311: SCOTT CO TRANSIT OPERATING ASSISTANCE	2,000,263	0	98,700	0	1,901,563	MN/DOT	T1
2012	BB		TRF-3703-12	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	421,637	0	42,600	0	379,037	MN/DOT	T1
2013	BB		TRF-0051-13	OB SECT 5311: SCOTT/CARVER CO TRANSIT OPERATING ASSISTANCE	2,602,963	0	186,800	0	2,416,163	MN/DOT	T1
2013	BB		TRF-3703-13	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	409,356	0	42,600	0	366,756	MN/DOT	T1
Totals					12,051,909		917,600		11,134,309		
						0		0			

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program

TABLE A-16
Transit Sections 5316

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		TRF-0018-10	JA	SECT 5316: TWIN CITIES AREA MNDOT-JOB ACCESS/REVERSE COMMUTE PROJECTS (MET COUNCIL VAN-GO FOR COLLAR CO)-TBD	250,000	0	125,000	0	125,000	MNDOT	T1
2010	BB		TRF-TCMT-10T	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	1,125,000	0	900,000	0	225,000	MET COUNCIL-MTS	T1
2011	BB		TRF-0018-11	JA	SECT 5316: TWIN CITIES AREA MNDOT-JOB ACCESS/REVERSE COMMUTE PROJECTS(MET COUNCIL VAN-GO FOR COLLAR COUNTIES)-TBD	250,000	0	125,000	0	125,000	MNDOT	T1
2011	BB		TRF-TCMT-11S	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	3,000,000	0	1,500,000	0	1,500,000	MET COUNCIL-MTS	T1
2012	BB		TRF-0018-12	JA	SECT 5316: TWIN CITIES AREA MNDOT-JOB ACCESS/REVERSE COMMUTE PROJECTS(MET COUNCIL VAN-GO FOR COLLAR COUNTIES)-TBD	250,000	0	125,000	0	125,000	MNDOT	T1
2012	BB		TRF-TCMT-12Q	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	3,000,000	0	1,500,000	0	1,500,000	MET COUNCIL-MTS	T1
2013	BB		TRF-0018-13	JA	SECT 5316: TWIN CITIES AREA MNDOT-JOB ACCESS/REVERSE COMMUTE PROJECTS(MET COUNCIL VAN-GO FOR COLLAR COUNTIES)-TBD	250,000	0	125,000	0	125,000	MNDOT	T1
2013	BB		TRF-TCMT-13S	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	3,000,000	0	1,500,000	0	1,500,000	MET COUNCIL-MTS	T1
Totals						11,125,000	0	5,900,000	0	5,225,000		

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program

TABLE A-17
Transit Sections 5317

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2010	BB		TRF-TCMT-10U	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2010	875,000	0	700,000	0	175,000	MET COUNCIL- MTS	T1
2011	BB		TRF-TCMT-11T	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2011	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL- MTS	T1
2012	BB		TRF-TCMT-12R	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2012	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13T	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL- MTS	T1
Totals						6,875,000		3,700,000		3,175,000		
							0		0			

Twin Cities Metropolitan Area
2010-2013 Transportation Improvement Program

TABLE A-18
Chapter 152 Bond Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2010		I 494	8285-94	RC	I-94, OAKDALE, TO S OF LAKE RD, MAPLEWOOD-REPLACE CONCRETE PAVEMENT, CONNECT AUXILIARY LANES, ETC(PHASE 2)	22,000,000	0	0	0	22,000,000	MN/DOT	S10
2011		I 35W	1981-120	MC	NB ONLY, S JCT I35E/35W TO BURNSVILLE PKWY, BURNSVILLE-TIE INTO EXISTING HOV LANE BY CONSTRUCTING MEDIAN BARRIER & HOT LANE IN MEDIAN(CHAPTER 152 FOR TRANSIT ADVAN)	15,000,000	0	0	0	15,000,000	MN/DOT	S16
2011	4	TH 36	8214-114MIT11	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	3,465,000	0	0	0	3,465,000	MN/DOT	A30
2012	4	TH 36	8214-114MIT12	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	300,000	0	0	0	300,000	MN/DOT	A30
2013	4	TH 36	8214-114MIT13	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE	7,250,000	0	0	0	7,250,000	MN/DOT	A30
Totals						48,015,000		0		48,015,000		
							0			0		

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010	CITY		114-030-10	SC	\$\$\$ESL\$\$CITYWIDE-CONVERT SEVERAL TRAFFIC SIGNALS TO LED ALONG WITH PED SIGNALS AND PUSH BUTTONS	225,000	0	180,000	0	45,000	COON RAPIDS	E2
2010	CITY		145-030-01	SC	\$\$\$ESL\$\$ON SHORELINE BLVD & COMMERCE BLVD, E CITY LIMITS TO W CITY LIMITS-REPLACE/RECONSTRUCT STREET LIGHTING & RECONSTRUCT SIDEWALK	700,000	0	630,000	0	70,000	MOUND	S18
2010	CITY		187-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, WALKWAY) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	240,550	0	174,000	0	66,550	ARDEN HILLS	AQ2
2010	CITY		187-591-01ES	BT	\$\$\$ESEN\$\$\$**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, WALKWAY) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	288,326	0	288,326	0	0	ARDEN HILLS	AQ2
2010	CITY		187-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL - NON-INFRASTRUCTURE (EDUCATION PROGRAM, ETC) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	1,000	0	1,000	0	0	ARDEN HILLS	O1
2010	CITY		208-080-01	RC	\$\$\$ESL\$\$ON AKRON AVE, DAKOTA CSAH 42 TO BONAIRE PATH-RECONSTRUCT	3,700,000	0	2,960,000	0	740,000	ROSEMOUNT	S10
2010	CITY		238-591-02	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	151,150	0	151,150	0	0	ROGERS	AQ2
2010	CR 40		10-640-09	BR	\$\$\$ESL\$\$AT MAIN ST BRIDGE OVER SPRING CREEK-REPLACE BRIDGE #L2783 & ASSOCIATED ROADWORK	500,000	0	460,000	0	40,000	CARVER	S19
2010	CR 83		82-596-04	MC	\$\$\$ESL\$\$AT OVERPASS OF I35-CONSTRUCT BRIDGE & RETAINING WALLS	10,000,000	0	5,000,000	0	5,000,000	WASHINGTON COUNTY	A15
2010	CR 96		19-596-08	RC	\$\$\$ESL\$\$RECONSTRUCT & PAVE 2 MILES OF DAKOTA CR 96, IMPROVE INTERSECTION AT DAKOTA CSAH 23-TIED WITH RR PROJECT 19-00137	1,890,217	0	1,890,217	0	0	DAKOTA COUNTY	E2
2010	CSAH 10		10-610-39	RS	\$\$\$ESL\$\$FOUR LOCATIONS WITHIN CARVER COUNTY-MILL & OVERLAY	1,395,500	0	1,116,400	0	279,100	CARVER COUNTY	AQ2
2010	CSAH 10		109-020-12	BT	\$\$\$ESL\$\$ALONG HENNEPIN CSAH 10, BROOKLYN BLVD TO TH 100-PED/BIKE TRAIL	2,500,000	0	2,000,000	0	500,000	BROOKLYN CENTER	AQ2

**TABLE A-19
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010	CSAH 14	02-614-28ES	RC	\$\$\$	ESL\$21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC (MNDOT PORTION OF PROJECT UNDER 0282-25)	2,412,500	0	2,412,500	0	0	ANOKA COUNTY	E3
2010	CSAH 153	27-753-16	BR	\$\$\$	ESL\$LOWRY AVE OVER MISSISSIPPI RIVER-REPLACE BRIDGE #2723 INCLUDING APPROACHES & STORMWATER QUALITY IMPROVEMENTS	65,000,000	0	10,000,000	0	55,000,000	HENNEPIN COUNTY	S19
2010	CSAH 21	70-621-27ES	MC	\$\$\$	ESL\$FROM SCOTT CSAH 16 TO SCOTT CSAH 18 IN SHAKOPEE-SURFACING, SIGNALS, ETC	5,283,647	0	5,283,647	0	0	SCOTT COUNTY	A10
2010	CSAH 21	70-621-28ES	MC	\$\$\$	ESL\$FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-SURFACING, SIGNALS, ETC	2,040,353	0	2,040,353	0	0	SCOTT COUNTY	A10
2010	CSAH 30	10-630-27	SC	\$\$\$	ESL\$COMPOST SITE ACCESS-CONSTRUCT TURN LANES	120,000	0	96,000	0	24,000	MAYER	E1
2010	I 35E	1982-156	SC	\$\$\$	AT WB I494 AND EB I494 TO SB I35E - INTERCHANGE RAMP MODIFICATION	781,737	0	781,737	0	0	MNDOT	E3
2010	I 35E	6280-356	DR	\$\$\$	35E@THOMPSON AVE, ST PAUL TO OUTLET NEAR ST PETER/SHEPARD RD AT MISSISSIPPI RIVER-STORM TUNNEL RESTORATION	3,650,000	0	3,650,000	0	0	MNDOT	NC
2010	I 35W	0280-61	RS	\$\$\$	N OF I694, ARDEN HILLS TO 0.1 MI N OF LAKE DRIVE, BLAINE - BITUMINOUS MILL & OVERLAY, DECK REPAIR ON 9603, ETC	9,090,000	0	9,090,000	0	0	MN/DOT	S10
2010	I 35W	0280-62	PL	\$\$\$	I-694, NEW BRIGHTON TO LEXINGTON AVE, BLAINE-STUDY FOR FUTURE INVESTMENTS(2008 APPROP ACT-IMD)	402,580	0	362,322	40,258	0	MN/DOT	O1
2010	I 35W	0280-66	PL	\$\$\$	I35W N CONGESTION MITIGATION & DESIGN - ON NB, LAKE DRIVE TO 95TH, BLAINE(2009 APPROPRIATIONS ACT-	1,055,555	0	950,000	105,555	0	MNDOT	O1
2010	I 694	6285-140	SC	\$\$\$	I35W, ARDEN HILLS TO RICE ST, SHOREVIEW - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	620,000	0	620,000	0	0	MNDOT	S9
2010	I 94	2780-64	RS	\$\$\$	WRIGHT/HENNEPIN CO LINE TO 0.2MI E OF I-494, MAPLE GROVE-BITUMINOUS OVERLAY, ETC	14,125,000	0	14,125,000	0	0	MN/DOT	S10
2010	I 94	2780-69	SC	\$\$\$	TH 101, ROGERS-REPLACE LIGHTING SYSTEM	140,000	0	140,000	0	0	MN/DOT	S18
2010	I 94	2786-125	MC	\$\$\$	JCT I494, MAPLE GROVE TO BROOKLYN BLVD, BROOKLYN PARK - LANDSCAPING	200,000	0	200,000	0	0	MNDOT	O6

**TABLE A-19
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		I35E	0282-25	RC	\$\$\$21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC(LOCAL PORTION OF PROJECT UNDER 02-614-28)	2,412,500	0	2,412,500	0	0	MNDOT	E3
2010		MSAS	192-101-10	RX	\$\$ESL\$MINOR ARTERIAL ROADWAY IMPROVEMENTS INCLUDING CURB REPAIR, UTILITY REPAIR & MILL & OVERLAY	1,667,000	0	1,250,250	0	416,750	WOODBURY	S10
2010		MSAS 100	219-010-01	SC	\$\$ESL\$TH 244, OLD WILDWOOD RD- CONSTRUCT RIGHT TURN LANE & BYPASS LANE	195,000	0	156,000	0	39,000	MAHTOMEDI	E1
2010		MSAS 103	140-103-16	SC	\$\$ESL\$VISITATION DR & MENDOTA HTS RD & LAKE DR & MENDOTA HTS RD- CONSTRUCT INTERSECTION CONTROL	400,000	0	310,000	0	90,000	MENDOTA HTS	E2
2010		MSAS 104	186-104-21	RS	\$\$ESL\$140TH ST W, 134TH ST TO GUILD AVE & GARDENVIEW SEGMENT, APPLE VALLEY-BITUMINOUS MILL & OVERLAY	701,250	0	561,000	0	140,250	APPLE VALLEY	S10
2010		MSAS 105	183-105-03	RS	\$\$ESL\$TERRACE RD, ANOKA CSAH 8 TO SANBURNOL DR & ABLE ST, ANOKA CSAH 8 TO ANOKA CSAH 10- OVERLAY/RECONDITIONING	1,835,600	0	1,468,480	0	367,120	SPRING LAKE PARK	S10
2010		MSAS 105	188-105-02	RS	\$\$ESL\$ON HOLYOKE/HIGHVIEW AVE FROM HERITAGE DR TO DODD BLVD (DAKOTA CSAH 9)-MILL & OVERLAY	948,000	0	853,200	0	94,800	LAKEVILLE	S10
2010		MSAS 109	182-109-06	RC	\$\$ESL\$ON WINNETKA AVE N FROM HENNEPIN CSAH 10 TO 62ND AVE N- RECONSTRUCT WINNETKA AVE N	1,382,000	0	834,000	0	548,000	NEW HOPE	S10
2010		MSAS 112	239-080-01	RC	\$\$ESL\$\$S SCOTT CSAH 5 TO SCOTT CSAH 3 & S ST FROM TH 169 TO O'BRIAN PKWY-CONSTRUCT S	2,500,000	0	2,000,000	0	500,000	BELLE PLAINE	E3
2010		MSAS 114	169-114-05	RS	\$\$ESL\$WASHINGTON AVE, TH 36 TO ORLEANS-MILL & OVERLAY & STORM SEWER WORK	350,000	0	280,000	0	70,000	STILLWATER	S10
2010		MSAS 117	166-117-03	BT	\$\$ESL\$OVER TH 169 & FULLER ST, APPOLOOSA AVE TO VIERLING DR- CONSTRUCT PED BRIDGE & TRAIL CONNECTION	875,000	0	700,000	0	175,000	SHAKOPEE	AQ2
2010		MSAS 118	201-118-01	SC	\$\$ESL\$\$SCOTT CSAH 42 & MCKENNA RD-INSTALL TRAFFIC SIGNAL	250,000	0	175,000	0	75,000	PRIOR LAKE	E2
2010		MSAS 121	185-121-19	RS	\$\$ESL\$ON HADLEY AVE N FROM HUDSON BLVD N TO 11TH ST N- OVERLAY HADLEY AVE N	461,000	0	368,800	0	92,200	OAKDALE	S10
2010		MSAS 159	155-159-04	RS	\$\$ESL\$ON CAMPUS DR/26TH AVE FROM HENNEPIN CR 61 TO SYCAMORE LN-MILL& OVERLAY, RECONSTRUCT AND REPLACE CULVERT	433,200	0	346,560	0	86,640	PLYMOUTH	S10

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010	MSAS	235	164-235-22	BT	\$\$\$ESL\$\$IN VICINITY OF WABASHA ST & CHANNEL ST-RECONSTRUCT PED BRIDGE & TOWER	2,000,000	0	1,900,000	0	100,000	SAINT PAUL	AQ2
2010	MSAS	262	141-262-14	BI	\$\$\$ESL\$\$42ND AVE N/37TH AVE NE, LYNDALE AVE N TO ST ANTHONY PKWY-BRIDGE REHABILITATION	13,500,000	0	10,000,000	0	3,500,000	MINNEAPOLIS	S19
2010	MSAS	302	127-302-16	RS	\$\$\$ESL\$\$ON 61ST AVE FROM MAIN ST TO CENTRAL AVE-MILL & OVERLAY AND STRIPE FOR BIKE LANES	350,000	0	262,500	0	87,500	FRIDLEY	S10
2010	PED/BIKE		10-090-01ES	EN	\$\$\$ESEN\$\$MAYER TO HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	550,680	0	550,680	0	0	CARVER COUNTY	AQ2
2010	PED/BIKE		107-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	131,000	0	131,000	0	0	BLOOMINGTON	AQ2
2010	PED/BIKE		107-591-02	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - ENCOURAGEMENT ACTIVITIES TO PROMOTE BICYCLING AND WALKING EDUCATION IN BLOOMINGTON	5,000	0	5,000	0	0	BLOOMINGTON	01
2010	PED/BIKE		107-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING TO CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	39,000	0	39,000	0	0	BLOOMINGTON	AQ2
2010	PED/BIKE		114-020-40	EN	\$\$\$ESEN\$\$ALONG MAIN ST, ROUND LAKE BLVD TO WEDGEWOOD DR, COON RAPIDS-CONSTRUCT BIT TRAIL, ETC(ARRA EN \$\$)	229,000	0	229,000	0	0	COON RAPIDS	AQ2
2010	PED/BIKE		138-010-17	EN	\$\$\$ESEN\$\$ALONG TH 5(STILLWATER RD), LAKEWOOD DR TO CENTURY AVE IN MAPLEWOOD-CONSTRUCT BITUMINOUS TRAIL, DRAINAGE, ETC(ARRA EN \$\$)	1,060,000	0	800,000	0	260,000	MAPLEWOOD	AQ2
2010	PED/BIKE		141-090-27A	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-RIVER LAKE GREENWAY, I35W EAST TO W RIVER PKWY-TIED TO 141-090-27(THIS IS REMAINING FROM SP 141-091-08)	150,000	0	150,000	0	0	TRANSIT FOR LIV COMM	AQ2
2010	PED/BIKE		141-090-31	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES	5,312,500	0	5,312,500	0	0	MINNEAPOLIS	AQ2
2010	PED/BIKE		141-091-06	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PRE ENGINEERING FOR MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	45,000	0	45,000	0	0	TRANSIT FOR LIV COMM	AQ2

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		PED/BIKE	141-091-07	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PRE ENG FOR MPLS-U OF MN TRAIL, BR 9 TO OAK ST ALONG RR CORRIDOR	95,000	0	95,000	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-091-11	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-BIKE & PED PROGRAM FOR MPLS-YEAR 3	315,000	0	315,000	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-091-13	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	275,000	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-15	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 5 CORRIDORS-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	605,220	0	605,220	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-16	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	2,405,000	0	2,405,000	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-19	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	860,000	0	815,000	0	45,000	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-20	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 12 CORRIDORS)-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	1,009,780	0	1,009,780	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-591-04	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	63,000	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-591-05	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENFORCEMENT IN MINNEAPOLIS	5,000	0	5,000	0	0	MINNEAPOLIS	01
2010		PED/BIKE	141-591-06	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING OF MAPPING OF SAFE ROUTES TO EACH SCHOOL AND DISTRIBUTING THE MAPS IN MINNEAPOLIS	57,000	0	57,000	0	0	MINNEAPOLIS	01
2010		PED/BIKE	147-591-04	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCTION OF TRAILS NEAR HIGHVIEW MIDDLE SCHOOL AND HANSEN PARK IN NEW BRIGHTON	74,000	0	74,000	0	0	NEW BRIGHTON	AQ2

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Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		PED/BIKE	155-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIDEWALK AND TRAIL CONSTRUCTION AND INTERSECTION IMPROVEMENTS IN PLYMOUTH	172,500	0	172,500	0	0	PLYMOUTH	AQ2
2010		PED/BIKE	155-591-04	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - DEVELOPMENT AND DELIVERY OF BIKE AND PEDESTRIAN EDUCATIONAL MATERIALS IN PLYMOUTH	2,500	0	2,500	0	0	PLYMOUTH	01
2010		PED/BIKE	157-091-04	RW	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PURCHASE RW FOR OLIVER AVE BIKE ST, RICHFIELD	50,000	0	50,000	0	0	RICHFIELD	AQ2
2010		PED/BIKE	157-091-05	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT OLIVER AVE BIKE ST, RICHFIELD	37,475	0	37,475	0	0	RICHFIELD	AQ2
2010		PED/BIKE	157-091-06	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	89,900	0	89,900	0	0	RICHFIELD	AQ2
2010		PED/BIKE	160-091-02	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR, ROSEVILLE	937,000	0	937,000	0	0	ROSEVILLE	AQ2
2010		PED/BIKE	164-091-03	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - MARSHALL AVE FROM MISSISSIPPI BLVD TO CRETIN AVE - STRIPING ON ROAD BIKE LANES	495,000	0	495,000	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	164-091-07	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES- CONSTRUCT ST PAUL-COMO AVE PROJECT TO IMPROVE PED & BIKE SAFETY WITH BIKE LANES AND BUMPOUTS	351,800	0	351,800	0	0	SAINT PAUL	AQ2
2010		PED/BIKE	178-020-19	EN	\$\$ESEN\$OVER MISSISSIPPI RIVER, INVER GROVE HEIGHTS-RESTORE ROCK ISLAND SWING BRIDGE #5600 & CONSTRUCT BIKE TRL(ARRA EN \$\$)	1,300,000	0	1,300,000	0	0	INVER GROVE HEIGHTS	AQ2
2010		PED/BIKE	188-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING TO CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN	29,000	0	29,000	0	0	LAKEVILLE	O1
2010		PED/BIKE	188-591-02	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN	146,000	0	146,000	0	0	LAKEVILLE	AQ2

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Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		PED/BIKE	208-591-01	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - DEVELOPMENT AND DELIVERY OF BIKE AND PEDESTRIAN EDUCATIONAL MATERIALS AND ENFORCEMENT IN ROSEMOUNT	35,000	0	35,000	0	0	ROSEMOUNT	01
2010		PED/BIKE	27-090-23	EN	\$\$ESEN\$\$ALONG 3RD AVE, 12TH ST N TO 7TH ST N, MPLS-CONSTRUCT CEDAR LAKE TR THIRD AVE N CONN, ETC(ARRA EN \$\$)	1,513,000	0	1,193,000	0	320,000	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	27-681-27A	BT	PEDESTRIAN SAFETY ENHANCEMENTS ALONG HENNEPIN CSAH 81, ROBBINSDALE("OTHER FHWA" IS TCSP FUNDS)	937,500	0	750,000	0	187,500	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	91-090-66	EN	\$\$ESEN\$\$OVER MINNEHAHA CREEK AT BRYANT AVE, MPLS-REHAB PEDESTRIAN BRIDGE #L6393 (ARRA EN \$\$)	477,000	0	382,000	0	95,000	MPLS PARK/REC BOARD	AQ2
2010		PED/BIKE	92-090-45	EN	\$\$ESEN\$\$OVER TH 120, N ST PAUL & OAKDALE-CONSTRUCT GATEWAY TRAIL BRIDGE(ARRA EN \$\$)	1,943,500	0	1,300,000	0	643,500	DNR	AQ2
2010		PL	RTBI-09	PL	\$\$ES\$\$METROWIDE-REGIONAL TRAVEL BEHAVIOR INVENTORY(LOCAL PORTION)	2,350,000	0	1,750,000	0	600,000	METRO COUNCIL	O1
2010		PL	RTBI-09A	PL	\$\$ES\$\$METROWIDE-REGIONAL TRAVEL BEHAVIOR INVENTORY(MNDOT PORTION)	1,750,000	0	1,750,000	0	0	METRO COUNCIL	O1
2010		TH 10	0214-41	RS	\$\$ES\$\$TH 65, BLAINE TO N JCT I-35W, MOUNDS VIEW-BITUMINOUS MILL & OVERLAY, GUARDRAIL, ETC	4,200,000	0	4,200,000	0	0	MN/DOT	S10
2010		TH 100	2755-89	SC	I694 TO BROOKLYN BLVD, BROOKLYN CENTER - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	250,000	0	250,000	0	0	MNDOT	S9
2010		TH 101	238-010-02ESL	RC	\$\$ESL\$\$I-94 WB OFF RAMP TO N OF S DIAMOND LAKE RD-EXTEND RAMP & GRADE SEPARATION OVER S DIAMOND LAKE RD, ETC	3,780,000	0	3,780,000	0	0	ROGERS	A15
2010		TH 13	1901-152	SC	\$\$ES\$\$ DIFFLEY RD/CEDARBRIDGE AVE & RIVER HILLS DR/MSAS 119, BURNSVILLE-TRAFFIC SIGNAL REPLACEMENTS (INCLUDES OLD SP 1901-151)	500,000	0	250,000	0	250,000	MN/DOT	E2
2010		TH 13	1901-159	SC	I494 TO TH55, MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	208,000	0	208,000	0	0	MNDOT	S9
2010		TH 169	2772-87	SC	108TH ST, BLOOMINGTON TO TH62, EDINA - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	623,266	0	623,266	0	0	MNDOT	S9
2010	7	TH 169	2776-03A	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	475,000	118,750	0	MN/DOT	E3

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010	8	TH 212	1017-16	RB	\$\$\$ETH 101 & POWERS BLVD/CARVER CSAH 17 INTERCHANGES, CHANHASSEN - LANDSCAPING	200,000	0	200,000	0	0	MNDOT	O6
2010	8	TH 212	1017-17	RB	\$\$\$ TH 41, ENGLER BLVD/CARVER CSAH 10 & CARVER CSAH 11 INTERCHANGES, CHASKA - LANDSCAPING	300,000	0	300,000	0	0	MNDOT	O6
2010		TH 212	2744-64	SC	\$\$\$AT I494/TH212/TH5 INTERCHANGE IN EDEN PRAIRIE-WB I494 TO WB 212/5 INTERCHANGE MODIFICATION, ADD LANE, ETC	1,193,021	0	1,193,021	0	0	MNDOT	E3
2010	8	TH 212	2762-28	RB	\$\$\$HENNEPIN CSAH 4 & DELL ROAD, EDEN PRAIRIE - LANDSCAPING	200,000	0	200,000	0	0	MNDOT	O6
2010		TH 212	2763-44	SC	SHADY OAK RD TO E JCT OF TH 62, EDEN PRAIRIE - INSTALL CABLE MEDIAN BARRIER(SEAT BELT	559,052	0	559,052	0	0	MNDOT	S9
2010		TH 25	10-596-04	RC	\$\$\$WHITE ST TO STATE ST IN WATERTOWN-RECONSTRUCT INCLUDING BITUMINOUS TRAIL	880,000	0	704,000	0	176,000	WATERTOWN	S10
2010		TH 252	2748-55	RS	\$\$\$I-94 TO 0.4 MI N OF I-94, BROOKLYN CENTER-MAINLINE & RAMP CONCRETE REHABILITATION	690,000	0	690,000	0	0	MN/DOT	S10
2010		TH 252	2748-56	TM	\$\$\$NB ENT RAMP, I-694, BROOKLYN CENTER TO TH 610, BROOKLYN PARK-REHAB SHOULDERS FOR BUS USAGE	2,165,000	0	2,165,000	0	0	MN/DOT	S4
2010		TH 3	1921-83	RS	\$\$\$0.5MI S OF DAKOTA CSAH 42, ROSEMOUNT TO TH 149, INVER GROVE HTS-BITUMINOUS MILL & OVERLAY, SHOULDERS, DRAINAGE, GUARDRAIL, ETC	2,930,000	0	2,930,000	0	0	MN/DOT	S10
2010		TH 36	6211-89	SC	TH61, MAPLEWOOD TO I694, OAKDALE - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	725,000	0	725,000	0	0	MNDOT	S9
2010		TH 41	196-010-16	SC	\$\$\$INTERSECTION OF TH 41 & SECOND ST & MEDIAN AT FIRST, THIRD & FIFTH STREETS-SIGNAL	600,000	0	540,000	0	60,000	CHASKA	E2
2010		TH 47	2726-71	RD	\$\$\$FROM I-35W TO 27TH AVE NE IN MPLS-ADA COMPLIANT CURB RAMPS, SIDEWALK, PED X-ING, ETC(ARRA\$)	280,000	0	280,000	0		MNDOT	AQ2
2010		TH 5	6201-84	RD	\$\$\$FROM DAVERN ST IN ST PAUL TO MCKNIGHT RD IN MAPLEWOOD & ON TH 61 FROM TH 5 TO WHEELLOCK PKWY IN ST PAUL-ADA COMPLIANT CURB RAMPS, SIDEWALK, PED X-ING,	745,000	0	745,000	0		MNDOT	AQ2
2010		TH 52	1907-70	RS	\$\$\$ OF S JCT TH 55 TO S OF N JCT TH 55, ROSEMOUNT & INVER GROVE HTS-BITUMINOUS OVERLAY, ETC	4,985,000	0	4,985,000	0	0	MN/DOT	S10
2010		TH 52	1907-9108	BI	\$\$\$OVER UPRR, INVER GROVE HTS-DECK REPAIR ON BR 19078, 9109, 19079 & 9108	470,000	0	470,000	0	0	MN/DOT	S19

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		TH 55	1909-93	SC	TH110 TO JUST NORTH OF MENDOTA HTS RD, MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	194,000	0	194,000	0	0	MNDOT	S9
2010	6	TH 61	1913-64A	BR	HASTINGS BRIDGE (2009 APPROPRIATIONS ACT-TCSP)	2,375,000	0	1,900,000	0	475,000	MN/DOT	S19
2010		TH 61	6222-160	BR	OVER BNSF RR, WHITE BEAR LAKE-REPLACE BR 6688	8,330,000	0	3,177,000	0	5,153,000	MN/DOT	S19
2010	11	TH 610	2771-38	MC	\$\$\$ETH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	60,000,000	0	60,000,000	0	0	MN/DOT	A15
2010	11	TH 610	2771-38L	MC	\$\$ESL\$TH 169 IN BROOKLYN PARK TO HENNEPIN CSAH 81 IN MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	2,000,000	0	2,000,000	0	0	MN/DOT	A15
2010		TH 62	2773-03	SC	\$\$\$W JCT TH 212, EDEN PRAIRIE TO GLEASON RD, EDINA-REPLACE LIGHTING	820,000	0	820,000	0	0	MN/DOT	S18
2010		TH 65	113-010-15	BR	\$\$ESL\$TH 65 & APPROACHES IN VICINITY OF 49TH AVE-REPLACE PED BRIDGE #02021 CROSSING	2,800,000	0	2,520,000	0	280,000	COLUMBIA HTS	AQ2
2010		TH 65	113-010-15A	BR	49TH AVE, COLUMBIA HTS-PEDESTRIAN BRIDGE # 02021 REPLACEMENT (2009 APPROPRIATIONS ACT-TCSP)	312,500	0	250,000	0	62,500	COLUMBIA HTS	AQ2
2010		TH 65	113-010-16	RW	49TH AVE, COLUMBIA HTS-RIGHT OF WAY FOR PEDESTRIAN BRIDGE #02021 REPLACEMENT (2009 APPROPRIATIONS ACT-TCSP)	281,250	0	225,000	0	56,250	COLUMBIA HTS	04
2010		TH 77	2758-70	SC	I494 TO TH 62, RICHFIELD - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	250,000	0	250,000	0	0	MNDOT	S9
2010		TH 95	8210-95	RS	\$\$\$ 0.2 MI N OF TH 97, NEW SCANDIA TWP TO 0.1 MI S OF NELSON ST, STILLWATER-BITUMINOUS MILL & OVERLAY, ETC	4,835,175	0	4,835,175	0	0	MN/DOT	S10
2010		TH 999	7000-07ES	EN	\$\$\$REHABILITATION OF BR 4175 OVER MINNESOTA RIVER FOR USE AS PED/BIKE FACILITY, SHAKOPEE(\$5M MDOT ARRA, \$1.3M ARRA EN)	6,300,000	0	6,300,000	0	0	MN/DOT	AQ2
2010		TH 999	880M-SRS1-09	NA	SAFE ROUTES TO SCHOOL INFRASTRUCTURE	400,000	0	400,000	0	0	MNDOT	NC
2010		TH 999	880M-SRS2-09	NA	SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	100,000	0	100,000	0	0	MNDOT	NC
2010		TH 999	8825-343	SC	\$\$\$METROWIDE - REPLACING SIGNAL AND LIGHTING CABINETS	833,200	0	833,200	0	0	MNDOT	S7
2010		TH 999	8825-348	SC	\$\$\$ METROWIDE - CMS & SHELTERS	762,000	0	762,000	0	0	MNDOT	S7
2010		TH 999	8825-359	SC	\$\$\$ E SIDE OF METRO - GUARDRAIL IMPROVEMENT & REPLACEMENT	300,000	0	300,000	0	0	MNDOT	S9

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		TH 999	8825-361	SC	\$\$\$\$ W SIDE OF METRO - GUARDRAIL IMPROVEMENT & REPLACEMENT	300,000	0	300,000	0	0	MNDOT	S9
2010		TH 999	8825-369	RD	\$\$\$\$METROWIDE-ADA COMPLIANT UPGRADES AT VARIOUS LOCATIONS IN METRO AREA(ARRA\$)	975,000	0	975,000	0	0	MNDOT	AQ2
2011		PED/BIKE	91-090-55ES	EN	SE\$\$\$\$SAMUEL H MORGAN REGIONAL TRAIL, TH 5 TO I-3E, ST PAUL-UPGRADE & ENHANCE CURRENT FACILITY, ETC(ARRA EN\$)	448,800	0	448,800	0	0	SAINT PAUL	AQ2
2011		TH 51	6215-93	PL	**MN250**SNELLING AVE, UNIVERSITY AVE, ST PAUL-INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	490,000	0	0	MN/DOT	E1
Totals						302,861,034		225,785,811		76,810,660		
							0		264,563			

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	BB		19-623-27	RW **MN170**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY ACQUISITION	5,399,400	0	4,319,520	0	0	1,079,880	DAKOTA COUNTY	04
2010	BB		19-623-27A	RW **MN218**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY ACQUISITION	4,209,600	0	3,367,680	0	0	841,920	DAKOTA COUNTY	04
2010	BB		91-595-20	RW SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-RIGHT OF WAY ACQUISITION-THIS WAS SP 62-595-01	50,000,000	0	20,000,000	0	0	30,000,000	RAMSEY COUNTY	04
2010	BB		91-595-23	TR SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- CONSTRUCTION	32,500,000	0	26,000,000	0	0	6,500,000	RAMSEY COUNTY	E6
2010	BB		91-595-24	PL SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- PRELIMINARY ENGINEERING	5,000,000	0	4,000,000	0	0	1,000,000	RAMSEY COUNTY	E6
2010	CITY		114-030-10	SC \$\$\$ESL\$\$\$CITYWIDE-CONVERT SEVERAL TRAFFIC SIGNALS TO LED ALONG WITH PED SIGNALS AND PUSH BUTTONS	225,000	0	0	0	0	45,000	COON RAPIDS	E2
2010	CITY		141-366-15	SH 31ST ST, 9 LOCATIONS, HENNEPIN TO 2ND AVE, MPLS- OVERHEAD SIGNAL INDICATIONS-PHASE 1	472,500	425,250	0	0	0	47,250	MINNEAPOLIS	S2
2010	CITY		145-030-01	SC \$\$\$ESL\$\$\$ON SHORELINE BLVD & COMMERCE BLVD, E CITY LIMITS TO W CITY LIMITS- REPLACE/RECONSTRUCT STREET LIGHTING & RECONSTRUCT SIDEWALK	700,000	0	0	0	0	70,000	MOUND	S18
2010	CITY		164-020-100	BR EDGE CUMBE RD OVER RAVINE, HIGHLAND PARK, ST PAUL- REPLACE BR L8804 & APPROACHES	1,050,000	630,000	0	0	0	420,000	SAINT PAUL	S19
2010	CITY		164-020-101	BR WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL- REMOVE & REPLACE EXISTING BR 5950(AC PROJECT, PAYBACK IN 2011)	9,900,000	3,150,000	0	2,200,000	0	4,550,000	SAINT PAUL	S19

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		CITY	164-070-08	RW	**MN219**RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2010		CITY	164-070-09	RC	**MN219**CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2010		CITY	187-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, WALKWAY) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	240,550	0	0	0	0	66,550	ARDEN HILLS	AQ2
2010		CITY	187-591-01ES	BT	\$\$ESEN\$\$**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, WALKWAY) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	288,326	0	0	0	0	0	ARDEN HILLS	AQ2
2010		CITY	187-591-02	PL	**SRTS NI** SAFE ROUTES TO SCHOOL - NON-INFRASTRUCTURE (EDUCATION PROGRAM, ETC) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	1,000	0	0	0	0	0	ARDEN HILLS	O1
2010		CITY	195-114-07	MC	**MN088**RING ROAD SYSTEM FOR I-35E, DUCKWOOD DRIVE IN EAGAN-PRELIMINARY ENGINEERING(2005 APPROPRIATIONS ACT)	495,000	0	495,000	0	0	0	EAGAN	O1
2010		CITY	208-080-01	RC	\$\$ESL\$\$ON AKRON AVE, DAKOTA CSAH 42 TO BONAIRE PATH-RECONSTRUCT	3,700,000	0	0	0	0	740,000	ROSEMOUNT	S10
2010		CITY	238-591-02	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	151,150	0	0	0	0	0	ROGERS	AQ2
2010		CITY	98-080-34	DR	**MN34**NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT-EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,700,000	0	650,000	0	0	1,050,000	NEWPORT	NC

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		CMAQ	141-030-18	TM	UPGRADES & ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER & INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	5,460,500	4,368,400	0	0	0	1,092,100	MINNEAPOLIS	S7
2010		CMAQ	141-080-39	TM	OPTIMIZE SIGNAL TIMING AT SIGNALIZED INTERSECTIONS, OLSON HWY, MPLS	31,250	25,000	0	0	0	6,250	MINNEAPOLIS	E2
2010		CMAQ	141-080-46	TR	TRAFFIC SIGNAL IMPROVEMENTS TO DOWNTOWN ST SYSTEM TO PROVIDE DAILY ENHANCED PREFERRED TREATMENT FOR BUS & LRT TRANSIT PATRONS	525,000	420,000	0	0	0	105,000	MINNEAPOLIS	E2
2010		CMAQ	141-080-47	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR N SIDE INTERSECTIONS, MPLS(AC PROJECT,PAYBACK IN 2011)	525,000	0	0	400,000	0	125,000	MINNEAPOLIS	E2
2010		CMAQ	189-080-03	TR	E OF I-94 OFF MAPLE GROVE PKWY-CONSTRUCTION OF PARK & RIDE FACILITY, ETC(AC PROJECT, PAYBACK IN 2011)	3,254,050	0	0	2,436,461	0	817,589	MAPLE GROVE	E6
2010		CMAQ	199-080-02	TR	CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS, RAMSEY	4,378,500	3,502,800	0	0	0	875,700	RAMSEY	E6
2010		CMAQ	91-080-06	TR	COMPLETION OF SMTC MARKET STREET STATION, CHANHASSEN PARK-N-RIDE EXPANSION FACILITY	7,218,750	5,775,000	0	0	0	1,443,750	SMTC	E6
2010		CMAQ	91-596-01	TR	300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE N EDGE OF AN EXISTING LOT AT I-35W/95TH AVE NE, BLAINE	802,500	642,000	0	0	0	160,500	MET COUNCIL-MT	E6
2010		CMAQ	CM-05-09A	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	3,678,125	2,942,500	0	0	0	735,625	MET COUNCIL-MT	AQ1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		CMAQ	CM-05-10AC2	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 2 OF 3)	416,300	416,300	0	0	0	0	RAMSEY	E6
2010		CMAQ	TRS-MVTA-10	TR	MVTA: PURCHASE 12 BUSES FOR DEDICATED OPERATION & DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE BUSWAY(OTHER \$\$ ARE FROM 2005/2006 STATE BONDS)	6,142,500	4,914,000	0	0	0	1,228,500	MET COUNCIL-MTS	T2
2010		CMAQ	TRS-SMTC-10A	TR	PURCHASE OF 10 BUSES FOR SERVICE EXPANSION	5,457,000	4,365,600	0	0	0	1,091,400	SMTC	T10
2010		CMAQ	TRS-TCMT-10A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375, LAKE ELMO/WOODBURY & MPLS-FY 2010	322,156	257,725	0	0	0	64,431	MET COUNCIL-MT	T10
2010		CMAQ	TRS-TCMT-10B	TR	PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	0	680,520	MET COUNCIL-MT	T10
2010		CMAQ	TRS-TCMT-10C	TR	PURCHASE OF 15 BUSES TO SUPPORT EXPRESS SERVICE ROUTES	7,356,250	5,885,000	0	0	0	1,471,250	MET COUNCIL-MT	T2
2010		CR	02-596-09	RW	**MN130**RIGHT OF WAY ACQUISITION FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101	1,125,000	0	719,921	0	0	405,079	ANOKA COUNTY	O4
2010		CR 132	02-596-07	SH	ANOKA CO RD 132 (85TH AVE) AT SPRINGBROOK DR, COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADE,	1,070,000	963,000	0	0	0	107,000	ANOKA COUNTY	S2
2010		CR 40	10-640-09	BR	\$\$\$ESL\$\$\$AT MAIN ST BRIDGE OVER SPRING CREEK-REPLACE BRIDGE #L2783 & ASSOCIATED ROADWORK	500,000	0	0	0	0	40,000	CARVER	S19
2010		CR 5	179-020-28AC	RW	**MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTION OF INTERSECTION(AC PAYBACK)	449,528	0	449,528	0	0	0	BURNSVILLE	O4

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		CR 5	179-020-29	PL	**MN190**AT TH 13, BURNSVILLE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF	513,284	0	410,627	0	0	102,657	BURNSVILLE	O4
2010		CR 5	179-020-30	MC	**MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT- STP)	950,000	0	950,000	0	0	0	BURNSVILLE	E3
2010		CR 83	82-596-04	MC	\$\$ESL\$\$AT OVERPASS OF I35- CONSTRUCT BRIDGE & RETAINING WALLS	10,000,000	0	0	0	0	5,000,000	WASHINGTON COUNTY	A15
2010		CR 96	19-596-08	RC	\$\$ESL\$\$RECONSTRUCT & PAVE 2 MILES OF DAKOTA CR 96, IMPROVE INTERSECTION AT DAKOTA CSAH 23-TIED WITH RR PROJECT 19-00137	1,890,217	0	0	0	0	0	DAKOTA COUNTY	E2
2010		CSAH 10	10-610-39	RS	\$\$ESL\$\$FOUR LOCATIONS WITHIN CARVER COUNTY-MILL & OVERLAY	1,395,500	0	0	0	0	279,100	CARVER COUNTY	AQ2
2010		CSAH 10	109-020-12	BT	\$\$ESL\$\$ALONG HENNEPIN CSAH 10, BROOKLYN BLVD TO TH 100-PED/BIKE TRAIL	2,500,000	0	0	0	0	500,000	BROOKLYN CENTER	AQ2
2010		CSAH 10	189-020-20	RC	VICKSBURG LANE TO PEONY LN IN MAPLE GROVE- RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PROJECT,PAYBACK IN	15,300,000	2,920,000	0	3,920,000	0	8,460,000	MAPLE GROVE	A15
2010		CSAH 116	02-652-05	RC	BUNKER LK BLVD(ANOKA CSAH 116),TH 65 TO RADISSON RD & ON RADISSON RD(ANOKA CSAH 52), BUNKER LK BLVD TO CSAH 14, HAM LAKE & BLAINE- RECONSTRUCT SEGMENTS, 2- LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	12,300,000	7,723,221	0	0	0	4,576,779	ANOKA COUNTY	A10
2010		CSAH 14	02-614-28	RC	21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC	10,175,000	5,775,000	0	0	0	4,400,000	ANOKA COUNTY	E3

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2010		CSAH 14	02-614-28ES	RC	\$\$\$ESL\$\$\$21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC (MNDOT PORTION OF PROJECT UNDER 0282-25)	2,412,500	0	0	0	0	0	ANOKA COUNTY	E3
2010		CSAH 14	02-614-32	RC	THRUSH ST TO CRANE ST, COON RAPIDS-WIDEN TO 4-LANE DIVIDED HWY-INTERSECTION IMPROVEMENTS, PED WKWY, ETC	9,200,000	5,885,000	0	0	0	3,315,000	ANOKA COUNTY	E1
2010		CSAH 153	27-753-16	BR	\$\$\$ESL\$\$\$LOWRY AVE OVER MISSISSIPPI RIVER-REPLACE BRIDGE #2723 INCLUDING APPROACHES & STORMWATER QUALITY IMPROVEMENTS	65,000,000	0	0	0	0	55,000,000	HENNEPIN COUNTY	S19
2010		CSAH 153	27-753-16A	BR	LOWRY AVE BRIDGE #2723 REPLACEMENT, MPLS (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	475,000	0	0	118,750	HENNEPIN COUNTY	S19
2010		CSAH 16	70-616-24	SH	SCOTT CSAH 16(MCCOLL DR), GLENDALE RD, SAVAGE-CONSTRUCT MULTI-LANE ROUNDABOUT	1,500,000	770,400	0	0	0	729,600	SCOTT COUNTY	S2
2010		CSAH 2	82-602-14	SH	WASHINGTON CSAH 2 (W BDWY AVE) & 12TH ST NW, FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC	1,070,000	963,000	0	0	0	107,000	WASHINGTON COUNTY	S2
2010		CSAH 2	82-602-16	RW	**MN165**I-35 INTERCHANGE, FOREST LAKE-RIGHT OF WAY ACQUISITION	1,758,279	0	824,279	0	0	934,000	WASHINGTON COUNTY	O4
2010		CSAH 2	82-602-17	RC	**MN165**I-35 INTERCHANGE, FOREST LAKE-CONSTRUCTION	869,351	0	695,481	0	0	173,870	WASHINGTON COUNTY	E3
2010		CSAH 21	70-621-24	MC	FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-GRADING, DRAINAGE, BRIDGE, ETC(AC PROJECT, PAYBACK IN 2011)	5,265,000	2,484,916	0	1,515,084	0	1,265,000	SCOTT COUNTY	A10
2010		CSAH 21	70-621-25	RC	SCOTT CSAH 16 TO SCOTT CSAH 18, SHAKOPEE-GRADING, DRAINAGE, BRS, ETC	4,535,000	2,500,000	0	0	0	2,035,000	SCOTT COUNTY	E1
2010		CSAH 21	70-621-27	MC	FROM SCOTT CSAH 16 TO SCOTT CSAH 18 IN SHAKOPEE-SURFACING, SIGNALS, ETC	3,484,916	2,484,916	0	0	0	1,000,000	SCOTT COUNTY	A10

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2010		CSAH 21	70-621-27ES	MC	\$\$\$ESL\$\$\$FROM SCOTT CSAH 16 TO SCOTT CSAH 18 IN SHAKOPEE-SURFACING, SIGNALS, ETC	5,283,647	0	0	0	0	0	SCOTT COUNTY	A10
2010		CSAH 21	70-621-28	MC	FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-SURFACING, SIGNALS, ETC	3,176,000	2,540,000	0	0	0	636,000	SCOTT COUNTY	A10
2010		CSAH 21	70-621-28ES	MC	\$\$\$ESL\$\$\$FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-SURFACING, SIGNALS, ETC	2,040,353	0	0	0	0	0	SCOTT COUNTY	A10
2010		CSAH 22	27-622-03	BR	LYNDALE AVE(HENNEPIN CSAH 22) OVER MINNEHAHA CREEK, MPLS-REPLACE BR 90444	2,400,000	1,449,157	0	0	0	950,843	HENNEPIN COUNTY	S19
2010		CSAH 3	27-603-43	BR	EXCELSIOR BLVD(HENNEPIN CSAH 3) OVER MINNEHAHA CREEK, ST LOUIS PARK-REPLACE BR 90455(TOTAL COST INCLUDES SAP 27-603-50(GRADING) SO CONSTRUCTION COULD BE COORDINATED)	4,200,000	718,962	0	0	0	3,481,038	HENNEPIN COUNTY	S19
2010		CSAH 3	27-603-52	PL	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING(2001 APPROPRIATIONS ACT)	1,050,000	0	840,000	0	0	210,000	HENNEPIN COUNTY	O2
2010		CSAH 30	10-630-27	SC	\$\$\$ESL\$\$\$COMPOST SITE ACCESS-CONSTRUCT TURN LANES	120,000	0	0	0	0	24,000	MAYER	E1
2010		CSAH 31	62-631-05	SH	MARYLAND AVE AT RICE ST, ST PAUL-RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	1,600,000	708,750	0	0	0	891,250	RAMSEY COUNTY	S2
2010		CSAH 31	62-631-06	SH	MARYLAND AVE, PROSPERITY AVE, ST PAUL-RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	1,600,000	722,250	0	0	0	877,750	RAMSEY COUNTY	S2
2010		CSAH 42	19-642-44	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE	2,700,000	0	1,462,238	0	0	1,237,762	DAKOTA COUNTY	E3

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2010		CSAH 42	19-642-45	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE	2,000,000	0	1,462,337	0	0	537,663	DAKOTA COUNTY	E3
2010		CSAH 65	62-665-44	RC	WHITE BEAR AVE, N OF RADATZ AVE TO N OF RAMSEY CO RD D, MAPLEWOOD, RECONSTRUCT 4-LANE TO 6- LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	9,000,000	7,161,532	0	0	0	1,838,468	RAMSEY COUNTY	E1
2010		CSAH 81	238-020-02	RC	S OF INTERSECTION WITH THE I-94 EB RAMP, ROGERS- REALIGN TO ADD LANES, TURN LANES, & PED/BIKE PATH	2,205,000	1,764,000	0	0	0	441,000	ROGERS	E1
2010		CSAH 81	27-681-27	RC	N OF TH 100 TO N OF HENNEPIN CSAH 10, CRYSTAL- RECONSTRUCT TO 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC(AC PROJECT, PAYBACK IN 2011)	24,062,500	0	0	5,885,000	0	18,177,500	HENNEPIN COUNTY	A15
2010	I 35		1980-78	SC	DAKOTA CSAH 70 TO 0.5 MI N OF DAKOTA CSAH 50, LAKEVILLE-INSTALL CABLE MEDIAN BARRIER	545,000	0	0	0	54,500	490,500	MN/DOT	S9
2010	I 35E		1982-143	DR	S JCT I-35/I-35W, BURNSVILLE TO DAKOTA CSAH 31(PILOT KNOB RD), EAGAN- REPAIR/REPLACE CULVERTS, CATCH BASINS, ETC	250,000	0	0	0	250,000	0	MN/DOT	NC
2010	I 35E		1982-149	SH	S JCT I-35E/I-35W, BURNSVILLE TO WAGON WHEEL TRAIL, MENDOTA HTS-INSTALL MEDIAN CABLE BARRIER	1,388,800	1,249,920	0	0	138,880	0	MN/DOT	S9
2010	I 35E		1982-156	SC	\$\$\$ AT WB I494 AND EB I494 TO SB I35E - INTERCHANGE RAMP MODIFICATION	781,737	0	0	0	0	0	MNDOT	E3
2010	I 35E		6280-308A	RW	**MN171**I-94 TO MARYLAND AVE, ST PAUL-SOIL BORING & INVESTIGATION OF POTENTIAL RW PURCHASES	500,000	0	400,000	0	100,000	0	MN/DOT	O4
2010	I 35E		6280-356	DR	\$\$\$@THOMPSON AVE, ST PAUL TO OUTLET NEAR ST PETER/SHEPARD RD AT MISSISSIPPI RIVER-STORM TUNNEL RESTORATION	3,650,000	0	0	0	0	0	MNDOT	NC

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2010		I 35W	0280-61	RS	\$\$\$ OF I694, ARDEN HILLS TO 0.1 MI N OF LAKE DRIVE, BLAINE - BITUMINOUS MILL & OVERLAY, DECK REPAIR ON 9603, ETC	9,090,000	0	0	0	0	0	MN/DOT	S10
2010		I 35W	0280-62	PL	I-694, NEW BRIGHTON TO LEXINGTON AVE, BLAINE-STUDY FOR FUTURE INVESTMENTS(2008 APPROP ACT-IMD)	402,580	0	0	0	40,258		MN/DOT	O1
2010		I 35W	0280-65	SC	95TH AVE, BLAINE TO N JCT I-35/35E, COLUMBUS TWP-INSTALL CABLE MEDIAN BARRIER	1,440,000	0	0	0	144,000	1,296,000	MN/DOT	S9
2010		I 35W	0280-66	PL	I35W N CONGESTION MITIGATION & DESIGN - ON NB, LAKE DRIVE TO 95TH, BLAINE(2009 APPROPRIATIONS ACT-IMD)	1,055,555	0	0	0	105,555	0	MNDOT	O1
2010		I 35W	1981-112	RD	BETWEEN TH 13 & CLIFF RD, BURNSVILLE - CABLE CONCRETE LINING OF DITCH, CULVERT EXT/REALIGN, POND EXC, BERM STABILIZATION, ETC	717,430	0	0	0	717,430	0	MN/DOT	NC
2010	3	I 35W	2782-281AC3	MC	66TH ST, RICHFIELD TO MINNEHAHA CREEK, MPLS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK 3 OF 3)	6,900,000	6,900,000	0	0	0	0	MN/DOT	A10
2010		I 35W	6284-140	SH	RAMSEY CO RD C TO I-694, ROSEVILLE, NEW BRIGHTON, & ARDEN HILLS-CONTINUOUS LIGHTING	652,700	587,430	0	0	65,270	0	MNDOT	S2
2010		I 35W	6284-141	SC	TH 10, ARDEN HILLS TO ANOKA CSAH 23(LAKE DR), BLAINE-CONSTRUCT SB AUXILIARY LANE(2008 APPROPRIATIONS ACT-IMD)	500,000	0	450,000	0	50,000	0	MN/DOT	S6
2010		I 494	2785-330B	PL	**MN199**I-494 LANE ADDITION, HENNEPIN CO	986,570	0	789,256	0	197,314	0	MNDOT	A20
2010		I 494	2785-330C	PL	**MN199**I-494 LANE ADDITION, HENNEPIN CO	150,000	0	120,000	0	30,000	0	MNDOT	A20
2010	9	I 494	8285-89	RB	TH 61 INTERCHANGE, NEWPORT-LANDSCAPING	300,000	0	0	0	300,000	0	MN/DOT	O6

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2010		I 494	8285-94	RC	I-94, OAKDALE, TO S OF LAKE RD, MAPLEWOOD-REPLACE CONCRETE PAVEMENT, CONNECT AUXILIARY LANES, ETC(PHASE 2)	22,000,000	0	0	0	0	22,000,000	MN/DOT	S10
2010		I 694	6285-140	SC	I35W, ARDEN HILLS TO RICE ST, SHOREVIEW - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	620,000	0	0	0	0	0	MNDOT	S9
2010		I 694	6286-53	SH	US 61, VADNAIS HEIGHTS TO 50TH ST N, OAKDALE - INSTALL CABLE MEDIAN BARRIER	1,000,000	900,000	0	0	100,000	0	MN/DOT	S9
2010		I 694	8286-64	RC	I94 TO 50TH ST, OAKDALE- UNBONDED CONCRETE OVERLAY, GUARDRAIL & DRAINAGE REPAIRS, ETC & REHAB BR 82805,82806,82807,& 82808 OVER UP RR & OVER TH	25,175,000	22,657,500	0	0	2,517,500	0	MNDOT	S19
2010		I 694	8286-64S	SH	I94 TO 50TH ST, OAKDALE- INSTALL MEDIAN CABLE BARRIER(ORIGINALLY PART OF SP 6286-53, SEQ # 2060 IN 2009-2012 STIP)	825,000	742,500	0	0	82,500	0	MNDOT	S9
2010		I 94	2780-64	RS	\$\$\$ES\$WRIGHT/HENNEPIN CO LINE TO 0.2MI E OF I-494, MAPLE GROVE-BITUMINOUS OVERLAY, ETC	14,125,000	0	0	0	0	0	MN/DOT	S10
2010		I 94	2780-69	SC	\$\$\$ES\$TH 101, ROGERS-REPLACE LIGHTING SYSTEM	140,000	0	0	0	0	0	MN/DOT	S18
2010		I 94	2780-78	SH	SB TH 101 TO WB I-94, ROGERS- CONSTRUCT ACCELERATION LANE	845,000	760,500	0	0	84,500	0	MN/DOT	S6
2010		I 94	2780-80	SH	TH 101, ROGERS-CONSTRUCT EB CO RD FOR SB TH 101 TRAFFIC	1,925,000	1,732,500	0	0	192,500	0	MN/DOT	NC
2010		I 94	2781-27003A	BI	UNDER WHITNEY PED BR, MPLS-REPLACE TIMBER DECK & WOODEN STAIRS, BR 27003A	200,000	0	0	0	200,000	0	MN/DOT	AQ2
2010		I 94	2781-27549AA	BI	UNDER 42ND AVE N(CAMDEN BR), MPLS-REPAIR BR 27549A	400,000	0	0	0	400,000	0	MN/DOT	S19
2010		I 94	2781-27836A	BI	UNDER LASALLE AVE, MPLS- REDECK BR 27836	1,200,000	1,080,000	0	0	120,000	0	MNDOT	S19
2010		I 94	2786-125	MC	\$\$\$ES\$JCT I494, MAPLE GROVE TO BROOKLYN BLVD, BROOKLYN PARK - LANDSCAPING	200,000	0	0	0	0	0	MNDOT	O6

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2010		I 94	6282-187	RS	HENNEPIN/RAMSEY CO LINE TO KELLOGG BLVD EXIT, ST PAUL-BITUMINOUS MILL & OVERLAY, GUARDRAIL, MEDIAN BARRIER, ETC	10,270,000	9,243,000	0	0	1,027,000		MNDOT	S10
2010		I 94	8281-02A	AM	WB OVER ST CROIX RIVER, HUDSON-PAINT BR 9400 (WISCONSIN PROJECT)	4,400,000	3,960,000	0	0	440,000	0	MN/DOT	S19
2010		I 94	8282-103	SH	W JUNCTION TH 95/WASHINGTON CSAH 15 RAMP TERMINII, WOODBURY, AFTON, LAKE ELMO, & W LAKELAND TWP-TRAFFIC SIGNAL INSTALLATION, DUAL LEFT TURN LANES, ETC(\$850K-SC)-THIS IS AN ASSOCIATED SP TO 8208-33	1,200,000	1,080,000	0	0	120,000	0	MNDOT	S2
2010		I35E	0282-25	RC	\$\$\$21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC(LOCAL PORTION OF PROJECT UNDER 02-614-28)	2,412,500	0	0	0	0	0	MNDOT	E3
2010		LOCAL	91-060-67	RB	GRAND ROUNDS MISSISSIPPI GORGE-PICNIC/OBSERVATION AREA(SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	0	0	0	34,000	MPLS PARK/REC O9 BOARD	
2010		LOCAL	91-060-79	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL(SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	0	0	0	22,500	MPLS PARK/REC O9 BOARD	
2010		LOCAL	91-060-83	RB	GRAND ROUNDS MISSISSIPPI GORGE-RESTROOMS FACILITY(SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	0	0	0	100,000	MPLS PARK/REC O9 BOARD	
2010		MSAS	192-101-10	RX	\$\$\$MINOR ARTERIAL ROADWAY IMPROVEMENTS INCLUDING CURB REPAIR, UTILITY REPAIR & MILL & OVERLAY	1,667,000	0	0	0	0	416,750	WOODBURY	S10
2010		MSAS 100	219-010-01	SC	\$\$\$TH 244, OLD WILDWOOD RD-CONSTRUCT RIGHT TURN LANE & BYPASS LANE	195,000	0	0	0	0	39,000	MAHTOMEDI	E1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		MSAS 103	140-103-16	SC	\$\$\$ESL\$\$VISITATION DR & MENDOTA HTS RD & LAKE DR & MENDOTA HTS RD-CONSTRUCT INTERSECTION CONTROL	400,000	0	0	0	0	90,000	MENDOTA HTS	E2
2010		MSAS 104	186-104-21	RS	\$\$\$ESL\$\$140TH ST W, 134TH ST TO GUILD AVE & GARDENVIEW SEGMENT, APPLE VALLEY-BITUMINOUS MILL & OVERLAY	701,250	0	0	0	0	140,250	APPLE VALLEY	S10
2010		MSAS 105	183-105-03	RS	\$\$\$ESL\$\$TERRACE RD, ANOKA CSAH 8 TO SANBURNOL DR & ABLE ST, ANOKA CSAH 8 TO ANOKA CSAH 10-OVERLAY/RECONDITIONING	1,835,600	0	0	0	0	367,120	SPRING LAKE PARK	S10
2010		MSAS 105	188-105-02	RS	\$\$\$ESL\$\$ON HOLYOKE/HIGHVIEW AVE FROM HERITAGE DR TO DODD BLVD (DAKOTA CSAH 9)-MILL & OVERLAY	948,000	0	0	0	0	94,800	LAKEVILLE	S10
2010		MSAS 109	182-109-06	RC	\$\$\$ESL\$\$ON WINNETKA AVE N FROM HENNEPIN CSAH 10 TO 62ND AVE N-RECONSTRUCT WINNETKA AVE N	1,382,000	0	0	0	0	548,000	NEW HOPE	S10
2010		MSAS 112	239-080-01	RC	\$\$\$ESL\$\$\$ SCOTT CSAH 5 TO SCOTT CSAH 3 & S ST FROM TH 169 TO O'BRIAN PKWY-CONSTRUCT S FRONTAGE RD	2,500,000	0	0	0	0	500,000	BELLE PLAINE	E3
2010		MSAS 114	169-114-05	RS	\$\$\$ESL\$\$WASHINGTON AVE, TH 36 TO ORLEANS-MILL & OVERLAY & STORM SEWER WORK	350,000	0	0	0	0	70,000	STILLWATER	S10
2010		MSAS 117	166-117-03	BT	\$\$\$ESL\$\$OVER TH 169 & FULLER ST, APPOLOOSA AVE TO VIERLING DR-CONSTRUCT PED BRIDGE & TRAIL CONNECTION	875,000	0	0	0	0	175,000	SHAKOPEE	AQ2
2010		MSAS 118	201-118-01	SC	\$\$\$ESL\$\$\$SCOTT CSAH 42 & MCKENNA RD-INSTALL TRAFFIC SIGNAL	250,000	0	0	0	0	75,000	PRIOR LAKE	E2
2010		MSAS 121	185-121-19	RS	\$\$\$ESL\$\$ON HADLEY AVE N FROM HUDSON BLVD N TO 11TH ST N-OVERLAY HADLEY	461,000	0	0	0	0	92,200	OAKDALE	S10
2010		MSAS 159	155-159-04	RS	\$\$\$ESL\$\$ON CAMPUS DR/26TH AVE FROM HENNEPIN CR 61 TO SYCAMORE LN-MILL& OVERLAY, RECONSTRUCT AND REPLACE CULVERT	433,200	0	0	0	0	86,640	PLYMOUTH	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		MSAS 235	164-235-22	BT	\$\$\$ESL\$\$\$IN VICINITY OF WABASHA ST & CHANNEL ST-RECONSTRUCT PED BRIDGE & TOWER	2,000,000	0	0	0	0	100,000	SAINT PAUL	AQ2
2010		MSAS 262	141-262-14	BI	\$\$\$ESL\$\$\$42ND AVE N/37TH AVE NE, LYNDALE AVE N TO ST ANTHONY PKWY-BRIDGE REHABILITATION	13,500,000	0	0	0	0	3,500,000	MINNEAPOLIS	S19
2010		MSAS 302	127-302-16	RS	\$\$\$ESL\$\$\$ON 61ST AVE FROM MAIN ST TO CENTRAL AVE-MILL & OVERLAY AND STRIPE FOR BIKE LANES	350,000	0	0	0	0	87,500	FRIDLEY	S10
2010		PED/BIKE	10-090-01	EN	MAYER TO HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,483,780	1,044,320	0	0	0	439,460	CARVER COUNTY	O9
2010		PED/BIKE	10-090-01ES	EN	\$\$\$ESEN\$\$\$MAYER TO HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	550,680	0	0	0	0	0	CARVER COUNTY	AQ2
2010		PED/BIKE	107-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL -CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	131,000	0	0	0	0	0	BLOOMINGTON	AQ2
2010		PED/BIKE	107-591-02	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - ENCOURAGEMENT ACTIVITIES TO PROMOTE BICYCLING AND WALKING EDUCATION IN BLOOMINGTON	5,000	0	0	0	0	0	BLOOMINGTON	01
2010		PED/BIKE	107-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL -PRELIMINARY ENGINEERING TO CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	39,000	0	0	0	0	0	BLOOMINGTON	AQ2
2010		PED/BIKE	114-020-40	EN	\$\$\$ESEN\$\$\$ALONG MAIN ST, ROUND LAKE BLVD TO WEDGEWOOD DR, COON RAPIDS-CONSTRUCT BIT TRAIL, ETC(ARRA EN \$\$)	229,000	0	0	0	0	0	COON RAPIDS	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	138-010-17	EN	SEEN\$ALONG TH 5(STILLWATER RD), LAKEWOOD DR TO CENTURY AVE IN MAPLEWOOD-CONSTRUCT BITUMINOUS TRAIL, DRAINAGE, ETC(ARRA EN \$\$)	1,060,000	0	0	0	0	260,000	MAPLEWOOD	AQ2
2010		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY, MPLS, CEDAR LAKE TRAIL(PHASE 3)	3,425,000	2,561,976	0	0	0	863,024	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-090-26	EN	MARSHALL ST NE TO MONROE ST NE, MPLS-CONSTRUCT 18TH AVE NE TRAIL PHASE 2- LIGHTING, RETAINING WALLS, FENCING, SIGNAGE, ETC	1,337,500	1,070,000	0	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27	EN	I-35W TO W RIVER PKWY, MPLS-CONSTRUCT RIVERLAKE GREENWAY ALONG E 40TH AND 42ND ST INCLUDING TRAFFIC CALMING, LANDSCAPING & STREETScape AMENITIES	1,337,500	1,070,000	0	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27A	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-RIVER LAKE GREENWAY, I35W EAST TO W RIVER PKWY-TIED TO 141-090-27(THIS IS REMAINING FROM SP 141-091-08)	150,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-090-31	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES	5,312,500	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-06	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PRE ENGINEERING FOR MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	45,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-091-07	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PRE ENG FOR MPLS-U OF MN TRAIL, BR 9 TO OAK ST ALONG RR CORRIDOR	95,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-091-11	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-BIKE & PED PROGRAM FOR MPLS-YEAR 3	315,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	141-091-13	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-15	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 5 CORRIDORS-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	605,220	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-16	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	2,405,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-19	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	860,000	0	0	0	0	45,000	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-20	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 12 CORRIDORS)-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	1,009,780	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-591-04	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-591-05	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENFORCEMENT IN MINNEAPOLIS	5,000	0	0	0	0	0	MINNEAPOLIS	01
2010		PED/BIKE	141-591-06	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING OF MAPPING OF SAFE ROUTES TO EACH SCHOOL AND DISTRIBUTING THE MAPS IN MINNEAPOLIS	57,000	0	0	0	0	0	MINNEAPOLIS	01

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2010		PED/BIKE	147-591-04	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCTION OF TRAILS NEAR HIGHVIEW MIDDLE SCHOOL AND HANSEN PARK IN NEW BRIGHTON	74,000	0	0	0	0	0	NEW BRIGHTON	AQ2
2010		PED/BIKE	155-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIDEWALK AND TRAIL CONSTRUCTION AND INTERSECTION IMPROVEMENTS IN PLYMOUTH	172,500	0	0	0	0	0	PLYMOUTH	AQ2
2010		PED/BIKE	155-591-04	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - DEVELOPMENT AND DELIVERY OF BIKE AND PEDESTRIAN EDUCATIONAL MATERIALS IN PLYMOUTH	2,500	0	0	0	0	0	PLYMOUTH	01
2010		PED/BIKE	157-091-04	RW	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PURCHASE RW FOR OLIVER AVE BIKE ST,	50,000	0	0	0	0	0	RICHFIELD	AQ2
2010		PED/BIKE	157-091-05	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT OLIVER AVE BIKE ST, RICHFIELD	37,475	0	0	0	0	0	RICHFIELD	AQ2
2010		PED/BIKE	157-091-06	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	89,900	0	0	0	0	0	RICHFIELD	AQ2
2010		PED/BIKE	160-091-02	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR, ROSEVILLE	937,000	0	0	0	0	0	ROSEVILLE	AQ2
2010		PED/BIKE	164-090-10	EN	W SIDE OF LEXINGTON PKWY, MINNEHAHA AVE TO ENERGY PARK DR, ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	0	642,000	SAINT PAUL	O9
2010		PED/BIKE	164-091-03	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - MARSHALL AVE FROM MISSISSIPPI BLVD TO CRETIN AVE - STRIPING ON ROAD BIKE LANES	495,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	164-091-07	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-CONSTRUCT ST PAUL-COMO AVE PROJECT TO IMPROVE PED & BIKE SAFETY WITH BIKE LANES AND BUMPOUTS	351,800	0	0	0	0	0	SAINT PAUL	AQ2
2010		PED/BIKE	178-020-19	EN	SEEN\$OVER MISSISSIPPI RIVER, INVER GROVE HEIGHTS-RESTORE ROCK ISLAND SWING BRIDGE #5600 & CONSTRUCT BIKE TRL(ARRA EN \$\$)	1,300,000	0	0	0	0	0	INVER GROVE HEIGHTS	AQ2
2010		PED/BIKE	188-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING TO CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN LAKEVILLE	29,000	0	0	0	0	0	LAKEVILLE	O1
2010		PED/BIKE	188-591-02	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN LAKEVILLE	146,000	0	0	0	0	0	LAKEVILLE	AQ2
2010		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE, NININGER TO EXISTING TRAILS, HASTINGS-CONSTRUCT E SEGMENT OF MISS RIVER REGIONAL TRAIL	1,050,000	762,533	0	0	0	287,467	DAKOTA COUNTY	O9
2010		PED/BIKE	19-090-10	EN	SPRING LAKE PARK RESERVE, NININGER TO EXISTING TRAILS, HASTINGS-PURCHASE RW FOR E SEGMENT OF MISS RIVER REGIONAL TRAIL	100,000	80,000	0	0	0	20,000	DAKOTA COUNTY	O9
2010		PED/BIKE	208-591-01	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - DEVELOPMENT AND DELIVERY OF BIKE AND PEDESTRIAN EDUCATIONAL MATERIALS AND ENFORCEMENT IN ROSEMOUNT	35,000	0	0	0	0	0	ROSEMOUNT	01
2010		PED/BIKE	27-090-22	BT	**MN242**FRANCE AVE TO MISSISSIPPI RIVER-RAILING & RETAINING WALL ALONG MIDTOWN GREENWAY CORRIDOR(2006 APPROPRIATIONS ACT)	950,512	0	950,512	0	0	0	HENNEPIN COUNTY	AQ2

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2010		PED/BIKE	27-090-23	EN	SEEN\$ALONG 3RD AVE, 12TH ST N TO 7TH ST N, MPLS-CONSTRUCT CEDAR LAKE TR THIRD AVE N CONN, ETC(ARRA EN \$)	1,513,000	0	0	0	0	320,000	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	27-681-27A	BT	PEDESTRIAN SAFETY ENHANCEMENTS ALONG HENNEPIN CSAH 81, ROBBINSDALE("OTHER FHWA" IS TCSP FUNDS)	937,500	0	0	0	0	187,500	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	82-090-01	EN	HARDWOOD CREEK REGIONAL TRAIL, FOREST LAKE-CONSTRUCT PED/BIKE BR 82523 OVER WASHINGTON CSAH 2 (BROADWAY AVE)	961,893	769,514	0	0	0	192,379	WASHINGTON COUNTY	O9
2010		PED/BIKE	91-090-43	EN	S OF GOLDEN LAKE ELEM SCHOOL IN CIRCLE PINES TO LINO LAKES TOWN CENTER DEVELOPMENT-CONSTRUCT RICE CREEK NORTH REGIONAL TRAIL EXPANSION	3,348,450	1,050,000	0	0	0	2,298,450	ANOKA CO PARK & REC DEPT	AQ2
2010		PED/BIKE	91-090-46	EN	BRUCE VENTO NATURE SANCTUARY/INDIAN MOUNDS REG PARK TR /STAIR CONN, ST PAUL-CONSTRUCT NEW STAIRWAY & BIKEWALK THAT WILL TRAVERSE 110 FEET OF VERTICAL BLUFF	1,312,500	1,050,000	0	0	0	262,500	ST PAUL PARK/REC	O9
2010		PED/BIKE	91-090-47	EN	PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,179,140	943,312	0	0	0	235,828	DAKOTA COUNTY	O9
2010		PED/BIKE	91-090-48	EN	CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	606,000	484,800	0	0	0	121,200	DAKOTA COUNTY	O9
2010		PED/BIKE	91-090-50	BT	**MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2010		PED/BIKE	91-090-63	EN	CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS-PURCHASE RW	60,000	48,000	0	0	0	12,000	DAKOTA COUNTY	O9

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2010		PED/BIKE	91-090-66	EN	SEEN\$OVER MINNEHAHA CREEK AT BRYANT AVE, MPLS-REHAB PEDESTRIAN BRIDGE #L6393 (ARRA EN \$\$)	477,000	0	0	0	0	95,000	MPLS PARK/REC BOARD	AQ2
2010		PED/BIKE	92-090-45	EN	SEEN\$OVER TH 120, N ST PAUL & OAKDALE-CONSTRUCT GATEWAY TRAIL BRIDGE(ARRA EN \$\$)	1,943,500	0	0	0	0	643,500	DNR	AQ2
2010		PED/BIKE	92-090-48	EN	OVER WASHINGTON CSAH 15(MANNING AVE) IN GRANT-REASSEMBLE BR 5721 & PLACE GATEWAY TRAIL BRIDGE 82524 OVER WASHINGTON CSAH 15	709,767	567,814	0	0	0	141,953	DNR	AQ2
2010	PL		RTBI-09	PL	ES\$METROWIDE-REGIONAL TRAVEL BEHAVIOR INVENTORY(LOCAL PORTION)	2,350,000	0	0	0	0	600,000	METRO COUNCIL	O1
2010	PL		RTBI-09A	PL	ES\$METROWIDE-REGIONAL TRAVEL BEHAVIOR INVENTORY(MNDOT PORTION)	1,750,000	0	0	0	0	0	METRO COUNCIL	O1
2010	RR		19-00136	SR	UPPER 71ST ST, INVER GROVE HTS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010	RR		27-00281	SR	HENNEPIN CSAH 52, HENNEPIN AVE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1
2010	RR		27-00283	SR	HENNEPIN CSAH 66, BROADWAY ST NE, MPLS-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	0	26,750	MNDOT	S1
2010	RR		27-00284	SR	MUN 1629, CEDAR LAKE BLVD, MPLS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010	RR		27-00287AC	SR	MUN 859, E ISLAND AVE, MINNEAPOLIS-INSTALL GATES(AC PAYBACK)	216,675	216,675	0	0	0	0	MNDOT	S8
2010	RR		27-00288AC	SR	MUN 866, W ISLAND AVE, MINNEAPOLIS-INSTALL GATES(AC PAYBACK)	216,675	216,675	0	0	0	0	MNDOT	S8
2010	RR		27-00292	SR	HENNEPIN CSAH 10, BASS LAKE RD, HENNEPIN CO-INSTALL 4-GATE SYSTEM(AC PROJECT, PAYBACK IN 2011)	354,250	0	0	318,825	0	35,425	MN/DOT	S8
2010	RR		70-00118	SR	PARK BLVD & ACORN WAY, ST LAWRENCE TWP-ELIMINATE AT-GRADE X-ING & CLOSE ACORN WAY X-ING	288,750	288,750	0	0	0	0	MNDOT	S1
2010	RR		70-00119	SR	MUN 38, SCOTT ST, SHAKOPEE-INSTALL FLASHERS	214,000	192,600	0	0	0	21,400	MNDOT	S1

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2010		RR	70-00120	SR	MSAS 101, APGAR ST, SHAKOPEE-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010		TH 10	0214-41	RS	\$\$\$ETH 65, BLAINE TO N JCT I-35W, MOUNDS VIEW- BITUMINOUS MILL & OVERLAY, GUARDRAIL, ETC	4,200,000	0	0	0	0	0	MN/DOT	S10
2010		TH 10	0215-59AC1	RC	HANSON BLVD, COON RAPIDS- RECONSTRUCT INTERCHANGE- DEBT MGMT(AC PAYBACK FROM FY 2007-1 OF 2)	3,300,000	3,300,000	0	0	0	0	MN/DOT	E3
2010		TH 10	0215-70	SH	HANSON BLVD TO EGRET, COON RAPIDS-INSTALL CABLE MEDIAN BARRIER	169,432	152,489	0	0	16,943	0	MN/DOT	S9
2010		TH 10	103-010-16	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE	899,900	0	719,920	0	0	179,980	ANOKA COUNTY	O4
2010		TH 10	103-010-16A	PL	**MN092**TH 10, ANOKA- DESIGN(2005 APPROPRIATIONS ACT)	0	0	0	0	0	0	ANOKA	O2
2010		TH 10	199-010-09AC2	PL	**MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	172,078	0	172,078	0	0	0	RAMSEY	O4
2010		TH 10	8202-28	SC	JCT TH 61, DENMARK TWP- REBUILD TRAFFIC SIGNAL	250,000	0	0	0	250,000	0	MN/DOT	E2
2010		TH 100	163-090-02	BT	**MN241**TH 100 IMPROVEMENTS, ST LOUIS PARK(2006 APPROPRIATIONS ACT)	792,000	0	792,000	0	0	0	SAINT LOUIS PARK	AQ2
2010		TH 100	2755-89	SC	I694 TO BROOKLYN BLVD, BROOKLYN CENTER - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	250,000	0	0	0	0	0	MNDOT	S9
2010		TH 101	238-010-02	RC	I-94 WB OFF RAMP TO N OF S DIAMOND LAKE RD-EXTEND RAMP & GRADE SEPARATION OVER S DIAMOND LAKE RD,	9,540,000	7,630,000	0	0	0	1,910,000	ROGERS	A10
2010		TH 101	238-010-02ESL	RC	\$\$\$ESL\$I-94 WB OFF RAMP TO N OF S DIAMOND LAKE RD- EXTEND RAMP & GRADE SEPARATION OVER S DIAMOND LAKE RD, ETC	3,780,000	0	0	0	0	0	ROGERS	A15
2010		TH 12	2713-101	RS	OLD TH 12, HENNEPIN CSAH 6, ORONO TO WAYZATA BLVD, WAYZATA-BITUMINOUS MILL & OVERLAY, ETC	1,500,000	0	0	0	1,500,000	0	MN/DOT	S10

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	1	TH 12	2713-95	RB	WAYZATA BLVD, WAYZATA & HENNEPIN CSAH 6, ORONO, LANDSCAPING	50,530	0	0	0	50,530	0	MN/DOT	O6
2010		TH 13	1901-152	SC	\$\$\$S\$S\$ DIFFLEY RD/CEDARBRIDGE AVE & RIVER HILLS DR/MSAS 119, BURNSVILLE-TRAFFIC SIGNAL REPLACEMENTS (INCLUDES OLD SP 1901-151)	500,000	0	0	0	0	250,000	MN/DOT	E2
2010		TH 13	1901-159	SC	I494 TO TH55, MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	208,000	0	0	0	0	0	MNDOT	S9
2010		TH 13	211-010-07	RC	VERNON AVE TO LYNN AVE, SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	6,250,000	3,937,500	0	0	0	2,312,500	SAVAGE	E1
2010		TH 149	1917-40	RD	WENTWORTH AVE TO EMERSON AVE, MENDOTA HEIGHTS-CULVERT REPLACEMENT, GUARDRAIL, ETC	275,000	0	0	0	275,000	0	MN/DOT	NC
2010		TH 156	1912-55	SC	AT ARMOUR AVE, S ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2010		TH 169	2772-81	SH	SB EXIT RAMP TO MEDICINE LAKE RD, PLYMOUTH-RECONSTRUCT RAMP, EXTEND DECEL, ETC	714,561	643,105	0	0	71,456	0	MN/DOT	E3
2010		TH 169	2772-87	SC	108TH ST, BLOOMINGTON TO TH62, EDINA - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	623,266	0	0	0	0	0	MNDOT	S9
2010	7	TH 169	2776-03A	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	0	0	118,750	0	MN/DOT	E3
2010		TH 169	7008-45AC1	MC	SCOTT CR 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK 1 OF 2)	10,000,000	10,000,000	0	0	0	0	MN/DOT	O4
2010		TH 19	7013-02	AM	SCOTT CSAH 23 & SCOTT CSAH 86, CEDAR LAKE TWP-CONSTRUCT ROUNDABOUT, ETC	594,000	0	0	0	594,000	0	MNDOT	E1

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	8	TH 212	1017-16	RB	\$\$\$STH 101 & POWERS BLVD/CARVER CSAH 17 INTERCHANGES, CHANHASSEN - LANDSCAPING	200,000	0	0	0	0	0	MNDOT	O6
2010	8	TH 212	1017-17	RB	\$\$\$STH 41, ENGLER BLVD/CARVER CSAH 10 & CARVER CSAH 11 INTERCHANGES, CHASKA - LANDSCAPING	300,000	0	0	0	0	0	MNDOT	O6
2010		TH 212	2744-64	SC	\$\$\$SAT I494/TH212/TH5 INTERCHANGE IN EDEN PRAIRIE-WB I494 TO WB 212/5 INTERCHANGE MODIFICATION, ADD LANE, ETC	1,193,021	0	0	0	0	0	MNDOT	E3
2010	8	TH 212	2762-28	RB	\$\$\$HENNEPIN CSAH 4 & DELL ROAD, EDEN PRAIRIE - LANDSCAPING	200,000	0	0	0	0	0	MNDOT	O6
2010		TH 212	2763-44	SC	SHADY OAK RD TO E JCT OF TH 62, EDEN PRAIRIE - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	559,052	0	0	0	0	0	MNDOT	S9
2010		TH 25	10-596-04	RC	\$\$\$WHITE ST TO STATE ST IN WATERTOWN- RECONSTRUCT INCLUDING BITUMINOUS TRAIL	880,000	0	0	0	0	176,000	WATERTOWN	S10
2010		TH 252	2748-55	RS	\$\$\$I-94 TO 0.4 MI N OF I-94, BROOKLYN CENTER-MAINLINE & RAMP CONCRETE REHABILITATION	690,000	0	0	0	0	0	MN/DOT	S10
2010		TH 252	2748-56	TM	\$\$\$NB ENT RAMP, I-694, BROOKLYN CENTER TO TH 610, BROOKLYN PARK-REHAB SHOULDERS FOR BUS USAGE	2,165,000	0	0	0	0	0	MN/DOT	S4
2010		TH 252	2748-60	AM	0.2 M S OF 85TH AVE TO WB RAMP TO TH 610, BROOKLYN PARK-3RD LN, BUS SHOULDER, SIGNALS, ETC(INCLUDES \$100K OF TEAM TRANSIT \$\$ & \$500,000 OF SC \$\$)	1,194,000	0	0	0	1,194,000	0	MNDOT	S4
2010		TH 3	1921-83	RS	\$\$\$0.5MI S OF DAKOTA CSAH 42, ROSEMOUNT TO TH 149, INVER GROVE HTS- BITUMINOUS MILL & OVERLAY, SHOULDERS, DRAINAGE, GUARDRAIL, ETC	2,930,000	0	0	0	0	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 3	1921-89	AM	143RD ST & 145TH ST, ROSEMOUNT-SB RT TURN LN, 143RD & TRAFFIC SIGNAL RECONSTRUCTION, 145TH	289,900	0	0	0	289,900	0	MNDOT	S4
2010		TH 36	6211-89	SC	TH61, MAPLEWOOD TO I694, OAKDALE - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	725,000	0	0	0	0	0	MNDOT	S9
2010	4	TH 36	8214-114MIT10	BR	**MN217**OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	100,000	0	80,000	0	20,000	0	MN/DOT	A30
2010		TH 41	1008-67	AM	INTERSECTION OF TH 41 & SECOND ST & MEDIAN AT FIRST, THIRD & FIFTH ST-SIGNAL INSTALLATION & ACCESS RESTRICTIONS	30,000	0	0	0	30,000	0	CHASKA	E2
2010		TH 41	196-010-16	SC	\$\$\$ESL\$\$\$INTERSECTION OF TH 41 & SECOND ST & MEDIAN AT FIRST, THIRD & FIFTH STREETS-SIGNAL INSTALLATION	600,000	0	0	0	0	60,000	CHASKA	E2
2010		TH 47	0206-63	AM	ANOKA CO RD 66(CLEARY LN NW),BURNS TWP-CHANNELIZATION, TURN LANES, ETC	175,542	0	0	0	175,542	0	MNDOT	E1
2010		TH 47	0206-64	AM	ANOKA CO RD 27(179TH LN NW), RAMSEY-RECONSTRUCT TH 47 TO LOWER PROFILE	269,268	0	0	0	269,268	0	MNDOT	E4
2010		TH 47	2726-71	RD	\$\$\$ES\$\$\$FROM I-35W TO 27TH AVE NE IN MPLS-ADA COMPLIANT CURB RAMPS, SIDEWALK, PED X-ING, ETC(ARRA\$)	280,000	0	0	0	0	0	MNDOT	AQ2
2010		TH 5	1002-80	SH	POWERS BLVD/CARVER CSAH 17, CHANHASSEN-ADD NORTHBOUND TO EASTBOUND ACCELERATION LANE	240,000	216,000	0	0	24,000	0	MNDOT	S2
2010		TH 5	1002-93	RB	MAIN ST (CARVER CSAH 30) TO SCANDIA RD NEAR CITY OF WACONIA - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 5	6201-84	RD	\$\$\$FROM DAVERN ST IN ST PAUL TO MCKNIGHT RD IN MAPLEWOOD & ON TH 61 FROM TH 5 TO WHEELOCK PKWY IN ST PAUL-ADA COMPLIANT CURB RAMPS, SIDEWALK, PED X-ING, ETC(ARRAS)	745,000	0	0	0	0		MNDOT	AQ2
2010		TH 5	8214-145	SH	JAMACA AVE/STILLWATER BLVD, LAKE ELMO-CONSTRUCT ROUNDABOUT	1,440,000	900,000	0	0	100,000	440,000	MNDOT	S2
2010		TH 51	164-010-62	EN	**MN253**SNELLING AVE PEDESTRIAN MEDIAN, ST PAUL-IMPROVE PEDESTRIAN SAFETY (2009 APPROPRIATIONS ACT-STP)	475,000	0	475,000	0	0	0	SAINT PAUL	O1
2010		TH 51	6215-92	AM	SNELLING AVE, ST CLAIR TO GRAND AVE, ST PAUL-ACCESS CLOSURES, RAISED MEDIAN, ETC	197,000	0	0	0	197,000	0	MN/DOT	S9
2010		TH 51	6215-94	AM	SELBY AVE, ST PAUL-RECONSTRUCT TRAFFIC SIGNAL	96,980	0	0	0	96,980	0	MNDOT	E2
2010		TH 52	1905-31	RD	0.5 MI S OF PINE BEND TR TO DAKOTA CSAH 86, ROSEMOUNT & HAMPTON TOWNSHIP - REPAIR STORMWATER PIPES & MANHOLES	190,000	0	0	0	190,000	0	MN/DOT	NC
2010		TH 52	1906-58	RB	0.4 MI S OF DAKOTA CSAH 46 TO 0.3 MI N OF DAKOTA CSAH 46, COATES - LANDSCAPING	40,000	0	0	0	40,000	0	MNDOT	O6
2010		TH 52	1907-70	RS	\$\$\$OF S JCT TH 55 TO S OF N JCT TH 55, ROSEMOUNT & INVER GROVE HTS-BITUMINOUS OVERLAY, ETC	4,985,000	0	0	0	0	0	MN/DOT	S10
2010		TH 52	1907-9108	BI	\$\$\$OVER UPRR, INVER GROVE HTS-DECK REPAIR ON BR 19078, 9109, 19079 & 9108	470,000	0	0	0	0	0	MN/DOT	S19
2010		TH 52	1928-56	RB	THOMPSON AVE & WENTWORTH AVE, W ST PAUL & S ST PAUL-LANDSCAPING	70,000	0	0	0	70,000	0	MNDOT	O6
2010	5	TH 52	6244-30RW1	RW	PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE BRIDGE	9,000,000	0	0	0	9,000,000	0	MNDOT	O4

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 52	6244-35	BR	FROM FILMORE AVE E TO I-94 IN THE CITY OF ST PAUL- STATIC PILE LOAD TESTING FOR FOUNDATIONS STUDY FOR THE LAFAYETTE BRIDGE (BR #9800 & BRS 62017 & 62018)	500,000	0	0	0	500,000	0	MNDOT	O1
2010		TH 55	1909-92	AM	MENDOTA HTS RD, MENDOTA HEIGHTS-CHANNELIZE MENDOTA HTS RD & SIGNAL REVISIONS	424,821	0	0	0	424,821	0	MN/DOT	E2
2010		TH 55	1909-93	SC	TH110 TO JUST NORTH OF MENDOTA HTS RD, MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	194,000	0	0	0	0	0	MNDOT	S9
2010		TH 55	27-596-05	RW	**MN120**RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	867,249	0	693,799	0	0	173,450	HENNEPIN COUNTY	O2
2010		TH 55	27-596-06	PL	**MN120**ENVIRONMENTAL STUDIES FOR TH 55 CORRIDOR PROTECTION PROJECT	700,000	0	560,000	0	0	140,000	HENNEPIN COUNTY	O2
2010	6	TH 61	1913-64	BR	OVER MISSISSIPPI RIVER, RR & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PROJECT, PAYBACK IN 2011, 2012, 2013, AND FUTURE CONVERSIONS POST 2013)	265,000,000	0	0	212,000,000	0	53,000,000	MN/DOT	S19
2010	6	TH 61	1913-64A	BR	HASTINGS BRIDGE (2009 APPROPRIATIONS ACT-TCSP)	2,375,000	0	0	0	0	475,000	MN/DOT	S19
2010	6	TH 61	1913-64RW1	RW	PURCHASE RW FOR REPLACEMENT OF BRIDGE OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS	8,000,000	0	0	0	8,000,000	0	MN/DOT	O4
2010		TH 61	1913-66	SC	VERMILLION RD(DAKOTA CSAH 46/47), HASTINGS-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2010		TH 61	1913-67	SC	4TH ST, HASTINGS-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 61	1913-70	PM	CANNON ST TO 4TH ST, HASTINGS - BITUMINOUS MILL & OVERLAY	950,000	0	0	0	950,000	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 61	6220-70	RB	**MN34** 20TH ST, NEWPORT TO CARVER AVE, ST PAUL, INCLUDING I494/TH61 INTERCHANGE (WAKOTA PROJECT), NEWPORT - LANDSCAPING	250,000	0	83,073	0	166,927	0	MNDOT	O6
2010		TH 61	6222-160	BR	OVER BNSF RR, WHITE BEAR LAKE-REPLACE BR 6688	8,330,000	0	0	0	0	5,153,000	MN/DOT	S19
2010		TH 61	6222-161	RS	0.2 MI S OF ROSELAWN AVE, MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE, WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY, REPLACE SIGNAL, WHITE BEAR AVE, BUS SHOULDERS, GUARDRAIL, ETC	7,100,000	5,680,000	0	0	1,420,000	0	MN/DOT	S10
2010		TH 61	6222-161S	SH	0.2 MI S OF ROSELAWN AVE, MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE, WHITE BEAR LAKE-MEDIAN CLOSURES, TURN LANE MODIFICATIONS, NEW TURN LANES, ETC AT SEVERAL LOCATIONS	980,000	477,000	0	0	53,000	450,000	MN/DOT	S7
2010		TH 61	8207-59	AM	2ND AVE SE TO 3RD AVE NW, FOREST LAKE-ROUNDAABOUT, C & G, SIDEWALK, LIGHTING, ETC	594,000	0	0	0	594,000	0	MNDOT	E1
2010	11	TH 610	2771-37D	MC	**MN254**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-ROADWAY IMPROVEMENTS (2009 APPROPRIATIONS ACT-STP)	1,520,000	0	1,520,000	0	0	0	MN/DOT	A15
2010	11	TH 610	2771-38	MC	\$\$\$S\$TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	60,000,000	0	0	0	0	0	MN/DOT	A15
2010	11	TH 610	2771-38L	MC	\$\$ESL\$TH 169 IN BROOKLYN PARK TO HENNEPIN CSAH 81 IN MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	2,000,000	0	0	0	0	0	MN/DOT	A15
2010	11	TH 610	2771-38S1	MC	**MN211**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	8,016,711	0	6,413,369	0	1,603,342	0	MNDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	11	TH 610	2771-38S2	MC	**MN226**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	7,125,966	0	5,700,773	0	1,425,193	0	MNDOT	NC
2010	11	TH 610	2771-38T	MC	**MN235**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	4,894,823	0	3,915,858	0	978,965	0	MNDOT	NC
2010		TH 62	2773-03	SC	\$\$\$W JCT TH 212, EDEN PRAIRIE TO GLEASON RD, EDINA-REPLACE LIGHTING	820,000	0	0	0	0	0	MN/DOT	S18
2010		TH 65	0208-127	SC	E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES, ETC(\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	0	1,300,000	0	MNDOT	E1
2010		TH 65	113-010-15	BR	\$\$\$L\$TH 65 & APPROACHES IN VICINITY OF 49TH AVE-REPLACE PED BRIDGE #02021 CROSSING	2,800,000	0	0	0	0	280,000	COLUMBIA HTS	AQ2
2010		TH 65	113-010-15A	BR	49TH AVE, COLUMBIA HTS-PEDESTRIAN BRIDGE # 02021 REPLACEMENT (2009 APPROPRIATIONS ACT-TCSP)	312,500	0	0	0	0	62,500	COLUMBIA HTS	AQ2
2010		TH 65	113-010-16	RW	49TH AVE, COLUMBIA HTS-RIGHT OF WAY FOR PEDESTRIAN BRIDGE #02021 REPLACEMENT (2009 APPROPRIATIONS ACT-TCSP)	281,250	0	0	0	0	56,250	COLUMBIA HTS	04
2010		TH 77	1929-43	SC	0.3 MI S OF DAKOTA CSAH 38 TO I-35E, APPLE VALLEY-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	200,000	0	0	0	20,000	180,000	MN/DOT	S9
2010		TH 77	2758-66	SC	OLD SHAKOPEE RD(HENNEPIN CSAH 1) RAMP TERMINII, BLOOMINGTON-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 77	2758-70	SC	I494 TO TH 62, RICHFIELD - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	250,000	0	0	0	0	0	MNDOT	S9
2010		TH 77	2758-71	AM	MINNESOTA RIVER, BLOOMINGTON-LONG MEADOW - MAINTENANCE ACCESS RD	171,072	0	0	0	171,072	0	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 95	8208-33	SH	HUDSON RD, AFTON & WOODBURY-TRAFFIC SIGNAL INSTALLATION, APPROACH LANES, ETC	1,125,000	900,000	0	0	100,000	125,000	MN/DOT	S7
2010		TH 95	8210-95	RS	\$\$\$ 0.2 MI N OF TH 97, NEW SCANDIA TWP TO 0.1 MI S OF NELSON ST, STILLWATER-BITUMINOUS MILL & OVERLAY, ETC	4,835,175	0	0	0	0	0	MN/DOT	S10
2010		TH 952A	1908-75	SC	THOMPSON AVE, W ST PAUL-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010		TH 952A	1908-81	SC	MARIE AVE TO BUTLER AVE, W ST PAUL-UPDATE TO ADA STANDARDS	144,400	0	0	0	144,400	0	MN/DOT	S6
2010		TH 952A	6217-42	AM	AT CESAR CHAVEZ ST IN ST PAUL-TRAFFIC SIGNAL RECONSTRUCTION	112,439	0	0	0	112,439	0	MNDOT	E2
2010		TH 999	7000-07	EN	REHABILITATION OF BR 4175 OVER MINNESOTA RIVER FOR USE AS PED/BIKE FACILITY, SHAKOPEE	1,400,000	1,120,000	0	0	280,000	0	MN/DOT	AQ2
2010		TH 999	7000-07ES	EN	\$\$\$REHABILITATION OF BR 4175 OVER MINNESOTA RIVER FOR USE AS PED/BIKE FACILITY, SHAKOPEE(\$5M MDOT ARRA, \$1.3M ARRA EN)	6,300,000	0	0	0	0	0	MN/DOT	AQ2
2010		TH 999	880M-AM-10	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2010	534,000	0	0	0	534,000	0	MN/DOT	NC
2010		TH 999	880M-BI-10	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2010	660,000	0	0	0	660,000	0	MN/DOT	S19
2010		TH 999	880M-CA-10	CA	METRO SETASIDE - CONSULTANT DESIGN -2010	7,300,000	0	0	0	7,300,000	0	MN/DOT	NC
2010		TH 999	880M-PM-10	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2010	4,050,000	0	0	0	4,050,000	0	MN/DOT	NC
2010		TH 999	880M-RB-10	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2010	100,000	0	0	0	100,000	0	MN/DOT	O6
2010		TH 999	880M-RW-10	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2010	22,800,000	0	0	0	22,800,000	0	MN/DOT	NC
2010		TH 999	880M-RX-10	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2010	4,500,000	0	0	0	4,500,000	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		TH 999	880M-SA-10	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2010	14,000,000	0	0	0	14,000,000	0	MN/DOT	NC
2010		TH 999	880M-SRS1-09	NA	SAFE ROUTES TO SCHOOL INFRASTRUCTURE	400,000	0	0	0	0	0	MNDOT	NC
2010		TH 999	880M-SRS2-09	NA	SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	100,000	0	0	0	0	0	MNDOT	NC
2010		TH 999	880M-TM-10	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2010	390,000	0	0	0	390,000	0	MN/DOT	NC
2010		TH 999	8825-237	SC	NORTHEAST QUADRANT OF METRO AREA-RELAMP FIXTURES	400,000	0	0	0	400,000	0	MN/DOT	S18
2010		TH 999	8825-250	TM	METROWIDE-REFURBISH/UPGRADE SHELTER/CABINETS OF TMS SYSTEMS	200,000	0	0	0	200,000	0	MN/DOT	S7
2010		TH 999	8825-251	TM	METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	250,000	0	0	0	250,000	0	MN/DOT	S8
2010		TH 999	8825-305	SC	METROWIDE-REPLACE CANTILEVER SIGNS	500,000	0	0	0	500,000	0	MN/DOT	O7
2010		TH 999	8825-343	SC	\$\$\$METROWIDE - REPLACING SIGNAL AND LIGHTING CABINETS	833,200	0	0	0	0	0	MNDOT	S7
2010		TH 999	8825-348	SC	\$\$\$\$ METROWIDE - CMS & SHELTERS	762,000	0	0	0	0	0	MNDOT	S7
2010		TH 999	8825-359	SC	\$\$\$\$ E SIDE OF METRO - GUARDRAIL IMPROVEMENT & REPLACEMENT	300,000	0	0	0	0	0	MNDOT	S9
2010		TH 999	8825-361	SC	\$\$\$\$ W SIDE OF METRO - GUARDRAIL IMPROVEMENT & REPLACEMENT	300,000	0	0	0	0	0	MNDOT	S9
2010		TH 999	8825-369	RD	\$\$\$METROWIDE-ADA COMPLIANT UPGRADES AT VARIOUS LOCATIONS IN METRO AREA(ARRA\$)	975,000	0	0	0	0	0	MNDOT	AQ2
2010		TH 999	TRLF-RW-10	RW	REPAYMENT IN FY 2010 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 212 & 65	4,239,000	0	0	0	4,239,000	0	MN/DOT	NC
2011	BB		19-623-23A	TR	**MN218**CEDAR AVE BUSWAY, DAKOTA CO-CONSTRUCTION	9,000,000	0	1,131,820	0	0	7,868,180	DAKOTA COUNTY	S4

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All Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CITY	141-020-108	RC	CEDAR AVE BETWEEN I-94 & TH 55 IN MPLS-INTERSECTION SAFETY & CAPACITY IMPROVEMENTS INCLUDING AT FRANKLIN, MINNEHAHA, & 20TH AVES(INCLUDES \$1.0M OF TIPEDD FUNDING)	2,358,800	1,887,040	0	0	0	471,760	MINNEAPOLIS	E1
2011		CITY	164-020-101AC	BR	WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL- REMOVE & REPLACE EXISTING BR 5950(AC PAYBACK)	2,200,000	2,200,000	0	0	0	0	SAINT PAUL	S19
2011		CMAQ	103-080-02	TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	0	5,115,000	ANOKA	E6
2011		CMAQ	141-080-44	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR- ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PROJECT, PAYBACK IN 2012)	625,000	250,000	0	250,000	0	125,000	MINNEAPOLIS	NC
2011		CMAQ	141-080-45	TM	TRAF MGMT CTR & ITS UPGRADES-PHASE 3, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE(AC PROJECT, PAYBACK IN 2012)	6,500,000	2,400,000	0	2,400,000	0	1,700,000	MINNEAPOLIS	S7
2011		CMAQ	141-080-47AC	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR N SIDE INTERSECTIONS, MPLS(AC PAYBACK)	400,000	400,000	0	0	0	0	MINNEAPOLIS	E2
2011		CMAQ	141-080-48	TM	OPTIMIZE SIGNAL TIMING, SIGNALIZED INTERSECTIONS, HIAWATHA AVE, LYNDAL AVE S, E/W LAKE ST & HENNEPIN AVE S	236,250	189,000	0	0	0	47,250	MINNEAPOLIS	E2
2011		CMAQ	141-080-49	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR SOUTH SIDE INTERSECTIONS, MPLS	525,000	400,000	0	0	0	125,000	MINNEAPOLIS	E2

TABLE A-20
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CMAQ	164-070-11	TM	ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	1,675,000	1,340,000	0	0	0	335,000	SAINTE PAUL	E2
2011		CMAQ	189-080-03AC	TR	E OF I-94 OFF OF MAPLE GROVE PKWY-CONSTRUCTION OF PARK & RIDE FACILITY, ETC(AC PAYBACK)	2,436,461	2,436,461	0	0	0	0	MAPLE GROVE	E6
2011		CMAQ	CM-05-10AC3	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 3 OF 3)	416,300	416,300	0	0	0	0	RAMSEY	E6
2011		CMAQ	TDM-2011	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	AQ1
2011		CMAQ	TRS-MVTA-11	TR	PURCHASE 8 LOW-FLOOR BRT-SPECIFIC BUSES, & PROVIDE STARTUP OPERATING FUNDING IN SUPPORT OF I-35 BRT PROJECT	5,843,230	4,601,144	0	0	0	1,242,086	MVTA	T2
2011		CMAQ	TRS-SWT-11	TR	PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	0	1,650,000	SOUTHWEST TRANSIT	T2
2011		CMAQ	TRS-TCMT-11A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE, NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY & MPLS-FY 2011	322,156	257,725	0	0	0	64,431	MET COUNCIL-MT	T10
2011		CR 57	02-596-11	SH	ANOKA CO RD 57(SUNFISH LK BLVD) & ALPINE DR, RAMSEY-TRAFFIC SIGNAL INSTALLATION, TURN LANES,	1,090,000	981,000	0	0	0	109,000	ANOKA COUNTY	E1
2011		CR B2	62-678-12	RC	FAIRVIEW AVE TO TH 51(SNELLING AVE), ROSEVILLE-RECONSTRUCT TO 6-LANE RDWY, INCLUDING SIGNAL & TURN LANE IMPROVEMENTS	2,992,500	2,394,000	0	0	0	598,500	RAMSEY COUNTY	E1

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CSAH 109	27-709-21	MC	WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	0	2,247,000	HENNEPIN COUNTY	A15
2011		CSAH 11	10-611-06	RC	CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL, ETC	3,507,460	2,805,968	0	0	0	701,492	CARVER COUNTY	E4
2011		CSAH 116	02-716-11	RC	ANOKA CO RD 57(SUNFISH LAKE BLVD), RAMSEY TO GERMANIUM ST, RAMSEY & ANOKA-RECONSTRUCT TO 4-LANE DIVIDED RDWY INCLUDING PED/BIKE TRAIL	5,900,000	3,680,800	0	0	0	2,219,200	ANOKA COUNTY	A15
2011		CSAH 152	27-752-18	BR	CEDAR AVE(HENNEPIN CSAH 152) OVER HCRRRA CORRIDOR,MPLS-REPLACE BR 90437	2,200,000	1,370,521	0	0	0	829,479	HENNEPIN COUNTY	S19
2011		CSAH 19	27-619-19	BR	HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-REPLACE EXISTING BR 90480	470,800	376,640	0	0	0	94,160	HENNEPIN COUNTY	S19
2011		CSAH 2	82-602-15	RC	W BDWY(WASHINGTON CSAH 2), 19TH ST SW TO 12TH ST SW INCLUDING I-35 INTERCHANGE, FOREST LAKE-RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	0	4,935,000	WASHINGTON COUNTY	A15
2011		CSAH 2	82-602-19	RC	12TH SW TO TH 61, FOREST LAKE-RECONSTRUCT TO DIVIDED SECTION, TRAIL, ETC	4,469,000	3,575,200	0	0	0	893,800	WASHINGTON COUNTY	S16
2011		CSAH 21	70-621-24AC	MC	SCOTT CSAH 42, PRIOR LAKE TO SCOTT CSAH 16, SHAKOPEE-GRADING, DRAINAGE, BRIDGE, ETC(AC PAYBACK)	1,515,084	1,515,084	0	0	0	0	SCOTT COUNTY	A10
2011		CSAH 22	82-622-08	SH	WASHINGTON CSAH 22 & HARDWOOD AVE, COTTAGE GROVE-INSTALL TRAFFIC SIGNAL & LEFT TURN LANES	479,600	431,640	0	0	0	47,960	WASHINGTON COUNTY	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CSAH 23	19-623-23	RC	147TH ST, APPLE VALLEY TO 1/4 MI S OF 160TH ST(DAKOTA CSAH 46), LAKEVILLE-RECONSTRUCT TO 6-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	17,600,000	5,775,000	0	0	0	11,825,000	DAKOTA COUNTY	A15
2011		CSAH 23	19-623-24	RC	DAKOTA CSAH 42 TO N OF 138TH ST, APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PROJECT, PAYBACK IN 2012)	10,800,000	0	0	7,840,000	0	2,960,000	DAKOTA COUNTY	S4
2011		CSAH 3	27-603-49	RW	**MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RW(2003 APPROPRIATIONS ACT)	4,000,000	0	4,000,000	0	0	0	HENNEPIN COUNTY	O4
2011		CSAH 35	27-635-26	BR	PORTLAND AVE(HENNEPIN CSAH 35) OVER HCRRA CORRIDOR, MPLS-REPLACE BR 90494	2,500,000	1,505,326	0	0	0	994,674	HENNEPIN COUNTY	S19
2011		CSAH 81	27-681-27AC	RC	N OF TH 100 TO N OF HENNEPIN CSAH 10, CRYSTAL-RECONSTRUCT TO 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC(AC PAYBACK)	5,885,000	5,885,000	0	0	0	0	HENNEPIN COUNTY	E1
2011		CSAH 96	62-596-03S	SH	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	2,222,222	2,000,000	0	0	0	222,222	RAMSEY COUNTY	A10
2011		CSAH 96	62-596-03UG	MC	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	10,203,778	5,630,000	0	0	0	4,573,778	RAMSEY COUNTY	A10
2011		EN	138-010-12	EN	KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT-MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	310,322	248,258	0	0	0	62,064	RAM-WASH METRO WATER DIST	O9
2011		I 35	0283-25	SC	N JCT I-35E/35W, COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE, FOREST LAKE-REPLACE SIGNING	430,000	0	0	0	430,000	0	MN/DOT	O8
2011		I 35W	0280-58	SC	I-694 IN NEW BRIGHTON/ARDEN HILLS TO N JCT I-35/I-35E, COLUMBUS TWP-REPLACE SIGNING(ASSOCIATED SP 6284-139)	700,000	0	0	0	700,000	0	MN/DOT	O8

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		I 35W	1981-111	SC	BURNSVILLE PKWY, BURNSVILLE, TO I-494, BLOOMINGTON-REPLACE SIGNING	450,000	405,000	0	0	45,000	0	MN/DOT	O7
2011		I 35W	1981-120	MC	NB ONLY, S JCT I35E/35W TO BURNSVILLE PKWY, BURNSVILLE-TIE INTO EXISTING HOV LANE BY CONSTRUCTING MEDIAN BARRIER & HOT LANE IN MEDIAN(CHAPTER 152 FOR TRANSIT ADVAN)	15,000,000	0	0	0	0	15,000,000	MN/DOT	S16
2011		I 35W	2783-114	SC	I-94 TO INDUSTRIAL BLVD, MPLS-REPLACE SIGNING	350,000	315,000	0	0	35,000	0	MN/DOT	O7
2011		I 494	2785-362	BI	UNDER NICOLLET AVE & UNDER 2ND AVE PED BRIDGE IN RICHFIELD & BLOOMINGTON- REDECK BR 9077 & REPAIR STAIRS ON BR 9078	1,200,000	0	0	0	1,200,000	0	MN/DOT	S19
2011		I 694	8286-67	SC	WASHINGTON CSAH 10(10TH ST/MINNEHAHA), OAKDALE- REPLACE LIGHTING SYSTEM	115,000	0	0	0	115,000	0	MN/DOT	S18
2011		I 94	2781-27861	BI	WB OFF RAMP OVER LRT & CITY ST; WB OFF RAMP OVER I- 35W, MPLS-REDECK BR 27861 & REPAIR DECK ON BR 27877	780,000	702,000	0	0	78,000	0	MN/DOT	S19
2011		I 94	2781-415	RS	NICOLLET AVE, MPLS TO HENNEPIN/RAMSEY CO LINE- BITUMINOUS MILL & OVERLAY, DRAINAGE, ETC	5,715,000	5,143,500	0	0	571,500	0	MNDOT	S10
2011		I 94	2781-417	SC	SHINGLE CREEK PKWY RAMP TERMINII, BROOKLYN CENTER- REBUILD TRAFFIC SIGNALS	500,000	0	0	0	225,000	275,000	MN/DOT	E2
2011		I 94	2781-419	BI	UNDER PED BR, SHINGLE CRK PKWY, 694 ON- RAMP,HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH, CP RAIL, 42ND, 41ST & OVER TH 252, BROOKLYN CENTER & MPLS-PARTIAL PAINT BR 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807 & 27808	2,475,000	2,227,500	0	0	247,500	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		PED/BIKE	10-090-03	EN	W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,362,500	1,090,000	0	0	0	272,500	CARVER COUNTY	AQ2
2011		PED/BIKE	107-090-05	EN	LONG MEADOW LAKE, BLOOMINGTON-REPLACE BR 3145 ON OLD CEDAR AVE WITH A PED/BIKE BOARDWALK	3,210,000	1,070,000	0	0	0	2,140,000	BLOOMINGTON	O9
2011		PED/BIKE	107-090-06	EN	20TH AVE TO 22ND AVE, BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	0	972,000	BLOOMINGTON	O9
2011		PED/BIKE	120-020-37	EN	LYNMAR LANE TO E OF FRANCE AVE NEAR 72ND ST S, EDINA-CONSTRUCT PED/BIKE BRIDGE OVER FRANCE AVE, 600 FT TRAIL, ETC	2,180,000	1,090,000	0	0	0	1,090,000	EDINA	AQ2
2011		PED/BIKE	141-020-107	EN	ALONG CEDAR & FRANKLIN AVES, MPLS-IMPROVE PED ACCESS & SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,412,250	840,000	0	0	0	572,250	MINNEAPOLIS	O9
2011		PED/BIKE	164-090-11	BT	W CITY LIMITS TO PRIOR AVE, ST PAUL-CONSTRUCT PED/BIKE PATH-ST PAUL EXTENSION(PHASE I) OF MIDTOWN GREENWAY	4,042,500	3,234,000	0	0	0	808,500	SAINT PAUL	AQ2
2011		PED/BIKE	82-090-02	EN	OVER WASHINGTON CO RD 83(11TH AVE SW), FOREST LAKE-CONSTRUCT MULTI-MODAL BR FOR HARDWOOD CREEK REG TRAIL, ETC	926,500	741,200	0	0	0	185,300	WASHINGTON COUNTY	AQ2
2011		PED/BIKE	91-090-49	EN	BELTLINE BLVD, ST LOUIS PARK-CONSTRUCT BRIDGE ON HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL	1,284,000	1,027,200	0	0	0	256,800	THREE RIVERS PARK DISTRICT	O9
2011		PED/BIKE	91-090-55	EN	SAMUEL H MORGAN REGIONAL TRAIL, TH 5 TO I-3E, ST PAUL-UPGRADE & ENHANCE CURRENT FACILITY, ETC	1,041,200	830,667	0	0	0	210,533	SAINT PAUL	AQ2

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2011		PED/BIKE	91-090-55ES	EN	SEEN SAMUEL H MORGAN REGIONAL TRAIL, TH 5 TO I-3E, ST PAUL-UPGRADE & ENHANCE CURRENT FACILITY, ETC (ARRA EN\$)	448,800	0	0	0	0	0	SAINT PAUL	AQ2
2011		PED/BIKE	91-090-56	EN	CHEROKEE REGIONAL PARK-CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	1,880,250	1,090,000	0	0	0	790,250	SAINT PAUL PARKS & REC	AQ2
2011		PED/BIKE	91-090-59	EN	MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, ETC	1,592,763	1,090,000	0	0	0	502,763	DAKOTA COUNTY	AQ2
2011		PED/BIKE	91-090-60	EN	ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL-CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	0	196,200	RAMSEY COUNTY PARKS	AQ2
2011	RR		27-00290	SR	N NATHAN LN, MSAS 160, PLYMOUTH, HENNEPIN CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR		27-00291	SR	XERXES AVE S, MSAS 409, BLOOMINGTON-INSTALL CANTILEVERS/GATES	299,750	269,775	0	0	0	29,975	MN/DOT	S8
2011	RR		27-00292AC	SR	HENNEPIN CSAH 10, BASS LAKE RD, HENNEPIN CO-INSTALL 4-GATE SYSTEM (AC PAYBACK)	318,825	318,825	0	0	0	0	MN/DOT	S8
2011	RR		6201-80	SR	TH 5 (W 7TH ST), ALTON ST, ST PAUL-INSTALL CANTILEVERS & GATES, CLOSE ALTON ST	262,500	262,500	0	0	0	0	MNDOT	S1
2011	RR		70-00121	SR	SYNDICATE ST, MSAS 105, JORDAN, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR		70-00122	SR	VALLEY VIEW DR, TWP 87, JORDAN (0.25 MI N), SAND CREEK TWP, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR		82-00136	SR	ZEP@WASHINGTON CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	325,026	292,523	0	0	0	32,503	MN/DOT	S1
2011	TH 10		0215-59AC2	RC	HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT (AC PAYBACK FROM FY 2007-2 OF 2)	3,200,000	3,200,000	0	0	0	0	MN/DOT	E3

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2011		TH 10	0215-63	SH	NB EXIT TO SB FOLEY BLVD, COON RAPIDS-REMOVE FREE RIGHT, ADD DUAL RIGHT TURN LANES, REVISE SIGNAL, ETC	470,000	423,000	0	0	47,000	0	MN/DOT	E1
2011		TH 10	0215-64	SC	7TH AVE RAMPS, ANOKA- REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2011		TH 10	6205-37	RS	I35W TO I694, ARDEN HILLS & MOUNDS VIEW - MILL & OVERLAY, DRAINAGE, ETC	2,700,000	2,160,000	0	0	540,000	0	MN/DOT	S10
2011		TH 100	2734-44	SC	W 50TH ST, EDINA TO TH 55, GOLDEN VALLEY-REPLACE SIGNING	450,000	360,000	0	0	90,000	0	MN/DOT	O7
2011		TH 100	2755-83	SH	HENNEPIN CSAH 152 TO I- 694,BROOKLYN CENTER- UPGRADE LIGHTING, PARTIAL TO CONTINUOUS	327,000	294,300	0	0	32,700	0	MN/DOT	S18
2011		TH 101	8608-26	TM	WRIGHT CSAH 36 TO WRIGHT CSAH 39, OTSEGO-TRAFFIC MGMT SYSTEM(ADDITIONAL CCTV, ETC(150,000	0	0	0	150,000	0	MN/DOT	S7
2011		TH 12	2713-97	AM	N SIDE, HOWARD AVE TO HENNEPIN CSAH 29, MAPLE PLAIN-CONSTRUCT FRONTAGE RD	300,000	0	0	0	300,000	0	MAPLE PLAIN	NC
2011		TH 120	6227-57	SC	I-94 TO CONWAY AVE, MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC(INCLUDES \$1.53M ACCESS MANAGEMENT FUNDS)	2,530,000	1,044,320	0	0	1,485,680	0	MN/DOT	E1
2011		TH 120	6227-65	SC	CENTURY COLLEGE ENTRANCE, WHITE BEAR LAKE/MAHTOMEDI-REBUILD	250,000	0	0	0	250,000	0	MN/DOT	E2
2011		TH 13	1901-154	RS	0.2 MI S OF I-494 TO I-494, EAGAN-BITUMINOUS OVERLAY	290,000	0	0	0	290,000	0	MN/DOT	S10
2011		TH 156	1912-56	SC	GRAND AVE, SOUTH ST PAUL- REBUILD TRAFFIC SIGNAL	200,000	0	0	0	100,000	100,000	MN/DOT	E2
2011		TH 169	7005-88	TM	MARSCHALL RD(SCOTT CSAH 17) TO SB 3RD LANE DROP, SHAKOPEE-TRAFFIC MGMT SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S7

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2011		TH 169	7008-45AC2	MC	SCOTT CO RD 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BR 70043 & 70044-NEW INTERCHANGE, ETC(AC PAYBACK 2 OF 2 & OTHER-DEBT MGMT)	10,000,000	1,750,000	0	0	0	8,250,000	MN/DOT	O4
2011		TH 169	7008-54	MC	SCOTT CO RD 64, BELLE PLAINE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2011	8	TH 212	1013-79A	PL	**MN163**NORWOOD YOUNG AMERICA TO CARVER CO RD 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, AND CONSTRUCTION OF EXPANDED RDWY	899,901	0	719,921	0	179,980	0	MNDOT	O2
2011	8	TH 212	1013-79B	PL	NORWOOD YOUNG AMERICA TO CHASKA-US HIGHWAY 212 EXPANSION(2008 APPROP ACT-TCSP)	755,911	0	604,729	0	151,182	0	MNDOT	O2
2011		TH 25	7003-12	RD	E FOREST ST TO UP RR, BELLE PLAINE-EROSION REPAIR, RETAINING WALL, ETC	640,000	0	0	0	640,000	0	MN/DOT	S9
2011		TH 284	1014-15	SC	E 10TH ST, WACONIA-CONSTRUCT ROUNDABOUT	1,215,000	0	0	0	607,500	607,500	MN/DOT	E1
2011		TH 36	6212-159	SC	HAMLIN AVE/COMMERCE ST, ROSEVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	31,250	218,750	MN/DOT	E2
2011	4	TH 36	8214-114B	RW	**MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	168,625	0	134,900	0	33,725	0	MNDOT	O4
2011	4	TH 36	8214-114L	RW	**MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	4,330,875	0	3,464,700	0	0	866,175	STILLWATER	O4
2011	4	TH 36	8214-114MIT11	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	3,465,000	0	0	0	0	3,465,000	MN/DOT	A30
2011		TH 36	82-596-03	MC	LAKE ELMO AVE (WASHINGTON CSAH 17), LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS, ETC	4,239,340	3,391,472	0	0	0	847,868	WASHINGTON COUNTY	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		TH 41	1008-65	SC	4TH ST, CHASKA-REBUILD TRAFFIC SIGNAL	300,000	0	0	0	225,000	75,000	MN/DOT	E2
2011		TH 5	1002-88	SC	TH 284/CARVER CSAH 57, WACONIA-TRAFFIC SIGNAL REPLACEMENT	270,000	0	0	0	135,000	135,000	MN/DOT	E2
2011		TH 5	1002-89	RS	0.2 MI W OF CARVER CSAH 11, VICTORIA TO 0.1 MI E OF TH 41, CHANHASSEN - BITUMINOUS MILL & OVERLAY, ADD TURN LANES, ETC	4,760,000	3,748,000	0	0	937,000	75,000	MN/DOT	S10
2011		TH 50	1923-11	RD	INTERSECTION WITH TH 20, DOUGLAS TWP-REPAIR PIPE & VAULT	370,000	0	0	0	370,000	0	MN/DOT	S7
2011		TH 51	6215-93	PL	**MN250**SNELLING AVE, UNIVERSITY AVE, ST PAUL- INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	0	0	0	0	MN/DOT	E1
2011		TH 52	1928-54	BI	PED BR, LEWIS ST, OVER CONCORD, PED BRIDGE, WINIFRED & OVER EATON ST- PAINT BR 19025, 62045, 62023 & 62026	1,740,000	1,392,000	0	0	348,000	0	MN/DOT	S19
2011		TH 52	1928-55	BI	LOCATIONS I-494, INVER GROVE HTS, TO BELVEDERE ST, ST PAUL-DECK REPAIR ON BR 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856 & 62044	1,350,000	1,080,000	0	0	270,000	0	MN/DOT	S19
2011	5	TH 52	6244-30	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) & APPROACHES(AC PROJECT- PAYBACKS IN 2012 & 2013)	185,000,000	44,000,000	0	104,000,000	0	37,000,000	MN/DOT	S19
2011	5	TH 52	6244-30RW2	RW	PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE BRIDGE	4,000,000	0	0	0	4,000,000	0	MNDOT	O4
2011	5	TH 52	6244-62026C	BI	OVER EATON & UP RR & OVER CONCORD ST, ST PAUL- REDECK BR 62026 & DECK REPAIR ON BR 62045	6,800,000	5,440,000	0	0	1,360,000	0	MN/DOT	S19
2011	5	TH 52	6244-62027A	BI	OVER PLATO BLVD, ST PAUL- REDECK BR 62027	1,000,000	800,000	0	0	200,000	0	MN/DOT	S10
2011	6	TH 61	1913-64AC1	BR	OVER MISSISSIPPI RIVER, RR & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PAYBACK 1 OF 3)	15,000,000	15,000,000	0	0	0	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	6	TH 61	1913-64RW2	RW	PURCHASE RW FOR REPLACEMENT OF BRIDGE OVER MISSISSIPPI RIVER, RR & ST, HASTINGS	4,000,000	0	0	0	4,000,000	0	MN/DOT	O4
2011		TH 61	6222-159	SC	BEAM AVE, MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	121,329	0	0	0	121,329	0	MN/DOT	E2
2011		TH 62	2775-14	SC	TH 77, MPLS-REPLACE LIGHTING SYSTEM	435,000	0	0	0	435,000	0	MN/DOT	S18
2011		TH 62	2775-7269	BI	UNDER PORTLAND AVE, RICHFIELD-REPLACE DECK ON BR 7269	1,100,000	0	0	0	1,100,000	0	MN/DOT	S19
2011		TH 7	163-010-38	MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC	18,400,000	7,630,000	0	0	0	10,770,000	SAINT LOUIS PARK	A10
2011		TH 7	2704-28	SC	KINGS POINT RD TO HENNEPIN CSAH 44, MINNETRISTA-CONSTRUCT FRONTAGE RD(\$0.5M ACCESS MANAGEMENT FUNDS)	500,000	0	0	0	500,000	0	MNDOT	E1
2011		TH 7	2706-217	SC	BAKER RD & LAKE ST EXT, MINNETONKA-REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MN/DOT	S18
2011		TH 77	1925-43	SC	DIFFLEY RD, EAGAN-REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2011		TH 77	2758-67	SC	N OF OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON TO TH 62, RICHFIELD-REPLACE SIGNING	400,000	0	0	0	400,000	0	MN/DOT	O7
2011		TH 77	2758-69	BI	UNDER OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON-REPAIR DECK ON BR 27062	540,000	0	0	0	540,000	0	MN/DOT	S19
2011		TH 96	6225-10	RS	TH 61, WHITE BEAR LAKE TO TH 95, STILLWATER-BITUMINOUS MILL & OVERLAY, INTERSECTION IMPROVEMENTS, GUARDRAIL, ETC	4,870,000	3,896,000	0	0	974,000	0	MN/DOT	S10
2011		TH 999	2700-54	TM	INTEGRATED CORRIDOR SIGNAL COORDINATION, I-394 CORRIDOR INCLUDING THE 55, TH 7, ETC, DEPLOYMENT OF TRANSIT SIGNAL PRIORITY, CCTV CAMERAS & VARIABLE MESSAGE SIGNS	2,405,852	1,924,681	0	0	481,171	0	MN/DOT	S7

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		TH 999	880M-AM-11	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	3,200,000	0	0	0	3,200,000	0	MN/DOT	NC
2011		TH 999	880M-BI-11	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	60,000	0	0	0	60,000	0	MN/DOT	NC
2011		TH 999	880M-CA-11	CA	METRO SETASIDE - CONSULTANT DESIGN -2011	7,500,000	0	0	0	7,500,000	0	MN/DOT	NC
2011		TH 999	880M-NO-11	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2011	1,120,000	0	0	0	1,120,000	0	MN/DOT	NC
2011		TH 999	880M-PM-11	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2011	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2011		TH 999	880M-RB-11	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	0	100,000	0	MN/DOT	NC
2011		TH 999	880M-RW-11	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	14,500,000	0	0	0	14,500,000	0	MN/DOT	NC
2011		TH 999	880M-RX-11	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2011		TH 999	880M-SA-11	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	12,500,000	0	0	0	12,500,000	0	MN/DOT	NC
2011		TH 999	880M-SC-11	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	1,500,000	0	0	0	1,500,000	0	MN/DOT	NC
2011		TH 999	880M-TE-11	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING(\$300K) & HYDRAULICS(\$300K) PRESERVATION PROJECTS FOR FY 2011	600,000	480,000	0	0	120,000	0	MN/DOT	NC
2011		TH 999	880M-TM-11	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	380,000	0	0	0	380,000	0	MN/DOT	NC
2011		TH 999	8825-239	SC	ONE QUADRANT METROWIDE-RELAMP LIGHTING SYSTEM	400,000	0	0	0	400,000	0	MN/DOT	S18
2011		TH 999	8825-304	SC	METROWIDE-REPLACE POPULATION SIGNS	200,000	0	0	0	200,000	0	MN/DOT	O7

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2011		TH 999	8825-313	TM	METROWIDE-CMS REFURBISHMENTS & ACCESS IMPROVEMENTS	280,000	0	0	0	280,000	0	MN/DOT	S7
2011		TH 999	8825-314	TM	METROWIDE-SHELTER REFURBISHMENTS & SECURITY UPGRADES	220,000	0	0	0	220,000	0	MN/DOT	S7
2011		TH 999	TRLF-RW-11	RW	REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	3,107,000	0	0	0	3,107,000	0	MN/DOT	NC
2012		CITY	141-454-01	BR	COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	0	3,248,000	MINNEAPOLIS	S19
2012		CITY	164-158-20	BR	300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	0	1,047,200	SAINT PAUL	S19
2012		CMAQ	141-080-44AC	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR- ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PAYBACK)	250,000	250,000	0	0	0	0	MINNEAPOLIS	NC
2012		CMAQ	141-080-45AC	TM	TRAF MGMT CTR & ITS UPGRADES-PHASE 3, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE(AC PAYBACK)	2,400,000	2,400,000	0	0	0	0	MINNEAPOLIS	S7
2012		CMAQ	TDM-2012	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	AQ1
2012		CMAQ	TRS-TCMT-12A	TR	PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	0	1,680,000	MET COUNCIL - MTS	T10

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2012		CMAQ	TRS-TCMT-12B	TR	NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	0	6,720,000	MET COUNCIL-MT	E6
2012		CR 10	90-610-01	TR	NE QUADRANT OF TH 212 & CO RD 10, CHASKA-ACQUIRE RW & CONSTRUCT 450 STRUCTURED STALL PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	0	1,957,196	SOUTHWEST TRANSIT	E6
2012		CSAH 10	146-020-11	SH	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	700,000	630,000	0	0	0	70,000	MOUNDS VIEW	E1
2012		CSAH 10	189-020-20AC	RC	VICKSBURG LN TO PEONY LN, MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PAYBACK)	3,920,000	3,920,000	0	0	0	0	MAPLE GROVE	A15
2012		CSAH 116	02-716-12	RC	ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC	5,885,600	4,708,480	0	0	0	1,177,120	ANOKA COUNTY	A10
2012		CSAH 17	02-617-18	RC	ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116(BUNKER LAKE BLVD), HAM LAKE-RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE FACILITIES	12,000,000	5,837,920	0	0	0	6,162,080	ANOKA COUNTY	A15
2012		CSAH 23	19-623-24AC	RC	DAKOTA CSAH 42 TO N OF 138TH ST, APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PAYBACK)	7,840,000	7,840,000	0	0	0	0	DAKOTA COUNTY	S4
2012		CSAH 3	27-603-53	MC	**MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2001 APPROPRIATIONS ACT)	1,682,440	0	1,345,952	0	0	336,488	HENNEPIN COUNTY	E3
2012		CSAH 3	27-603-53A	MC	**MN237**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE	6,796,043	0	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	E3
2012		CSAH 68	70-668-02	SH	SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT	784,000	705,600	0	0	0	78,400	SCOTT COUNTY	S7

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2012		CSAH 7	02-607-19	SH	ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	1,680,000	1,512,000	0	0	0	168,000	ANOKA COUNTY	E1
2012		CSAH 81	27-681-29	RC	N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY, ETC	10,080,000	7,840,000	0	0	0	2,240,000	HENNEPIN COUNTY	A10
2012		EN	141-080-42	EN	HENN AVE TO CEDAR AVE, MPLS-REHABILITATE/PRESERVE HISTORIC BRS WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	0	280,000	MINNEAPOLIS	O9
2012		EN	91-070-15	EN	INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	0	494,592	ST PAUL PARK/REC	O9
2012		I 35	1980-68AC1	RC	DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	0	MN/DOT	A10
2012		I 35E	1982-148	SC	TH 110 E & W RAMPS, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	300,000	0	0	0	300,000	0	MN/DOT	E2
2012		I 35E	1982-150	RS	0.2 MI S OF DAKOTA CSAH 26(LONE OAK RD), EAGAN TO DAKOTA/RAMSEY CO LINE, ST PAUL- 4" OVERLAY & CONCRETE PAVEMENT REPAIR	7,720,000	6,948,000	0	0	772,000	0	MN/DOT	S10
2012	3	I 35E	2782-294	RB	I-35W/TH 62 COMMONS AREA (BR 27932 TO BR 27940) - CROSSTOWN LANDSCAPING, PHASE I	300,000	0	0	0	300,000	0	MNDOT	O6
2012		I 35E	6280-347	SC	MARYLAND AVE TO ROSELAWN AVE, ST PAUL-REPLACE LIGHTING	430,000	0	0	0	430,000	0	MN/DOT	S18
2012	2	I 35E	6280-354	RB	RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) - LANDSCAPING	337,500	0	0	0	337,500	0	MNDOT	O6
2012	2	I 35E	6280-355	RB	EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) - LANDSCAPING	337,500	0	0	0	337,500	0	MNDOT	O6

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2012		I 35W	2782-300	RD	BLACKDOG RD TO I-494, BLOOMINGTON-REPLACE OR REPAIR CULVERTS, ETC	325,000	0	0	0	325,000	0	MN/DOT	NC
2012		I 35W	2783-128	RS	NB, UNDER HENN AVE TO STINSON BLVD EXIT RAMP, MPLS - INSTALL DRAINAGE SYSTEM, NB SHOULDER/DITCH	900,000	810,000	0	0	90,000	0	MN/DOT	NC
2012		I 35W	6284-144	SC	RAMSEY CO RD D RAMP TERMINII, ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	0	202,500	247,500	MN/DOT	E2
2012		I 35W	6284-145	RS	TH 888A(OLD TH 8), RAMSEY CO RD D TO I-35W-BITUMINOUS OVERLAY	560,000	0	0	0	560,000	0	MN/DOT	S10
2012		I 35W	6284-159	BR	UNDER S JCT TH 10, ARDEN HILLS-REPLACE BR 9585 & 9586 & APPROACHES	8,800,000	7,920,000	0	0	880,000	0	MN/DOT	S19
2012		I 394	2789-131	TM	W OF TH 100, GOLDEN VALLEY TO I94, MPLS-GATE ARM BATTERY BACKUP	250,000	0	0	0	250,000	0	MN/DOT	S7
2012		I 494	8285-84	RB	E & W OF MISSISSIPPI RIVER, NEWPORT & S ST PAUL-LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6
2012		I 494	8285-92	SC	MAXWELL AVE(WASHINGTON CSAH 38) RAMPS-TRAFFIC SIGNAL INSTALLATION	320,000	0	0	0	105,600	214,400	MN/DOT	E2
2012		I 94	2781-420	DR	I-94, LORING PARK TO I-35W COMMONS & I-35W, 39TH ST TO MISS RIVER-REPAIR STORM SEWER TUNNEL	2,000,000	0	0	0	0	2,000,000	MN/DOT	NC
2012		I 94	6282-190	NO	PRIOR AVE TO FAIRVIEW AVE, ST PAUL-NOISE WALL CONSTRUCTION	1,040,000	0	0	0	730,000	310,000	MN/DOT	O3
2012		I 94	6282-193	SC	JOHN IRELAND BLVD, ST PAUL TO WASHINGTON CSAH 13(RADIO DR), WOODBURY-REPLACE SIGNING	500,000	0	0	0	500,000	0	MN/DOT	O7
2012		I 94	8282-109	TM	WASHINGTON CSAH 15, WOODBURY TO ST CROIX RIVER-TRAFFIC MGMT SYSTEM	350,000	0	0	0	350,000	0	MN/DOT	S7
2012	MSAS 165		141-165-30	SH	CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	0	55,440	MINNEAPOLIS	S7

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2012		PED/BIKE	02-090-01	EN	LAMOTTE DR TO WESTVIEW ST & CENTERVILLE RD, CENTERVILLE-CONSTRUCT CENTERVILLE REGIONAL TRAIL LINK, ETC	1,055,040	791,280	0	0	0	263,760	ANOKA COUNTY	AQ2
2012		PED/BIKE	10-090-02	EN	MAYER TO CARVER/MCLEOD CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE	1,478,400	1,120,000	0	0	0	358,400	CARVER COUNTY	AQ2
2012		PED/BIKE	164-020-109	EN	RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL-PEDESTRIAN STREETSCAPE IMPROVEMENTS, ETC	1,344,000	1,075,200	0	0	0	268,800	SAINT PAUL	AQ2
2012		PED/BIKE	164-090-12	BT	MIDTOWN GREENWAY-ST PAUL, PHASE 2 FROM CP RR CORR, PRIOR AVE TO CP RR CORR AT AYD MILL TRAIL, ST PAUL-RW ACQUISITION, CONSTRUCT PED/BIKE TRAIL, ETC	7,700,000	6,160,000	0	0	0	1,540,000	SAINT PAUL	AQ2
2012		PED/BIKE	91-090-57	EN	MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY, ETC	1,290,240	1,032,192	0	0	0	258,048	DAKOTA COUNTY	AQ2
2012		PED/BIKE	91-090-58	EN	TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	0	198,520	DAKOTA COUNTY	AQ2
2012	RR		27-00293	SR	14TH AVE NE, MUN 283, MPLS-INSTALL GATES(MULTI -TRACK)	336,000	302,400	0	0	0	33,600	MN/DOT	S8
2012	RR		27-00294	SR	39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00295	SR	W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00296	SR	LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	0	30,800	MN/DOT	S8
2012	RR		27-00297	SR	26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00298	SR	17TH AVE N, MSAS 310, MPLS-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00299	SR	ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8

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2012		RR	27-00300	SR	22ND AVE N, MSAS 311, MPLS-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012		TH 10	0202-91	SC	THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	0	450,000	0	MN/DOT	O7
2012		TH 110	1918-102	RS	0.2 MI W OF I-35E TO 0.2 MI E OF I-35E, MENDOTA HTS-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, ETC	1,300,000	0	0	0	1,300,000	0	MN/DOT	S10
2012		TH 12	2713-100	SC	OLD CRYSTAL BAY RD, ORONO-REPLACE TRAFFIC	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2012		TH 12	2713-88	SC	HENNEPIN CSAH 83 TO BOUNDARY AVE, MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC(\$1.5M-ACCESS MGMT PROJECT)	1,900,000	0	0	0	1,900,000	0	MN/DOT	S16
2012		TH 120	6227-67	SC	3M RD, MAPLEWOOD-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2012		TH 13	1902-53	RD	0.2 MI N OF TH 110, MENDOTA HTS TO I-35E, LILYDALE-CLEAN/LINE CULVERTS, DRAIN TILE, DITCHES, ETC	645,000	0	0	0	645,000	0	MN/DOT	NC
2012		TH 13	7001-103	AM	ZINRAN AVE TO LOUISIANA AVE, SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-TIE TO SP 70-596-03)	885,000	0	0	0	885,000	0	MN/DOT	A10
2012		TH 13	70-596-03	RC	ZINRAN AVE S TO LOUISIANA AVE S, SAVAGE-RECONSTRUCT TH 13/101 INCLUDING BR 70003 FOR EB 101 TRAFFIC, ETC (TIED TO 7001-103)	10,080,000	7,840,000	0	0	0	2,240,000	SCOTT COUNTY	A10
2012		TH 156	1912-57	SC	WENTWORTH AVE, SOUTH ST PAUL-REBUILD TRAFFIC	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2012		TH 169	2750-71	RB	HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	O6
2012		TH 169	2772-83	SC	22ND ST TO 23RD ST, ST LOUIS PARK-CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	525,000	0	0	0	525,000	0	MN/DOT	O3

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	7	TH 169	2776-03RW6	RW	**MN192**I-494, BLOOMINGTON- PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	1,530,991	0	1,224,793	0	306,198	0	MNDOT	O2
2012	7	TH 169	2776-03RW7	RW	**MN221**I-494, BLOOMINGTON- PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	468,258	0	374,607	0	93,651	0	MNDOT	O2
2012		TH 169	7009-67	RD	NEAR OLD SCOTT CO RD 63(LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	45,000	0	0	0	45,000	0	MN/DOT	NC
2012		TH 20	1903-07	SC	TH 19, CANNON FALLS TO TH 50, DOUGLAS TWP-REPLACE SIGNING	400,000	0	0	0	400,000	0	MN/DOT	O7
2012		TH 3	1921-87	RD	194TH ST, EMPIRE TWP TO 0.7 MI N OF DAKOTA CSAH 46, ROSEMOUNT-REPLACE OR REPAIR CULVERTS, ETC	240,000	0	0	0	240,000	0	MN/DOT	NC
2012		TH 36	6211-88	RB	WHITE BEAR AVE, MAPLEWOOD TO TH 120, NORTH ST PAUL - LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6
2012		TH 36	6212-5715	BR	OVER KELLER LAKE, MAPLEWOOD-REPLACE BR 5715 & APPROACHES	2,200,000	0	0	0	2,200,000	0	MN/DOT	S19
2012		TH 36	8204-55	MC	HILTON TRAIL, PINE SPRINGS- RECONSTRUCT INTERSECTION	9,350,000	7,480,000	0	0	1,870,000	0	MN/DOT	A10
2012	4	TH 36	8214-114MIT12	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	300,000	0	0	0	0	300,000	MN/DOT	A30
2012	4	TH 36	8214-144	PL	**MN126**ST CROIX RIVER X- ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	4	TH 36	8214-144L	PL	**MN126**ST CROIX RIVER X- ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	349,950	0	279,960	0	0	69,990	OAK PARK HEIGHTS	O1
2012		TH 47	0205-96	SC	37TH AVE NE, COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012		TH 5	2732-93	RS	E JCT I-494, BLOOMINGTON TO WHEELER AVE, ST PAUL-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK & TILE REPAIR ON BR 9155, 27027, 9300, 9489, 9490 & 9491, ETC	2,600,000	0	0	0	2,600,000	0	MN/DOT	S10
2012		TH 51	6215-90	RS	PIERCE BUTLER, ST PAUL TO TH 36, ROSEVILLE-MAINLINE & RAMP CONCRETE REHABILITATION, ETC(\$500,000 FROM PM)	1,700,000	0	0	0	1,700,000	0	MN/DOT	S10
2012		TH 51	6215-91	RS	TH 5 TO DAYTON AVE, ST PAUL-BITUMINOUS MILL & OVERLAY, ETC	1,335,000	0	0	0	1,335,000	0	MN/DOT	S10
2012		TH 52	1906-55	SC	TH 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, ETC("OLD"ACCESS MANAGEMENT FUNDS(\$1.04M) & 2012 SC (\$0.41M)	1,450,000	0	0	0	1,450,000		MN/DOT	NC
2012		TH 52	1907-73	SC	INVER GROVE TR TO CONCORD BLVD, INVER GROVE HTS-CONSTRUCT W FRONTAGE RD	1,305,000	0	0	0	1,305,000	0	MN/DOT	NC
2012	5	TH 52	6244-30AC1	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) & APPROACHES(AC PAYBACK 1 OF 2)	74,000,000	74,000,000	0	0	0	0	MN/DOT	S19
2012		TH 55	1909-91	SC	N JCT TH 149(DODD RD), EAGAN-REBUILD TRAFFIC	250,000	0	0	0	187,500	62,500	MN/DOT	E2
2012		TH 55	2722-78	SC	PINTO DRIVE, MEDINA-CONSTRUCT BACKAGE RD, CLOSE ACCESSES, ETC	590,000	0	0	0	590,000	0	MN/DOT	NC
2012		TH 55	2723-117	SC	DOUGLAS DR(HENNEPIN CSAH 102), GOLDEN VALLEY-REPLACE TRAFFIC SIGNAL	300,000	0	0	0	150,000	150,000	MN/DOT	E2
2012	6	TH 61	1913-64AC2	BR	OVER MISSISSIPPI RIVER, RR, & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PAYBACK 2 OF 3)	7,000,000	7,000,000	0	0	0	0	MN/DOT	S19
2012		TH 61	6222-165	RS	0.25 MI N OF TH 96, WHITE BEAR LAKE TO 0.5 MI S OF TH 97, FOREST LAKE-MILL AND OVERLAY, REPLACE TRAFFIC SIGNAL, BUFFALO, DRAINAGE & GUARDRAIL REPAIRS, ETC	9,875,000	7,900,000	0	0	1,975,000	0	MN/DOT	S10

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2012	11	TH 610	2771-38E	MC	**MN119**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	936,516	0	749,213	0	187,303	0	MNDOT	A15
2012	11	TH 610	2771-38F	MC	**MN082**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC(2004 APPROPRIATIONS ACT)	1,313,018	0	1,313,018	0	0	0	MN/DOT	A15
2012	11	TH 610	2771-38S1A	MC	**MN211**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A15
2012	11	TH 610	2771-38S2A	MC	**MN226**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A15
2012	11	TH 610	2771-38TA	MC	**MN235**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	4,166,568	0	3,333,254	0	833,314	0	MNDOT	A15
2012		TH 65	0207-93	SC	50TH AVE IN COLUMBIA HEIGHTS-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2012		TH 65	0207-94	TM	INTEGRATED CORRIDOR SIGNAL COORDINATION, TH 65, ANOKA CO BETWEEN I-694 & 237TH AVE NE-DEPLOYMENT OF CCTV CAMERAS & VARIABLE MESSAGE SIGNS	1,293,590	1,034,872	0	0	258,718	0	MN/DOT	S7
2012		TH 65	0207-95	RS	WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS(NOT INCLUDING 27TH TO 37TH AVE)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS, ETC	5,250,000	0	0	0	5,250,000	0	MN/DOT	S10
2012		TH 65	0208-132	SH	169TH AVE NE, HAM LAKE- CONVERT INTERSECTION TO A DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS	1,050,000	945,000	0	0	105,000	0	MN/DOT	E1
2012		TH 65	0208-140	RB	0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2012		TH 7	2706-221	SC	VINE HILL RD, SHOREWOOD-REPLACE TRAFFIC SIGNAL	300,000	0	0	0	175,000	125,000	MN/DOT	E2
2012		TH 952A	2770-01	RD	3RD AVE RAMP, MPLS, NW END OF BR 27816 N TO JCT OF I94 & WB RAMP, WASHINGTON AVE - BUS SHOULDER REPLACEMENT	1,115,000	0	0	0	1,115,000	0	MN/DOT	S4

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2012		TH 999	880M-AM-12	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2012	4,500,000	0	0	0	4,500,000	0	MN/DOT	NC
2012		TH 999	880M-BI-12	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2012	5,525,000	0	0	0	5,525,000	0	MN/DOT	NC
2012		TH 999	880M-CA-12	CA	METRO SETASIDE - CONSULTANT DESIGN -2012	7,600,000	0	0	0	7,600,000	0	MN/DOT	NC
2012		TH 999	880M-NO-12	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	1,500,000	0	0	0	1,500,000	0	MN/DOT	NC
2012		TH 999	880M-PM-12	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	4,500,000	0	0	0	4,500,000	0	MN/DOT	NC
2012		TH 999	880M-RB-12	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	0	100,000	0	MN/DOT	NC
2012		TH 999	880M-RW-12	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	21,000,000	0	0	0	21,000,000	0	MN/DOT	NC
2012		TH 999	880M-RX-12	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2012		TH 999	880M-SA-12	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	25,600,000	0	0	0	25,600,000	0	MN/DOT	NC
2012		TH 999	880M-TM-12	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	225,000	0	0	0	225,000	0	MN/DOT	NC
2012		TH 999	8825-277	SC	SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S18
2012		TH 999	8825-308	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MNDOT	E2
2012		TH 999	8825-315	TM	METROWIDE-RAMP METERS & CMS GAP FILL-INS	500,000	0	0	0	500,000	0	MN/DOT	NC
2012		TH 999	8825-316	TM	METROWIDE-TMS FIBER OPTIC CABLE REFURBISH/REPLACEMENT	250,000	0	0	0	250,000	0	MN/DOT	NC
2012		TH 999	TRLF-RW-12	RW	REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,386,000	0	0	0	2,386,000	0	MN/DOT	NC
2013		CMAQ	TDM-2013	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	AQ1

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2013		CMAQ	TDM-2013	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL-MT	AQ1
2013		I 35	1980-68AC2	RC	CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	0	MN/DOT	NC
2013		I 35	1980-79	RD	DAKOTA CO RD 50, LAKEVILLE TO S JCT I35E/I35W, BURNSVILLE-CONSTRUCT NEW BUS SHOULDERS, NB & SB	1,235,000	0	0	0	1,235,000	0	MNDOT	S4
2013		I 35E	1982-158	SC	S JCT I35E/W TO MN77 - SIGN REPLACEMENT	350,000	0	0	0	350,000	0	MNDOT	O8
2013		I 35W	0280-63	NO	E OF I-35W, N OF LAKE DR ALONG RESIDENTIAL AREA (MANUFACTURED HOME COMMUNITY), BLAINE - NOISE WALL	2,340,000	0	0	0	2,110,000	230,000	MNDOT	O3
2013	3	I 35W	2782-293	RB	60TH ST TO 42ND ST, MPLS - CROSSTOWN LANDSCAPING, PHASE 1	250,000	0	0	0	250,000	0	MNDOT	O6
2013	3	I 35W	2782-319	RB	60TH ST TO 42ND ST, MPLS-GATEWAY STRUCTURES-CROSSTOWN LANDSCAPING	250,000	0	0	0	250,000	0	MNDOT	O6
2013		I 394	2789-133	SC	WB TO I494 NB & SB EXIT RAMPS, MINNETONKA - MODIFY CO RD-CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB	595,000	0	0	0	595,000	0	MN/DOT	E1
2013		I 494	2785-337	RB	TH 5 TO 1000' W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP)TH 169, EDEN PRAIRIE - I494 LANDSCAPING	300,000	240,000	0	0	60,000	0	MN/DOT	O6
2013		I 494	2785-367	RS	0.5 MI W OF 34TH AVE TO 0.5 MI W OF FRANCE AVE, BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE, PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, ETC	17,340,000	15,606,000	0	0	1,734,000	0	MNDOT	S10
2013		I 94	6283-172	SC	NB TH 61 TO WHITE BEAR AVE, ST PAUL-CONSTRUCT EB AUXILIARY LANE & RAMP	2,275,000	0	0	0	2,275,000	0	MN/DOT	E1

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2013		I 94	6283-174	DR	TH 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	680,000	0	0	0	680,000	0	MNDOT	NC
2013		LOCAL	880M-CMAQ-	NA	METRO ATP SETASIDE FOR CMAQ TRANSIT EXPANSION PROJECTS YET TO BE SELECTED FOR FY 2013	24,500,000	19,600,000	0	0	0	4,900,000	MN/DOT	NC
2013		LOCAL	880M-EN-2013	EN	METRO ATP SETASIDE FOR ENHANCEMENT PROJECTS YET TO BE SELECTED FOR FY 2013	10,750,000	8,600,000	0	0	0	2,150,000	MN/DOT	NC
2013		LOCAL	880M-HSIP-2013	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2013	10,111,000	9,100,000	0	0	0	1,011,000	MN/DOT	NC
2013		LOCAL	880M-RR-2013	SR	METRO ATP SETASIDE FOR RR SAFETY PROJECTS YET TO BE SELECTED FOR FY 2013	2,444,000	2,200,000	0	0	0	244,000	MN/DOT	NC
2013		LOCAL	880M-UG-2013L	MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2013	49,000,000	39,200,000	0	0	0	9,800,000	MN/DOT	NC
2013		LOCAL	BIR-09-2013	BR	METRO ATP SETASIDE FOR BRIDGE REPLACE/REHAB PROJECTS YET TO BE SELECTED FOR FY 2013	5,750,000	4,600,000	0	0	0	1,150,000	MN/DOT	NC
2013		TH 13	1902-54	DR	N OF 2ND ST/TH13 INTERSECTION, MENDOTA HEIGHTS - STORM WATER POND CONSTRUCTION	580,000	0	0	0	580,000	0	MNDOT	NC
2013		TH 149	1917-42	SC	TH 110 TO SMITH AVE - SIGN REPLACEMENT	250,000	0	0	0	250,000	0	MNDOT	O8
2013		TH 252	2748-59	SC	66TH AVE N, BROOKLYN CENTER-REPLACE EB 66TH AVE FREE RIGHT AT TH 252 WITH DUAL RIGHT TURN LANES & REPLACE TRAFFIC SIGNAL	440,000	0	0	0	290,000	150,000	MNDOT	E2
2013		TH 280	6241-60	RC	ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2013		TH 3	1908-79	RS	0.14 MI N OF ANNE MARIE TR, INVER GROVE HTS TO TH 110, SUNFISH LAKE-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS, ETC	2,275,000	0	0	0	2,275,000	0	MNDOT	S10

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2013		TH 36	6212-164	DR	JUST E OF SNELLING AVE, ROSEVILLE - REPLACE OR LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT	240,000	0	0	0	240,000	0	MNDOT	NC
2013		TH 36	8204-56	DR	TH 120 TO TH 95 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	825,000	0	0	0	825,000	0	MNDOT	NC
2013	4	TH 36	8214-114CC	BR	**MN217**ST CROIX RIVER X- ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW	4,929,774	0	3,943,819	0	985,955	0	MNDOT	A30
2013	4	TH 36	8214-114MIT13	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE	7,250,000	0	0	0	0	7,250,000	MN/DOT	A30
2013		TH 47	0205-97	SC	40TH AVE NE/ANOKA CO CSAH 2 - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013		TH 47	2726-69	RS	TH 65(CENTRAL AVE) TO 27TH AVE NE, MPLS - MILL & OVERLAY, DRAINAGE REPAIRS, ETC	3,530,000	0	0	0	3,530,000	0	MNDOT	S10
2013	5	TH 52	6244-30AC2	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) & APPROACHES(AC PAYBACK 2 OF 2)	30,000,000	30,000,000	0	0	0	0	MN/DOT	S19
2013	6	TH 61	1913-64AC3	BR	OVER MISSISSIPPI RIVER, RR, & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PAYBACK 3 OF 3)	15,000,000	15,000,000	0	0	0	0	MN/DOT	S19
2013		TH 61	1913-72	SC	TH 55, HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	0	131,000	44,000	MNDOT	E2
2013		TH 65	0207-96	SC	49TH AVE NE/ANOKA CSAH 4 - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013		TH 952	1908-82	SC	EAST BERNARD ST/DAKOTA MSAS 114, WEST ST PAUL - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013		TH 999	880M-AM-13	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2013		TH 999	880M-BI-13	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	51,000,000	38,000,000	0	0	13,000,000	0	MN/DOT	NC

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2013		TH 999	880M-CA-13	CA	METRO SETASIDE - CONSULTANT DESIGN -2013	8,700,000	0	0	0	8,700,000	0	MN/DOT	NC
2013		TH 999	880M-CM-13	CA	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2013	27,700,000	0	0	0	27,700,000	0	MN/DOT	NC
2013		TH 999	880M-CMAQ-	NA	METRO ATP SETASIDE FOR CMAQ SYSTEM MANAGEMENT PROJECTS YET TO BE SELECTED FOR FY 2013	5,000,000	4,000,000	0	0	1,000,000	0	MN/DOT	NC
2013		TH 999	880M-NO-13	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2013	0	0	0	0	0	0	MN/DOT	NC
2013		TH 999	880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2013		TH 999	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	250,000	0	0	0	250,000	0	MN/DOT	NC
2013		TH 999	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	0	0	0	0	0	0	MN/DOT	NC
2013		TH 999	880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	12,400,000	0	0	0	12,400,000	0	MN/DOT	NC
2013		TH 999	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2013		TH 999	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	13,700,000	0	0	0	13,700,000	0	MN/DOT	NC
2013		TH 999	880M-SC-13	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2013	5,100,000	0	0	0	5,100,000	0	MN/DOT	NC
2013		TH 999	880M-TE-13	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION PROJECTS FOR FY 2013	2,130,000	0	0	0	2,130,000	0	MN/DOT	NC
2013		TH 999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	500,000	0	0	0	500,000	0	MN/DOT	NC
2013		TH 999	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,765,000	0	0	0	1,765,000	0	MN/DOT	NC

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013		TH 999	880M-UG-2013	MC	METRO ATP SETASIDE FOR STP-UG PROJECTS YET TO BE SELECTED FOR FY 2013							MN/DOT	NC
2013		TH 999	8825-212	SC	METROWIDE-RELAMP IN ONE QUADRANT	450,000	0	0	0	450,000	0	MN/DOT	S18
2013		TH 999	8825-356	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MNDOT	E2
2013		TH 999	TRLF-RW-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,386,000	0	0	0	2,386,000	0	MN/DOT	NC
Totals						2,401,559,052		125,265,224		420,955,031			
							800,847,771		343,165,370		485,113,845		

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

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		CITY	107-020-58	SH	90TH ST. AND HENNEPIN CSAH 52 (NICOLLET AVE)-LEFT TURN LANES, SIGNAL UPGRADES, INTERSECTION IMPROVEMENTS(ALSO SAP 107-130-34)	1,440,000	888,300	0	0	0	551,700	BLOOMINGTON	S2
2009		CITY	128-591-01	BT	**SRTS IN** SAFE RTS TO SCHOOL - DESIGN OF INFRAST (SCHOOL CROSSINGS, PVMT MARKINGS, SPEED SIGNS)NOBLE ELEMENTARY SCHOOL IN GOLDEN VALLEY (2008 PROGRAM)	5,000	0	0	0	0	0	GOLDEN	AQ2
2009		CITY	128-591-02	BT	**SRTS IN** SAFE RTS TO SCHOOL - INFRAST (SCHOOL CROSSINGS, PVMT MARKINGS, SPEED SIGNS)NOBLE ELEMENTARY SCHOOL IN GOLDEN VALLEY (2008 PROGRAM)	30,000	0	0	0	0	0	GOLDEN	AQ2
2009		CITY	164-591-01	PL	**SRTS NI** SAFE ROUTES TO SCHOOL - NON-INFRASTRUCTURE (EDUCATION & ENCOURAGEMENT CAMPAIGN) - CITY OF ST PAUL (2008 PROGRAM)	50,000	0	0	0	0	0	SAINT PAUL	O1
2009		CITY	185-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK, BIKE/PED TRAIL)-50TH ST TRAIL EXTENSION (2008 PROGRAM)	292,488	0	0	0	0	117,488	OAKDALE	AQ2
2009		CITY	192-131-01AC2	PL	**MN194**CORRIDOR DESIGN WORK, I-94 AND RADIO DRIVE IN WOODBURY(AC PAYBACK)	68,000	0	68,000	0	0	0	WOODBURY	O2
2009		CITY	195-114-06	MC	**MN088**RING ROAD SYSTEM FOR I-35E, DUCKWOOD DRIVE IN EAGAN-PRELIMINARY ENGINEERING(2005 APPROPRIATIONS ACT)	99,000	0	99,000	0	0	0	EAGAN	E3
2009		CITY	246-591-01	BT	**SRTS** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK IMPROVEMENTS, BIKE/PED FACILITY & TRAFFIC CALMING) IN CITY OF JORDAN (2007 PROGRAM)	324,100	0	0	0	0	149,100	JORDAN	AQ2

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		CMAQ	141-030-09	AT	NEAR THE UNIVERSITY OF MINNESOTA EAST CAMPUS AREA IN MPLS-ADAPTIVE CONTROL EXPANSION BY PROVIDING SOPHISTICATED SIGNAL OPERATION DURING CONGESTED PERIODS	2,640,829	2,112,663	0	0	0	528,166	MINNEAPOLIS	E2
2009		CMAQ	189-080-04	TR	E OF I-94 OFF OF MAPLE GROVE PKWY-ACQUIRE RW FOR CONSTRUCTION OF PARK & RIDE FACILITY	5,388,210	4,310,568	0	0	0	1,077,642	MAPLE GROVE	E6
2009		CMAQ	91-596-02AC	TR	CONSTRUCT A NEW LRT STATION AT 34TH AVE.AND AMERICAN BLVD., AND EXPAND PARK-N-RIDE LOT FACILITY AT 28TH AVE.BY ADDING 500 NEW PARKING SPACES(AC	5,775,000	5,775,000	0	0	0	0	MET COUNCIL-MT	E6
2009		CMAQ	CM-05-03	TR	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND MPLS TO SERVE NEW PARK-RIDE SPACES ALONG COUNTY 81	926,930	741,544	0	0	0	185,386	MET COUNCIL-MT	T1
2009		CMAQ	CM-05-04	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND MPLS-FY 2009	316,136	252,909	0	0	0	63,227	MET COUNCIL-MT	T1
2009		CMAQ	CM-05-09	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	3,609,375	2,887,500	0	0	0	721,875	MET COUNCIL	AQ1
2009		CMAQ	CM-05-10AC1	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND MPLS(AC PAYBACK)	408,518	408,518	0	0	0	0	RAMSEY	E6
2009		CSAH 1	02-601-43	SH	ANOKA CSAH 1 (COON RAPIDS BLVD) AT ANOKA CSAH 18 (CROOKED LAKE BLVD.) IN COON RAPIDS- CHANNELIZATION, TRAFFIC SIGNAL UPGRADES, ETC	367,500	330,750	0	0	0	36,750	ANOKA COUNTY	S2

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		CSAH 1	27-601-35	RC	W OF SHETLAND RD TO E OF TH 212 IN EDEN PRAIRIE-RECONSTRUCT, SIGNALS, ETC	17,000,000	3,036,416	0	0	0	13,963,584	HENNEPIN COUNTY	E2
2009		CSAH 10	189-020-19	RC	FROM PEONY LN TO HENNEPIN CSAH 101 IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC	3,000,000	1,000,000	0	0	0	2,000,000	MAPLE GROVE	A10
2009		CSAH 10	189-020-19ES	RC	\$\$\$ESL\$\$\$FROM PEONY LN TO HENNEPIN CSAH 101 IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC	3,064,000	0	0	0	0	0	MAPLE GROVE	A10
2009		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	18,000,000	5,408,616	0	0	0	12,591,384	HENNEPIN COUNTY	S2
2009		CSAH 14	02-614-29AC1	PL	**MN159**AT I-35E/MAIN ST INTERCHANGE IN LINO LAKES-PRELIMINARY DESIGN FOR RECONSTRUCTION OF INTERCHANGE(AC PAYBACK)	136,000	0	136,000	0	0	0	ANOKA COUNTY	E3
2009		CSAH 16	62-616-02AC	RW	**MN149**VADNAIS BLVD AT RICE ST/I-694 INTERCHANGE IN VADNAIS HTS-CONSTRUCTION OF REALINEMENT (AC	136,000	0	136,000	0	0	0	RAMSEY COUNTY	E3
2009		CSAH 18	02-618-25	SH	ON CROSSTOWN BLVD(ANOKA CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF	2,750,000	1,263,800	0	0	0	1,486,200	ANOKA COUNTY	S2
2009		CSAH 18	82-618-11	RC	ON 40TH ST N(WASHINGTON CSAH 18) FROM TH 95 TO WASHINGTON CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,930,224	3,944,179	0	0	0	986,045	WASHINGTON COUNTY	S10
2009		CSAH 19	27-090-14	EN	FROM MAPLE PARK IN MEDINA TO HENNEPIN CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 2)	2,000,000	509,002	0	0	0	1,490,998	HENNEPIN COUNTY	O9
2009		CSAH 19	27-090-15	EN	FROM HENNEPIN CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT HENNEPIN CSAH 19 MULTI-USE TRAIL(PHASE 3)	2,000,000	457,327	0	0	0	1,542,673	HENNEPIN COUNTY	O9
2009		CSAH 2	82-602-13AC2	PL	**MN165**AT I-35 INTERCHANGE IN FOREST LAKE-CORRIDOR DESIGN(AC PAYBACK)	408,000	0	408,000	0	0	0	WASHINGTON COUNTY	O4

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		CSAH 21	70-621-23AC2	RC	**MN161**RECONSTRUCTION OF SCOTT CSAH 21 IN SCOTT COUNTY(AC PAYBACK)	435,200	0	435,200	0	0	0	SCOTT COUNTY	E6
2009		CSAH 30	189-020-18	MC	FROM HENNEPIN CSAH 101 TO DUNKIRK LANE IN MAPLE GROVE-RECONSTRUCT TO A 4-LANE DIVIDED RDWY, PED/BIKE TRAILS, TRAFFIC	9,712,500	5,775,000	0	0	0	3,937,500	MAPLE GROVE	A15
2009		CSAH 65	62-619-30	RC	\$\$\$ESL\$\$\$ON RAMSEY CO RD D FROM SOUTHLAWN AVE TO E MAPLEWOOD MALL DR IN MAPLEWOOD, RECONSTRUCT WITH LEFT TURN LN, ETC(FORMERLY PART OF 62-665-44)	2,900,000	0	0	0	0	351,914	RAMSEY COUNTY	E1
2009		CSAH 65	62-665-45AC2	PL	**MN135**AT I-694/WHITE BEAR AVE INTERCHANGE IN WHITE BEAR LAKE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION(AC PAYBACK)	68,000	0	68,000	0	0	0	RAMSEY COUNTY	E3
2009		CSAH 86	70-686-01	RC	280TH ST E FROM TH 19 TO TEXAS AVE(SCOTT CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	6,300,000	2,808,444	0	0	0	3,491,556	SCOTT COUNTY	E1
2009	EN		164-595-01	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,821,160	1,186,100	0	0	0	635,060	ST PAUL	O6
2009	EN		164-595-02	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,821,100	1,186,100	0	0	0	635,000	ST PAUL	O6
2009	EN		164-595-04	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	655,256	426,996	0	0	0	228,260	ST PAUL PARK/REC	O9
2009	I 35		0283-26	RS	\$\$\$ES\$\$\$FROM N JCT I-35E/I-35W IN COLUMBUS TWP TO 0.8 MI N OF TH 8 IN WYOMING TWP-PAVEMENT REHAB, MILL & OVERLAY, ETC	5,739,272	0	0	0	0	0	MN/DOT	S10
2009	I 35		1980-77	SC	SCOTT-DAKOTA CO LINE IN LAKEVILLE TO S JCT I-35E/35W IN BURNSVILLE-REPLACE SIGNING	236,888	213,199	0	0	23,689	0	MN/DOT	O8

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		I 35E	1982-142	RX	SOUTH END OF LEXINGTON BRIDGE IN MENDOTA HEIGHTS - DRAINAGE SYSTEM	431,982	0	0	0	431,982	0	MN/DOT	NC
2009	2	I 35E	6280-304AC3	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-GRADING, SURFACING, BRS (BAP PAYBACK), 3 OF 3	4,740,000	4,740,000	0	0	0	0	MN/DOT	A10
2009		I 35E	6280-349	AM	AT WEST RAMP AT SHEPARD RD IN ST PAUL-TRAFFIC SIGNAL REVISION &	49,000	0	0	0	49,000	0	MN/DOT	E2
2009		I 35W	0280-57	NO	ON NORTH SIDE OF I-35W FROM SUNSET RD ALONG APOLLO DR IN BLAINE-NOISE	776,177	0	0	0	776,177	0	MNDOT	O3
2009		I 35W	0280-64	RD	SOUTHBOUND I-35W UNDER SUNSET AVE IN LINO LAKES-CONSTRUCT CONCRETE STRUT WALL BETWEEN PIERS	55,093	0	0	0	55,093	0	MN/DOT	NC
2009		I 35W	1981-110	SC	AT BURNSVILLE PKWY RAMP TERMINII IN BURNSVILLE-REBUILD TRAFFIC SIGNALS	376,884	0	0	0	150,754	226,130	MN/DOT	E2
2009		I 35W	1981-114	SC	**UPA**FROM TH 13 IN BURNSVILLE TO 106TH ST IN BLOOMINGTON-ADD AUXILIARY LANE AND HOT LANE ON SB(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	4,049,086	0	0	0	0	4,049,086	MN/DOT	A10
2009		I 35W	1981-115	TM	**UPA**S JCT I-35/I-35E IN BURNSVILLE TO DOWNTOWN MPLS-SIGNING, DYNAMIC LANE CONTROLS, POWER CO CONNECTIONS, ETC(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	8,180,000	0	0	0	0	2,036,000	MN/DOT	S7
2009		I 35W	1981-116	TM	**UPA**S JCT I-35/I-35E IN BURNSVILLE TO DOWNTOWN MPLS-COMMUNICATIONS HARDWARE AND BACKBONE UPGRADES(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	8,860,000	0	0	0	0	2,172,000	MN/DOT	S7

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		I 35W	1981-117	RS	**UPA**NB FROM BURNSVILLE PKWY IN BURNSVILLE TO TO 90TH ST IN BLOOMINGTON, AND ON SB FROM 76TH ST IN RICHFIELD TO 106TH ST IN BLOOMINGTON-BITUMINOUS MILL & OVERLAY, STRIPING FOR HOT LANE(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	5,755,624	0	0	0	0	782,765	MN/DOT	S10
2009		I 35W	1981-118	TM	**UPA**FROM BURNSVILLE PKWY IN BURNSVILLE TO DOWNTOWN MPLS-PURCHASE & SETUP OF TOLLING INFRASTRUCTURE(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	4,360,000	0	0	0	0	1,680,000	MN/DOT	S7
2009		I 35W	1981-122	SC	\$\$\$\$\$FROM CLIFF ROAD IN BURNSVILLE TO 106TH STREET IN BLOOMINGTON - LIGHTING REPLACEMENT	503,130	0	0	0	0	0	MN/DOT	S18
2009	3	I 35W	2782-281AC2	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK 2 OF 3)	119,100,000	119,100,000	0	0	0	0	MN/DOT	A10
2009		I 35W	2782-287	SC	**UPA**90TH ST TO N OF I-494 IN BLOOMINGTON-CONSTRUCT CD ROAD(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	6,426,415	0	0	0	0	874,653	MN/DOT	NC
2009		I 35W	2782-291	RS	28TH ST TO WASHINGTON AVE IN MPLS-BITUMINOUS MILL & OVERLAY	2,535,006	2,281,505	0	0	253,501	0	MNDOT	S10
2009		I 35W	2782-296	RD	ON I-35W AT 35TH ST & AT 39TH ST IN MPLS-INSTALL STORM SEWER TUNNEL SURGE CHAMBERS/DIFFUSERS	2,494,968	0	0	0	1,694,083	800,885	MNDOT	NC
2009		I 35W	2782-306	RC	**UPA**NB FROM 42ND ST TO TH 65 SPLIT IN MPLS-BITUMINOUS MILL & OVERLAY, RECONSTRUCT SHOULDERS, PRICED DYNAMIC SHOULDER LANES, ETC(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	23,000,000	0	0	0	0	5,600,000	MN/DOT	S10

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		I 35W	2782-311	RS	SB ONLY FROM 31ST ST TO 42ND ST IN MPLS - MILL AND OVERLAY, TRAFFIC BARRIER, DRAINAGE, STRIPING, TMS	845,561	0	0	0	845,561	0	MNDOT	S10
2009		I 35W	2782-318	SC	FROM 94TH ST TO I-494 IN BLOOMINGTON-REPLACE LIGHTING SYSTEM	337,568	0	0	0	337,568	0	MNDOT	S18
2009		I 35W	2783-113	SC	FROM PORTLAND AVE TO WASHINGTON AVE IN MPLS- LIGHTING REPLACEMENT	822,491	740,242	0	0	82,249	0	MN/DOT	S18
2009		I 35W	6284-154	BI	JUST N I694 IN NEW BRIGHTON AND ARDEN HILLS - REMOVAL OF RR BRIDGE #9575 OVER	266,084	0	0	0	266,084	0	MN/DOT	S1
2009		I 35W	8825-311	NA	**UPA**DATA COLLECTION FOR UPA EVALUATION(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	500,000	0	0	0	0	100,000	MN/DOT	NC
2009		I 494	1985-131	SC	AT TH 156(CONCORD ST) RAMP TERMINII IN S ST PAUL- REBUILD TRAFFIC SIGNALS	98,450	0	0	0	98,450	0	MN/DOT	E2
2009		I 494	1985-133	SC	AT 7TH AVE RAMPS IN SOUTH ST PAUL-TRAFFIC SIGNAL & INTERCONNECT INSTALLATION	600,000	0	0	0	350,000	250,000	MN/DOT	E2
2009		I 494	2785-330A	PL	**MN199**I-494 LANE ADDITION IN HENNEPIN COUNTY- I494/I35W INTERCHANGE	663,230	0	530,584	0	132,646	0	MNDOT	A20
2009		I 494	2785-354	SC	ON AIRPORT LN FROM 0.5M WEST OF 34TH AVE TO 34TH AVE AT MSP INTL AIRPORT- REALIGNMENT, ACCESS CLOSURES, ETC(\$0.5M OF 2008 ACCESS MGMT \$\$)	500,000	0	0	0	500,000	0	MNDOT	E1
2009	10	I 494	2785-357	MC	\$\$\$FROM TH 5 IN EDEN PRAIRIE TO I-394 IN MINNETONKA- LANDSCAPING	537,135	0	0	0	0	0	MNDOT	O6
2009	10	I 494	2785-358	MC	\$\$\$FROM TH 7 IN TO I-394 IN MINNETONKA - LANDSCAPING	0	0	0	0	0	0	MNDOT	O6
2009		I 494	8285-93	RC	FROM 10TH ST IN OAKDALE TO LAKE RD IN WOODBURY- REPLACE CONCRETE PAVEMENT, CONNECT AUXILIARY LANES, ETC(PHASE 1)	7,088,525	0	0	0	400,251	6,688,274	MN/DOT	S10
2009		I 494	8285-9775A	RC	SB OVER CENTURY AVE IN WOODBURY-EARLY STEEL ORDER FOR WIDENING BR	157,665	0	0	0	0	157,665	MN/DOT	NC

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009	I 94		2780-83	RD	\$\$\$ FROM FISH LAKE INTERCHANGE IN MAPLE GROVE TO THE CROW RIVER IN ROGERS - REBUILD CABLE MEDIAN BARRIER	1,170,034	0	0	0	0	0	MN/DOT	S9
2009	I 94		2781-27549A	BI	UNDER 26TH AVE, BROADWAY, I-94 OFF RAMPS, CP RAIL, 42ND, & 41ST IN MPLS-PAINT BRS 27814, 27815, 27817, 27818,27821, 27819, 27549A	1,375,302	0	0	0	1,375,302	0	MNDOT	S19
2009	I 94		2781-27715	BI	UNDER LYNDAL AVE NB, 4TH ST RAMP, 7TH ST N, & PLYMOUTH AVE IN MPLS-PAINT BRS 27715, 27781, 27782, &	873,700	0	0	0	873,700		MNDOT	S19
2009	I 94		2781-434	RS	FROM I35W TO TH 280 - INTERIM RESTRIPIING AND SIGNING ROADWAY	92,009	0	0	0	92,009	0	MNDOT	S11
2009	I 94		2781-9420A	BI	UNDER 25TH AVE, RIVERSIDE, PED BR @ 22ND AVE & OVER CEDAR AVE-PAINT BRS 9420, 9421, 9892, 27863	923,742	0	0	0	923,742	0	MN/DOT	S19
2009	I 94		6282-62809	BR	GRIGGS AVE PEDESTRIAN BR IN ST PAUL-BR 62809(REPLACE BR 9382)	847,839	763,055	0	0	84,784		MNDOT	S19
2009	I 94		6282-9382A	BR	GRIGGS AVE PEDESTRIAN BR IN ST PAUL-REMOVE BR 9382	64,580	0	0	0	64,580		MNDOT	S19
2009	I 94		8825-310	SC	ON I-94 FROM FISH LAKE INTERCHANGE IN MAPLE GROVE TO DUPONT AVE BR IN BROOKLYN CENTER & ON I-694 FROM DUPONT AVE TO RICE ST IN SHOREVIEW-REPLACE SIGNING	370,609	0	0	0	370,609	0	MN/DOT	O8
2009	LOCAL		164-070-10	NA	JACKSON STREET POWERHOUSE PRESERVATION PLAN(MINNESOTA TRANSPORTATION HISTORY NETWORK PROJECT)	312,500	0	0	0	0	62,500	SAINT PAUL	O1
2009	LOCAL		91-060-06	PL	MN GREAT RIVER RD-ST PAUL INTERPRETIVE SIGNAGE AND KIOSK PROPOSAL(SCENIC BYWAYS 2007 APPROPRIATION ACT)	156,250	0	0	0	0	31,250	SAINT PAUL	O9
2009	LOCAL		91-060-85	PL	GRAND ROUNDS WAYFINDING IMPROVEMENT STUDY(SCENIC BYWAYS 2007 APPROPRIATION ACT)	15,000	0	0	0	0	3,000	MPLS PARK/REC BOARD	O9

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		MSAS 363	157-363-19	MC	LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC (MNDOT PORTION-SP IS 2785-	4,190,532	0	0	0	4,190,532	0	RICHFIELD	S19
2009		MSAS 363	157-363-19A	MC	**MN090**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(2005 APPROPRIATIONS ACT)	3,674,575	0	3,674,575	0	0	0	RICHFIELD	S19
2009		MSAS 363	157-363-19B	MC	**MN104**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(SAFETEA-LU HPP\$)	12,461,437	0	11,863,756	0	0	597,681	RICHFIELD	S19
2009		MSAS 363	157-363-19L	MC	**MN1010**LYNDALE AVE OVER I-494 IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE, REPLACE BR 9076, ETC(TEA-21 HPP\$)	4,898,373	0	4,898,373	0	0	0	RICHFIELD	S19
2009		PED/BIKE	120-090-01	EN	ALONG INTERLACHEN BLVD/BLAKE RD FROM VERNON AVE IN EDINA TO SW LRT TRAIL IN HOPKINS-CONSTRUCT OFF-RD PED/BIKE TRAIL (WITHDRAWN)	0	0	0	0	0	0	EDINA	O9
2009		PED/BIKE	141-080-41	EN	ON 13TH ST S FROM NICOLLET AVE TO THE CONVENTION CENTER IN MPLS-PEDESTRIAN ENHANCEMENTS INCLUDING LIGHTING, WIDER SIDEWALKS, LANDSCAPING, ETC	973,370	778,696	0	0	0	194,674	MINNEAPOLIS	O6
2009		PED/BIKE	141-091-01	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM. BICYCLE RACKS FOR THE CITY OF MINNEAPOLIS (08 ALLOCATION)	200,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2009		PED/BIKE	141-091-04	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-MPLS PLANNING STUDIES-CENTRAL AVE & HENNEPIN AVE	100,000	0	0	0	0	0	TRANSIT FOR LIV COMM	O1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		PED/BIKE	141-091-05	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-PRE ENGINEERING FOR MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 17 CORRIDORS	285,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2009		PED/BIKE	141-091-10	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-BIKE & PED PROGRAM FOR MINNEAPOLIS-YEAR 2	300,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2009		PED/BIKE	146-090-01	EN	FROM RAMSEY CO RD H TO SILVER LAKE RD IN MOUNDS VIEW-CONSTRUCT RAMSEY CSAH 10 CORRIDOR TRAIL	656,250	525,000	0	0	0	131,250	MOUNDS VIEW	O9
2009		PED/BIKE	164-091-02	PL	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-PRE ENGINEERING FOR ST PAUL-COMO AVE PROJECT TO IMPROVE PED & BIKE SAFETY WITH BIKE LANES AND BUMPOUTS	67,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2009		PED/BIKE	19-090-07	EN	COMPLETE EXISTING SOUTH ST. PAUL RIVERFRONT TRAIL AND CONNECT TO BKWY AT 70TH ST IN INVER GROVE HTS, CONSTRUCT MISS RIVER REGIONAL TRAIL - NORTHERN SEGMENT	1,046,580	837,264	0	0	0	209,316	DAKOTA COUNTY	O9
2009		PED/BIKE	27-090-20	BT	**MN242**FRANCE AVE TO MISSISSIPPI RIVER-BRIDGE & INFRASTRUCTURE REHAB ALONG MIDTOWN GREENWAY CORRIDOR(2006 APPROPRIATIONS ACT)	534,488	0	534,488	0	0	0	HENNEPIN COUNTY	AQ2
2009		PED/BIKE	27-091-01	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-HENNEPIN CO LOWRY AVE CORRIDOR(BIKE & PEDESTRIAN AMENITIES AND SIGNAGE)	108,400	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2009		PED/BIKE	91-090-39	EN	W SIDE OF MISS RIVER FROM FRANKLIN AVE TO 42ND ST/W RIVER PKWY IN MPLS- RECONSTRUCT WEST RIVER PKWY PED/BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,755,278	1,404,222	0	0	0	351,056	MPLS PARK/REC BOARD	O9

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		PED/BIKE	91-090-42	EN	FROM E 42ND ST TO 46TH AVE S@W RIVER PKWY IN MPLS-RECONSTRUCT LOWER W RIVER PKWY PED/BIKE TRAIL TO IMPROVE SAFETY, SIGNAGE, LIGHTING, LANDSCAPING, ETC	1,365,000	1,050,000	0	0	0	315,000	MPLS PARK/REC BOARD	O9
2009		PED/BIKE	91-090-45	EN	FROM PAYNE AVE TO ARCADE ST IN ST. PAUL-CONSTRUCT TRAILHEAD FOR BRUCE VENTRO REG TRAIL INCLUDING PARKING, LIGHTING, RESTROOMS, ETC	1,312,500	1,050,000	0	0	0	262,500	ST PAUL PARK/REC	O9
2009		PED/BIKE	91-090-61	EN	FROM INVER GROVE TRAIL TO CLARK RD IN INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL(TIED TO SP 1907-68)	76,066	60,853	0	0	0	15,213	DAKOTA COUNTY	O9
2009		PED/BIKE	91-090-67	BT	OVER TH 7 AND CSAH 92-CONSTRUCT TWO TRAIL BRIDGES AND CONNECTION OF PAVED REGIONAL TRAIL BETWEEN BRIDGES AND HENNEPIN CO LINE	3,500,000	0	0	0	0	700,000	THREE RIVERS PARK DISTRICT	AQ2
2009		PED/BIKE	92-090-28	EN	LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	449,351	359,481	0	0	0	89,870	DNR	O9
2009		PED/BIKE	92-090-29	EN	OVER WASHINGTON CSAH 15(MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE 82524 & APPROACHES	554,031	443,225	0	0	0	110,806	DNR	O9
2009	RR		19-00137	SR	DAKOTA CO 96, 320TH ST. W, NORTHFIELD (1/2 MI N), DAKOTA CO-INSTALL GATES	512,802	245,250	0	0	0	267,552	MN/DOT	S8
2009	RR		27-00269	SR	PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	195,016	175,514	0	0	0	19,502	MN/DOT	S1
2009	RR		27-00275	SR	HENNEPIN CSAH 3, LAKE ST IN MPLS-ADD GATES-3-4 GATE SYSTEM	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009	RR		27-00277	SR	HENNEPIN CSAH 8, BROADWAY AVE IN BROOKLYN PARK-INSTALL CANTILEVERS & 3-4 GATE SYSTEM	315,000	283,500	0	0	0	31,500	MNDOT	S1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		RR	27-00278	SR	MSAS 384, JAMES AVE IN BLOOMINGTON-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009		RR	27-00279	SR	MUN 445, BROADWAY ST NE IN MPLS-INSTALL 4-LEG GATE SYSTEM	288,750	259,875	0	0	0	28,875	MNDOT	S1
2009		RR	27-00280	SR	HENNEPIN CSAH 102, DOUGLAS DR IN GOLDEN VALLEY-INSTALL CANTILEVERS & GATES	262,500	236,250	0	0	0	26,250	MNDOT	S1
2009		RR	27-00285	SR	HENNEPIN CSAH 109, 85TH AVE, BROOKLYN PARK-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	0	26,750	MNDOT	S1
2009		RR	27-00286	SR	MSAS 354, W 82ND ST IN BLOOMINGTON-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2009		RR	82-00137	SR	WASHINGTON CSAH 17 IN LAKE ELMO-INSTALL GATES	236,250	212,625	0	0	0	23,625	MNDOT	S8
2009		TH 10	0202-02010	BI	OVER MAIN ST IN ANOKA-REPAIR DECK ON BR 02010	449,104	0	0	0	449,104	0	MNDOT	S19
2009		TH 10	0202-88	AM	AT ARMSTRONG BLVD IN RAMSEY-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL, ETC	270,142	0	0	0	270,142	0	RAMSEY	E2
2009		TH 10	0215-67	SC	FROM HANSON BLVD TO EGRET BLVD IN COON RAPIDS-CONSTRUCT 3RD LANE EA DIRECTION INCLUDING REPLACING BRS 9721 & 9722	8,782,998	0	0	0	8,782,998	0	MNDOT	S6
2009		TH 10	0215-67RR	SC	FROM HANSON BLVD TO EGRET BLVD IN COON RAPIDS-CONSTRUCT 3RD LANE EA DIRECTION INCLUDING REPLACING BRS 9721 & 9722-RR AGREEMENT	381,300	0	0	0	381,300	0	MNDOT	S19
2009		TH 10	0215-69	SH	FROM 0.3 MI E OF HANSON BLVD TO 0.3MI E OF 7TH IN COON RAPIDS-INSTALL CABLE MEDIAN BARRIER	562,301	506,071	0	0	56,230	0	MN/DOT	S9
2009		TH 100	2733-86	SC	\$\$\$FROM I494 TO VERNON AVE IN EDINA - LIGHTING REPLACEMENT	1,138,805	0	0	0	0	0	MNDOT	S18
2009		TH 100	2734-45	SC	\$\$\$FROM S OF 50TH IN EDINA TO EXCELSIOR BLVD IN ST LOUIS PARK-REPLACE LIGHTING	588,669	0	0	0	0	0	MN/DOT	S18

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 100	2755-87	TM	ON TH 100 FROM N OF FRANCE AVE TO I694 IN BROOKLYN CENTER, ON TH 169 FROM SOUTH OF MN RIVER BR TO SB 3RD LANE DROP IN SHAKOPEE & ON TH 101 FROM CO RD 37 TO INTERSECTION OF 10/169/101-TMS INSTALLATION &	669,321	0	0	0	589,321	80,000	MN/DOT	S7
2009		TH 101	1009-19	RS	TH 212 TO LYMAN BLVD IN CHANHASSEN-BITUMINOUS MILL & OVERLAY	736,708	0	0	0	736,708	0	MNDOT	S10
2009		TH 12	2713-85	BR	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	6,744,740	5,393,632	0	0	1,351,108	0	MN/DOT	S19
2009		TH 13	1901-156	TM	**UPA**SCOTT CO RD 101, SAVAGE TO I494, EAGAN & ON TH 169, BR 70523 OVER UPRR, SHAKOPEE TO RIVERVIEW RD, BLOOMINGTON-TRAFFIC MANAGEMENT SYSTEM(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	3,900,000	0	0	0	0	0	MN/DOT	S7
2009		TH 156	1912-54	SC	AT VILLAUME AVE IN S ST PAUL-REBUILD TRAFFIC SIGNAL	192,945	0	0	0	96,473	96,472	MN/DOT	E2
2009		TH 169	2750-57	MC	S OF HENNEPIN CSAH 81 TO N OF HENNEPIN CSAH 109, BROOKLYN PARK, CONSTRUCT INTERCHANGE, BR 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(\$7.5M "OTHER" IS FROM LOCAL FUNDS)	41,829,319	0	0	0	0	41,829,319	MN/DOT	A10
2009	6	TH 169	2750-57UG	MC	S OF HENNEPIN CSAH 81 TO N OF HENNEPIN CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC(URBAN GUARANTEE PORTION)	8,154,438	6,523,550	0	0	0	1,630,888	MN/DOT	A10
2009		TH 169	2772-88	SC	\$\$\$FROM I494 IN EDEN PRAIRIE TO I94 IN BROOKLYN PARK-LIGHTING REPLACEMENT	4,230,831	0	0	0	0	0	MNDOT	S18
2009		TH 169	7005-86	AM	FULLER ST(SCOTT CO RD 77), SHAKOPEE-WIDEN BR 70012	48,200	0	0	0	48,200	0	MN/DOT	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 169	7005-89	SH	FROM SCOTT CSAH 83 IN SHAKOPEE TO MINN RIVER-INSTALL CABLE MEDIAN BARRIER	535,641	482,077	0	0	53,564	0	MN/DOT	S9
2009		TH 212	1013-74	AM	W.LIMITS OF CARVER (CSAH 147) TO CARVER-HENNEPIN CO. LINE-TURNBACK	5,398,588	0	0	0	5,398,588	0	MN/DOT	NC
2009	8	TH 212	1017-12AC3	MC	CARVER CO RD 147, CHASKA TO HENNEPIN CSAH 4, EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK), 3 OF 3	3,000,000	3,000,000	0	0	0	0	MN/DOT	A10
2009		TH 212	2744-56	AM	CARVER-HENNEPIN CO. LINE TO VALLEY VIEW RD. (RT MSAS 101)-TURNBACK	3,680,243	0	0	0	3,680,243	0	MN/DOT	NC
2009		TH 212	2744-59	AM	AT SINGLE TREE LANE IN EDEN PRAIRIE-REBUILD TRAFFIC SIGNAL	94,590	0	0	0	94,590	0	MN/DOT	E2
2009		TH 252	2748-53	SC	FROM I-94 IN BROOKLYN CENTER TO TH 610 IN BROOKLYN PARK-REPLACE SIGNING	131,154	0	0	0	131,154	0	MN/DOT	O8
2009		TH 252	2748-58	SH	FROM I-694 IN BROOKLYN CENTER TO TH 610 IN BROOKLYN PARK-INSTALL CABLE MEDIAN BARRIER	352,831	317,548	0	0	35,283	0	MN/DOT	S9
2009		TH 280	6241-51	BR	LARPENTEUR AVE OVER TH 280 & OVER MC RY IN LAUDERDALE-REPLACE BR 6738 & 6630 & APPROACHES(\$4.1M FROM 2008 BI)	10,636,412	8,509,130	0	0	2,127,282	0	MN/DOT	S19
2009		TH 280	6241-57R	NA	**TR REVERSE**W BWAY ST TO RAMSEY CO RD B, ROSEVILLE-REVERSE THE CONSTRUCTION OF SB ONE WAY FR RD & TRAFFIC SIGNAL, LAUDERDALE	2,118,659	0	0	0	2,006,294	0	MN/DOT	E2
2009		TH 280	6241-59	NO	EAST SIDE OF TH 280 BETWEEN LARPENTEUR AND WALNUT ST IN ROSEVILLE AND LAUDERDALE-NOISEWALL, DRAINAGE REVISION, GUARDRAIL , ETC	1,129,223	0	0	0	1,129,223	0	MN/DOT	O3
2009		TH 282	7011-24	RD	FROM JCT TH 21 TO E JCT MORLOCK DR IN JORDAN-EROSION, CULVERT REPAIR, ETC	15,000	0	0	0	15,000	0	MN/DOT	S9

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 284	1014-14	AM	AT CARVER CSAH 32(13TH ST) IN WACONIA-CONSTRUCT ROUNDABOUT(\$594K FROM AM, \$400K FROM 2010 SC)	994,000	0	0	0	994,000	0	MN/DOT	E1
2009		TH 36	6211-81AC2	MC	**MN138**FROM TH 120 TO MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGES, BRS 62094 & 62095, ETC-TIED TO 151-090-01, 151-101-02, 151-248-13(AC PAYBACK)	816,000	0	816,000	0	0		RAMSEY COUNTY	E3
2009		TH 36	6212-163	SH	FROM I-35W IN ROSEVILLE TO EDGERTON ST IN LITTLE CANADA-INSTALL CABLE MEDIAN BARRIER	479,094	431,185	0	0	47,909	0	MN/DOT	S9
2009	4	TH 36	8214-114H	BR	**MN217**ST CROIX RIVER CROSSING PROJECT-CONCEPT REFINEMENT OF NEW EXTRADOSED BRIDGE-BR 82045 (WISDOT B-55-224), 82047,	2,000,000	0	1,600,000	0	400,000	0	MNDOT	A30
2009	4	TH 36	8214-114JP	BR	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW (8214-114J-8214-114P WERE AUTHORIZED DURING FY09)	1,627,000	0	1,301,600	0	325,400	0	MNDOT	O4
2009		TH 41	1008-64	RD	NEAR LYMAN BOULEVARD, CHASKA - REPLACE CONCRETE PIPE & OUTFALL	131,779	0	0	0	131,779	0	MN/DOT	NC
2009		TH 41	1008-66	PM	FROM 1500' S OF TH 5 TO TH 7 IN CHANHASSEN - BITUMINOUS MILL AND OVERLAY	522,805	0	0	0	522,805	0	MN/DOT	S10
2009		TH 47	0205-84	RS	N OF 40TH AVE NE IN COLUMBIA HTS TO N OF ANOKA CSAH 10 IN COON RAPIDS - BUS SHOULDERS & BITUMINOUS MILL & OVERLAY; OVER ANOKA CSAH 10-REDECK BRS 9725 & 9726; AT ANOKA CSAH 3(UNIV AVE)-ADD ACCELERATION FROM WB TH 47 TO NB UNIV AVE(\$500K-SC;	8,683,374	0	0	0	8,683,374	0	MNDOT	S19
2009		TH 47	0206-61	RD	FROM TH 10 TO ANOKA COUNTY FAIRGROUNDS IN ANOKA - REPAIR PIPE AND FLOODING PROBLEMS	106,053	0	0	0	106,053	0	MN/DOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 47	0206-62	AM	AT NORRIS LAKE RD/ANOKA CSAH 24 IN OAK GROVE TWP-CHANNELIZATION & CSAH REALIGNMENT	228,700	0	0	0	228,700	0	MN/DOT	E1
2009		TH 5	8214-142	SC	\$\$\$W OF I694 IN OAKDALE TO 0.1 MI S OF 55TH ST IN BAYTOWN TWP-LEFT TURN LANES, RESURFACING, ETC	1,932,286	0	0	0	0	0	MN/DOT	E1
2009		TH 51	6216-122	RS	FROM TH 36 IN ROSEVILLE TO I-694 IN ARDEN HILLS-BITUMINOUS MILL & OVERLAY, GUARDRAIL, ETC	4,324,656	0	0	0	4,324,656	0	MN/DOT	S10
2009		TH 52	1906-56	AM	AT SB EXIT RAMP TO TH 50 & ON TH 50 AT BELMONT EXTENSION-ACCESS IMPROVEMENTS	420,252	0	0	0	420,252	0	MN/DOT	E1
2009		TH 52	1907-68	SH	FROM 111TH TO OLD CONCORD IN INVER GROVE HTS-CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC	2,603,138	2,171,626	0	0	322,624	108,888	MN/DOT	S2
2009		TH 52	1907-68RR	SH	FROM 111TH TO OLD CONCORD IN INVER GROVE HTS-RR AGREEMENT FOR RECONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC	202,000	0	0	0	202,000	0	MN/DOT	NC
2009		TH 52	1907-68UTIL	SH	FROM 111TH TO OLD CONCORD IN INVER GROVE HTS-UTILITY AGREEMENT FOR RECONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC	145,219	0	0	0	145,219	0	MN/DOT	NC
2009		TH 52	1907-74	AM	FROM CLARK RD TO BRIGGS DRIVE IN INVER GROVE HTS-CONSTRUCT STORM WATER POND, ETC	502,000	0	0	0	502,000	0	MN/DOT	NC
2009		TH 52	1928-52	SH	AT THOMPSON AVE & WENTWORTH AVE RAMP TERMINII IN W ST PAUL & S ST PAUL-CONSTRUCT ROUNDABOUTS	1,576,202	1,418,582	0	0	157,620	0	MNDOT	S2
2009		TH 52	1928-53	SC	AT 80TH ST(DAKOTA CSAH 28) IN INVER GROVE HTS-INSTALL TRAFFIC SIGNALS	359,300	0	0	0	143,720	215,580	MN/DOT	E2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 55	1910-43	RS	FROM 0.25 MI S OF PINE BEND TR IN ROSEMOUNT TO 0.3 MI W OF JACOB AVE IN NININGER TWP-BITUMINOUS MILL & OVERLAY; REPAIR BR 9110(\$370K-BI)	3,313,678	0	0	0	3,313,678	0	MN/DOT	S10
2009		TH 55	2722-72	RS	EB FROM HENNEPIN CSAH 116 IN MEDINA TO OLD ROCKFORD RD IN PLYMOUTH & WB FROM HENNEPIN CSAH 116 IN MEDINA TO FERNBROOK IN PLYMOUTH-BITUMINOUS MILL &	2,164,764	0	0	0	2,164,764		MNDOT	S10
2009		TH 61	1913-69	BR	FROM 3RD ST W TO 160' S OF THE MISSISSIPPI RIVER IN HASTINGS - PARKING LOT GRADING AND BITUMINOUS PAVING.	45,798	0	0	0	45,798	0	MN/DOT	S10
2009	9	TH 61	8205-114	RB	**MN34**AT ST PAUL PARK INTERCHANGE(WASHINGTON CSAH 22) IN ST PAUL PARK-LANDSCAPING	190,237	0	152,190	0	38,047	0	MN/DOT	O6
2009		TH 61	8205-119	RD	AT BIG RAVINE ON TH 61 IN NEWPORT-EROSION AND OUTLET REPAIR	460,000	0	0	0	460,000	0	MN/DOT	NC
2009		TH 61	8205-127	SH	FROM PT DOUGLAS RD TO 70TH ST IN COTTAGE GROVE-INSTALL CABLE MEDIAN BARRIER	821,236	739,112	0	0	82,124	0	MN/DOT	S9
2009		TH 61	8206-39	AM	AT 130TH ST IN HUGO-CHANNELIZATION	421,200	0	0	0	421,200	0	MN/DOT	E1
2009		TH 61	8206-40	AM	AT 147TH ST IN HUGO-CHANNELIZATION, ETC	1,020,600	0	0	0	1,020,600	0	MN/DOT	E1
2009	11	TH 610	2771-37B	MC	**MN245**TH 169 TO I-94 IN MAPLE GROVE & BROOKLYN PARK-PE, RW, OR CONSTRUCTION OF NEW RDWY(2006 APPROPRIATIONS ACT)	790,000	0	790,000	0	0	0	MNDOT	NC
2009	11	TH 610	2771-37T21	RW	**MN011**PHASE 3 OF 610 RW AND CONSTRUCTION IN BROOKLYN PARK(T-21\$\$)	3,228,793	0	2,583,034	0	645,759	0	MNDOT	A15
2009	11	TH 610	2771-38C	RW	**MN119**REFURBISH AND MOVE OF THE BOTTINEAU HOUSE A SECOND TIME	269,975	0	215,980	0	53,995	0	MNDOT	O4

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009	11	TH 610	2771-38DA	MC	**MN082**MN095**TH 169 TO FERNBROOK IN BROOKLYN PARK-PURCHASE RIGHT OF WAY(2004 APPROPRIATIONS ACT-\$2,436,982 & 2005 APPROPRIATIONS ACT-\$913,884)THIS IS PART OF 2771-38D IN PPMS	3,350,866	0	3,350,866	0	0	0	MN/DOT	O4
2009	11	TH 610	2771-38DB	MC	**MN096**I-94 IN MAPLE GROVE TO HENNEPIN CSAH 81 IN BROOKLYN PARK-PRELIMINARY ENGR, RW, & CONSTRUCTION(2005 APPROPRIATIONS ACT)THIS IS PART OF SP 2771-38D IN PPMS	1,043,261	0	1,043,261	0	0	0	MNDOT	A10
2009	11	TH 610	2771-38DC	MC	**MN249**TH 169 TO I-94 IN MAPLE GROVE & BROOKLYN PARK-PE, RW, OR CONSTRUCTION OF NEW RDWY(2008 APPROPRIATIONS ACT-STP)THIS IS PART OF SP 2771-38D IN PPMS	490,000	0	490,000	0	0	0	MNDOT	A10
2009	11	TH 610	2771-38DD	RW	**MN119**PURCHASE RW FROM TH 169 IN TO FERNBROOK IN BROOKLYN PARK-THIS IS PART OF SP 2771-38D IN PPMS	3,122,984	0	2,498,387	0	624,597	0	MNDOT	O4
2009		TH 62	2763-42	SH	FROM GLEASON RD TO VALLEY VIEW RD IN EDINA-INSTALL CABLE MEDIAN BARRIER	384,025	345,622	0	0	38,403	0	MN/DOT	S9
2009		TH 65	0207-88	SC	AT ANOKA CSAH 10 IN SPRING LAKE PARK-REPLACE LIGHTING	223,875	0	0	0	223,875	0	MN/DOT	S18
2009		TH 65	0207-89	SC	AT MOORE LAKE DR(MSAS 302) IN FRIDLEY-REBUILD TRAFFIC SIGNAL	230,350	0	0	0	104,375	125,975	MN/DOT	E2
2009		TH 65	0208-115	AM	AT CROSSTOWN BLVD(ANOKA CSAH 18), HAM LAKE-TRAFFIC SIGNAL REBUILD(\$125K-SC PRES)	172,990	0	0	0	172,990	0	MN/DOT	E2
2009		TH 65	0208-123AC	MC	**MN101**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	544,000	0	544,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123S1AC	MC	**MN215**AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	340,000	0	340,000	0	0	0	MN/DOT	NC

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 65	0208-123S2AC	MC	**MN229**AT TH 242 IN BLAINE- CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC(AC PAYBACK)	340,000	0	340,000	0	0	0	MN/DOT	NC
2009		TH 65	0208-123UGAC	MC	AT 121ST AVE/PAUL PKWY & AT 129TH AVE NE IN BLAINE- CONSTRUCT OVERPASSES, FRONTAGE RDS, ETC(AC PAYBACK)	3,024,000	3,024,000	0	0	0	0	MNDOT	NC
2009		TH 65	0208-135	AM	FROM 205TH AVE NE TO 207TH AVE NE IN EAST BETHEL- ACCESS CLOSURE AND CONSTRUCT EAST FRONTAGE RD	324,000	0	0	0	324,000	0	MN/DOT	E1
2009		TH 65	2710-37	RS	I-35W TO 10TH ST IN MPLS- BITUMINOUS MILL & OVERLAY	834,288	667,430	0	0	166,858	0	MNDOT	S10
2009		TH 7	163-280-20	MC	AT WOODDALE AVE IN ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC INCLUDING A PED/BIKE X-ING ON THE BRIDGE	8,835,000	5,885,000	0	0	0	2,950,000	SAINT LOUIS PARK	NC
2009		TH 7	163-280-20ES	MC	\$\$\$ESL\$\$\$AT WOODDALE AVE IN ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC INCLUDING A PED/BIKE X-ING ON THE BRIDGE	957,500	0	0	0	0	0	SAINT LOUIS PARK	E3
2009		TH 7	2704-30	SH	AT HENNEPIN CSAH 44 IN MINNETRISTA-TRAFFIC SIGNAL INSTALLATION	121,744	109,569	0	0	8,157	4,018	MN/DOT	S7
2009		TH 7	2706-212	SH	AT AQUILA ST IN ST LOUIS PARK-ACCESS CLOSURE, ACCELERATION LANE, TRAFFIC SIGNAL REVISION, ETC	286,623	257,961	0	0	28,662	0	MN/DOT	E1
2009		TH 7	2706-222	MC	\$\$\$ES\$\$\$AT WOODDALE AVE IN ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC INCLUDING A PED/BIKE X-ING ON THE BRIDGE	2,507,500	0	0	0	0	0	MNDOT	E3
2009		TH 7	2706-223	AM	AT HIGHLAND RD/N FRONTAGE RD IN MINNETONKA-ACCESS CLOSURES, ETC	594,000	0	0	0	594,000	0	MN/DOT	E1
2009		TH 7	2706-223A	AM	AT HIGHLAND RD/N FRONTAGE RD IN MINNETONKA-ACCESS CLOSURES, ETC(FROM 2010 SC FUNDS)	250,000	0	0	0	250,000	0	MN/DOT	E1

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 95	8210-94	RD	WASHINGTON-CHISAGO CO LINE TO I-94, LAKELAND-CULVERT REPLACEMENT & TREATMENT OF STORMWATER RUNOFF AT FALLS CREEK	250,585	0	0	0	250,585	0	MN/DOT	NC
2009		TH 952	6217-90381	BI	UNDER GEORGE ST IN ST PAUL-REPAIR DECK BR 90381	177,867	0	0	0	177,867	0	MNDOT	S19
2009		TH 999	2700-55	TM	**UPA**ON VARIOUS HIGHWAYS IN HENNEPIN COUNTY-ARTERIAL TRAFFIC MGMT-TRANSIT SIGNAL UPGRADES(OTHER \$\$ ARE STATE BONDS FOR UPA PROJECTS)	100,000	0	0	0	0	20,000	MN/DOT	S7
2009		TH 999	2700-56	TM	ON VARIOUS TRUNK HIGHWAYS IN HENNEPIN COUNTY-REFURBISH/REPLACE CCTV SYSTEMS HARDWARE	151,866	0	0	0	151,866	0	MN/DOT	S7
2009		TH 999	2700-57	SC	VARIOUS LOCATIONS ON 212, 494, 62, 5, FLYING CLOUD DR, PRAIRIE CENTER DR - SIGN REPLACEMENT DUE TO COMPLETING NEW TH 212	245,747	0	0	0	245,747	0	MN/DOT	O8
2009		TH 999	880C-DBE-09	NA	NEW DISADVANTAGED BUSINESS ENTERPRISE (DBE) SUPPORT SERVICES PROGRAM	161,000	161,000	0	0	0	0	MNDOT	NC
2009		TH 999	880C-SBN-09	NA	SMALL BUSINESS NETWORK DBE SUPPORT SERVICES PROGRAM	122,400	122,400	0	0	0	0	MNDOT	NC
2009		TH 999	880M-CA-09	CA	METRO SETASIDE - CONSULTANT DESIGN -2009	7,100,000	0	0	0	7,100,000	0	MN/DOT	NC
2009		TH 999	880M-PM-09	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2009	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2009		TH 999	880M-RB-09	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2009	100,000	0	0	0	100,000	0	MN/DOT	O6
2009		TH 999	880M-RW-09	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2009	26,000,000	0	0	0	26,000,000	0	MN/DOT	NC
2009		TH 999	880M-RX-09	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2009	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2009		TH 999	880M-SA-09	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2009	20,000,000	0	0	0	20,000,000	0	MN/DOT	NC

TABLE A-21

Projects Obligated in Previous Fiscal Year (Not Including FTA Funded Projects)

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2009		TH 999	880M-TM-09	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2009	465,000	0	0	0	465,000	0	MN/DOT	NC
2009		TH 999	8825-302	SC	AT INTERCHANGES ON I-35 @ BURNSVILLE PKWY & AT CRYSTAL LK RD IN BURNSVILLE; & AT INTERCHANGE TH 52 & TH 55 IN ROSEMOUNT-REPLACE LIGHTING	204,675	0	0	0	204,675	0	MN/DOT	S18
2009		TH 999	8825-345	SC	\$\$\$METROWIDE - OPTIC FIBER INSTALLATION	890,871	0	0	0	0	0	MNDOT	S7
2009		TH 999	8825-346	SC	\$\$\$METROWIDE - LOOP DETECTOR INSTALLATION	400,000	0	0	0	0	0	MNDOT	S7
2009		TH 999	8825-352	SC	\$\$\$METROWIDE - GRINDING AND PLACING DURABLE PAVEMENT	1,091,282	0	0	0	0	0	MNDOT	S11
2009		TH 999	TRLF-RW-09	RW	REPAYMENT IN FY 2009 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	4,239,000	0	0	0	4,239,000	0	MN/DOT	NC
Totals						601,947,724		38,917,294		138,829,884			
							221,464,908		0		122,824,851		

Twin Cities Metropolitan Area
2010 - 2013 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2010		LOCAL	91-060-67	RB	GRAND ROUNDS MISSISSIPPI GORGE- PICNIC/OBSERVATION AREA(SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	136,000	0	34,000	MPLS PARK/REC BOARD	O9
2010		LOCAL	91-060-79	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL(SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	90,000	0	22,500	MPLS PARK/REC BOARD	O9
2010		LOCAL	91-060-83	RB	GRAND ROUNDS MISSISSIPPI GORGE- RESTROOMS FACILITY(SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	200,000	0	100,000	MPLS PARK/REC BOARD	O9
Totals						582,500		426,000		156,500		
							0		0			

Appendix B.
Conformity Documentation
Of the 2010-2013 Transportation Improvement Program to the 1990 Clean Air
Act Amendments
May 14, 2009

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93*, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2010-2013 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

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

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the USEPA on February 1, 2005. This appendix describes the procedures used to analyze the 2010-2013 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the 2010-2013 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2010-2013 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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I. CONFORMITY OF THE 2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

A quantitative analysis of CO emissions impact of the regionally significant projects listed in the TIP was prepared. The analysis included the projects listed in Tables B-1 through B-4. The analysis shows that daily CO emissions in tons/day for the milestone years of 2009, 2015, 2020 and 2030 are below the new regional CO motor vehicle emissions budget, which was revised in 2005 (see Table B-6). This analysis meets the following Conformity Rule requirements:

- *Inter-agency consultation* (§93.105, §93.112). The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (Mn/DOT), Environmental protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects* (§93.126, §93.127). The quantitative analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MN/DOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP and are included in the air quality analysis. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published March 15, 2007; this latest version was used in the 2010-2013 TIP air quality analysis (see Table B-5).
- *Horizon years; Motor vehicle emissions budget* (§93.118). The motor vehicle emissions budget test was prepared for the following horizon years: 2009, 2015, 2020 and 2030. The first year of this set is the year for which the current conformity budget was established in the August 2004 "Revision of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan" approved by EPA, and is also ten years after the approval of the previous Maintenance Plan. The last year of this set is the last year of the TPP, the current long-range transportation Plan for the region. No two horizon years within the 2008-2030 forecast period are more than ten years apart.
- *Network-based travel model* (§93.122 per §93.118). In accordance with past practices, the Regional Travel Demand Forecast Model (RTDFM) was used to develop forecasts of travel on the region's roadway system based upon the planning assumptions referred to above. Factors were developed to reconcile and calibrate network-based estimates of VMT to Highway Performance Monitoring System (HPMS) estimates of vehicle-miles-traveled for 2000, the validation base year. These factors were then applied to model estimates of future VMT.
- *Latest emissions model* (§93.111). The latest emissions model approved by EPA, MOBILE 6.2, was used to estimate regional emissions based upon the VMT estimates output by the RTDFM described above. CO emissions were calculated in a manner consistent with the methodology presented in the August 2004 "Revision of the Minneapolis-St. Paul Carbon Monoxide

Maintenance Plan" documentation. Example emissions model output files were reviewed by MPCA as part of the inter-agency consultation process.

Other conformity requirements have been addressed as follows:

- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of the TEA-21 metropolitan planning rule 23 CFR part 450, Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council has reviewed the Plan and certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- The Plan includes the 2010-2013 Transportation Improvement Program projects. Moreover, any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

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

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

Solicitation of comments on the TIP is done by notice of a public hearing and a 45-day comment period. The TIP is adopted after the 45-day public comment period and revised as needed in response to comments received. A public hearing is held by the TAB on the TIP during the public comment period. A copy of the TIP is available to download from the Council's web site. A draft document for public comment and technical information are available at no charge to the public through requests to the Council's Data Center. The Data Center serves approximately 12,000 clients annually. The TIP public comment period and public hearing date are announced on the Council's web site. The draft plan document can also be accessed through the web site. The public can contact the Council's transportation department directly by phone using a contact phone number posted on the web site.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA and Mn/DOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the plan. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, Mn/DOT, EPA and the FHWA. The following is a list of interagency meetings held and scheduled in 2009 to consult during the preparation and adoption of the plan document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

2010-2013 TIP Adoption Schedule

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
April	<input type="checkbox"/> Review TIP schedule for conformity analysis <input type="checkbox"/> Review draft project list prepared by MN/DOT to begin conformity analysis <input type="checkbox"/> Review draft project list from Regional Solicitation	Interagency Conformity Coordination Group	<input type="checkbox"/> Begin TIP review and adoption process
April 9	TIP Schedule/Public input process	MC Staff	<input type="checkbox"/> Transmit TIP adoption schedule to F&PC
April 16	TIP Schedule/Public input process	TAC – F&PC	<input type="checkbox"/> Review and accept TIP adoption schedule
May 6	TIP Schedule/Public input process	TAC	<input type="checkbox"/> TAC reviews TIP schedule, recommends to TAB
May 14	Draft 2010-2013 TIP	MC Staff	<input type="checkbox"/> Mail to TAC F&PC <input type="checkbox"/> Mail to MPCA to start conformity review
May 20	TIP Schedule	TAB	<input type="checkbox"/> Reviews and adopts TIP schedule and public input process
May 21	Draft 2010-2013 TIP	TAC – F&PC	<input type="checkbox"/> Recommend to TAC
June 3	Draft 2010-2013 TIP	TAC	<input type="checkbox"/> Recommends to TAB for purpose of public meeting and comment
June 17	Draft 2010-2013 TIP	TAB	<input type="checkbox"/> Adopts Draft TIP and sets public hearing date <input type="checkbox"/> MPCA letter of comment included <input type="checkbox"/> Public comment period starts <input type="checkbox"/> Input process – notice in State Register
July 15	Public Hearing	TAB	<input type="checkbox"/> TAB conducts public hearing
August 3	45 – day public comment period ends		
August 13	Prepare Public Hearing Report Draft TIP revised to address public comment	MC staff and TAB staff prepares	<input type="checkbox"/> Mail to TAC F&PC
August 20	Public Hearing Report and Final TIP	TAC F&PC	<input type="checkbox"/> Review and recommend
September 2	Public Hearing Report and Final TIP	TAC	<input type="checkbox"/> Review and recommend
September 16	Public Hearing Report and Final TIP	TAB	<input type="checkbox"/> Adopts Public Hearing Report and Final TIP and forwards to MC.

III. DESCRIPTION OF EMISSIONS ANALYSIS METHODOLOGY, ASSUMPTIONS

A. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2010-2013 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and Mn/DOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model (RTDFM), and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the TIP are listed in Exhibit B-4. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implementation of transportation control measures.
2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:
 - a. A determination of categorical exclusion: or
 - b. A finding of no significant impact: or
 - c. A final Environmental Impact Statement for which a record of decision has been issued.
3. The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.
 - a. Safety projects that eliminated hazards or improved traffic flows.
 - b. Mass transit projects that maintained or improved the efficiency of transit operations.
 - c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
 - d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

The inter-agency consultation group, including representatives from Mn/DOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2010-2013 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;
- Projects selected through the American Recovery and Reinvestment Act (ARRA) of 2009
- Major Projects from Mn/DOT's ten-year work program; and
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction, or;
 - undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming TIP (2009-2012), or;
 - have completed the NEPA process.

Each project was assigned to a horizon year (2015) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2009 is shown in Table B-1. These projects were coded into the 2009 RTDFM network using available project plans and maps.

2030 Transportation Policy Plan; Adopted January 14, 2009

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2010-2013 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-2 through B-5. These projects were coded into the RTDFM networks using available project plans and maps.

Given the long -term nature of the projects listed in the plan, no major studies have yet been completed to evaluate their alternatives unless otherwise noted. For air quality modeling purposes only, a worst case build alternative was identified and applied to each project where a major investment study has not been completed. This alternative is the addition of one mixed -use lane for vehicle traffic in each direction.

Wright County and City of New Prague Projects

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

- TH 23 from TH 95 E. of St. Cloud to TH 25 in Foley; 2 to 4 lane expansion (2015)
- TH 25 from TH 55 in Buffalo to beginning 4-lane in Monticello; 2 to 4 lane expansion (2015)
- I-94; construct new interchange at Orchard Rd and at Naber Ave (2015)
- New river crossing south of Clearwater (2020)
- TH 55 from Annandale to Rockford; construct to four lanes (2030)
- I-94 from Rogers to Monticello; construct to six lanes (2030), construct new interchange at Kadler Ave

**Table B-1
Regionally Significant TIP Projects
2009 Action Scenario**

Route	Description	Agency	MN/DOT Project Number/Comments
	2009 IS NOW A BASE-YEAR SCENARIO. NO 2010-2013 PROJECTS OCCUR BY 2009.		

**Table B-2
Regionally Significant TIP Projects
2015 Action Scenario**

Route	Description	Agency	MN/DOT Project Number/Comments
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MN/DOT	8605-44
TH 23	FROM E OF ST. CLOUD TO TH 25 IN FOLEY - 2 TO 4 LANE EXPANSION	MN/DOT	
CSAH 116	SUNFISH LAKE BOULEVARD TO GERMANIUM ST - RECONSTRUCT TO FOUR LANES	ANOKA COUNTY	
CSAH 23	147 TH ST TO 160 TH ST - CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	
CSAH 109	MAIN ST TO JEFFERSON HWY - CONSTRUCT 4-LANE DIVIDED ROAD	HENNEPIN COUNTY	
CSAH 17	CSAH 14 (MAIN ST) TO CSAH 116 (BUNKER LAKE BLVD) - RECONSTRUCTION TO SIX-LANE ROADWAY IN BLAINE AND FOUR-LANE ROADWAY IN HAM LAKE	ANOKA COUNTY	
CSAH 2	19 TH ST SW TO 12 TH ST SW AND THE I-35 INTERCHANGE - RECONSTRUCTION	WASHINGTON COUNTY	
CSAH 21	CSAH 16 TO CSAH 18 - RECONSTRUCTION	SCOTT COUNTY	
CSAH 81	TH 100 TO CSAH 10 - RECONSTRUCT TO 6-LANE URBAN DIVIDED ROADWAY	HENNEPIN COUNTY	
TH 242	THRUSH ST TO CRANE ST - RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, INTERSECTION IMPROVEMENTS AND ACCESS MANAGEMENT	ANOKA COUNTY	
CSAH 21	FROM CSAH 42 IN PRIOR LAKE TO CSAH 15 IN SHAKOPEE	SCOTT COUNTY	
CSAH 96	AT TH 10 IN ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC.	RAMSEY COUNTY	
TH 7	AT LOUISIANA AVE IN ST. LOUIS PARK- CONSTRUCT INTERCHANGE ETC.	ST. LOUIS PARK	
CSAH 10	FROM VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, TRAILS, ETC.	MAPLE GROVE	
CSAH 116	FROM CSAH 7 TO 38 TH AVE IN ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC.	ANOKA COUNTY	
CSAH 81	N OF CSAH 10 IN CRYSTAL TO N OF 63 RD AVE N IN BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY, ETC.	HENNEPIN COUNTY	
TH 169	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE	MN/DOT	2750-57UGAC
I-494	FROM 10 TH ST IN OAKDALE TO LAKE RD IN WOOBURY-REPLACE CONCRETE PAVEMENT, CONNECT AUSILIARY LANES, ETC.	MN/DOT	8285-93

Table B-2 Regionally Significant TIP Projects 2015 Action Scenario			
TH 13	FROM ZINRAN AVE S TO LOUISIANA AVE S IN SAVAGE-RECONSTRUCT TH 13/101 INCLUDING AN OVERPASS FOR EB 101 TRAFFIC, ETC	SCOTT COUNTY	
TH 36	AT HILTON TRAIL IN PINE SPRINTS-RECONSTRUCT INTERSECTION	MN/DOT	8204-55
CSAH 10	REALIGN AND WIDEN CSAH 10 AND CSAH 101 FROM CSAH 101 TO EAST OF PEONY LN	MAPLE GROVE	189-020-019
TH 101/I-94	CONSTRUCT I-94 WB OFF RAMP TO N. OF S. DIAMOND LK. RD., EXTEND RAMP AND GRADE SEPERATION OVER S. DIAMOND LK. RD. ETC	ROGERS	238-010-02
CR 83	CONSTRUCT BRIDGE AND RETAINING WALLS FOR CR 83 OVERPASS OF I-35	WASHINGTON COUNTY	
TH 610	FROM CSAH 81 TO TH 169 IN BROOKLYN PARK AND MAPLE GROVE- CONSTRUCT TH 610	MN/DOT	2771-38

Table B- 3 Regionally Significant TIP Projects 2020 Action Scenario			
Route	Description	Agency	Mn/DOT Project Numbers – comments
TH 61	REPLACE MISSISSIPPI RIVER BRIDGE AND APPROACHES	Mn/DOT	1913-64
TH 52	REPLACE LAFAYETTE BRIDGE	Mn/DOT	6244-30
I- 35E	REPLACE CAYUGA BRIDGE	Mn/DOT	6280-308

Table B- 4 Regionally Significant TIP Projects 2030 Action Scenario			
Route	Description	Agency	Mn/DOT Project Numbers - Comments
	NO REGIONALLY SIGNIFICANT PROJECTS IDENTIFIED		

B. TRAVEL FORECASTING MODEL OVERVIEW

The following provides a summary of the traffic forecast models used in the air quality analysis. Detailed technical information on the models is found in technical memorandums developed as part of the 2000 Travel Behavior Inventory. The information is available through the Council's web site or the Metropolitan Transportation Services Division.

The RTDFM is broadly based upon the classical "four-step" family of travel demand models, with some added features that implement Conformity Rule analysis requirements. Exhibit B-2 illustrates the flow of the sub-models used in the RTDFM; these are described in further detail below. All sub-models were calibrated using of the 2000 Travel Behavior Inventory Home Interview Survey, which provides a database of observed daily trips by origin, destination, purpose, and mode.

Highway Model Network

Travel analysis zones (TAZ's) are used in the travel demand modeling process as a common geographic unit for data summary. The system of TAZ's covers the entire seven-county Twin Cities Metropolitan Area, plus the adjoining collar counties. All home-interview data and selected other trip and socioeconomic data were compiled by TAZ. In addition, the TAZ system forms the geographic framework for coding highway and transit networks. Each TAZ is linked to all others by the highway network, and within the region's core, most are linked to one another by the transit network as well. The most significant application of the TAZ is as the geographic unit used by the models to predict attractions and productions of person-trips.

The year 2000 zone system consists of 1201 zones within the 7-county region (Anoka, Dakota, Carver, Hennepin, Ramsey, Scott, and Washington), 35 "inner" external station zones around these 7 counties, 364 zones in the 13 collar or ring counties (Chisago, Isanti, Mille Lacs, Sherburne, Wright, McLeod, Sibley, LeSueur, Rice, Goodhue, Pierce, WI; St. Croix, WI; and Polk, WI) and 32 zones representing "outer" external stations around the ring counties. Internal zone boundaries most often lie along major highways or arterial streets or on any other significant physical boundary that shapes and directs trip movements, such as a large lake or major river. County boundaries also form edges of zones where appropriate. An external station is a point at the edge of the twenty-county area where vehicle trips leave and/or enter the twenty-county area.

The development of the 2000 highway network was completed by the Council with assistance from Mn/DOT and the transportation departments of counties and cities. Future year projects were added to this base to create future year networks including roadway condition information for all horizon years. Every TAZ is classified by area type (e.g. Rural, Developing, Developed, Residential Core, Business Core and Outlying Business Center), and every roadway link is assigned the same area type as the TAZ within which it lies (using GIS). These area types are then combined with facility types to create a matrix of assumed speeds and capacities based upon the 2000 Travel Behavior Inventory (TBI) highway speed and capacity survey. Facility types are categories of roads which operate in a similar manner, including the following:

- | | | |
|----------------------|-----------------------|---------------------------|
| 1. Metered Freeway | 6. Undivided Arterial | 13. Metered System Ramp |
| 2. Unmetered Freeway | 7. Collector | 14. Unmetered System Ramp |
| 3. Metered Ramp | 8. HOV | 15. Expressway |
| 4. Unmetered Ramp | 9. Centroid Connector | |
| 5. Divided Arterial | 10. HOV Ramp | |

A revision completed in December 2005 added two new fields to the highway network. One of these is used to assign differential capacities by time of day to HOV facilities on I-394 and I-35W, while the other is used to store manually coded default speeds for freeways, which are set at 10% above observed posted speed limits.

Trip Generation Model

The traffic forecasts used to calculate the CO emissions listed in Table B-7 are based on the most recent socioeconomic data prepared by the Council for the 2030 Regional Framework. The Trip Generation Model produces total trip productions and attractions by purpose for each transportation analysis zone based on the population, number of households, employment level and socio-economic characteristics of each zone, including estimated auto ownership. Table B-5 lists the assumed population, household, and employment totals by year for the seven-county metro area, based upon the *2030 Regional Development Framework*, revised March 15, 2007.

Table B-5. METROPOLITAN AREA FORECAST SUMMARY

	1990	2000	2015	2020	2030
Population	2,288,729	2,642,062	3,169,500	3,334,000	3,608,000
Households	875,504	1,021,459	1,280,000	1,362,000	1,492,000
Employment	1,272,773	1,563,245	1,903,000	1,990,000	2,124,000

Destination Choice Model

The Destination Choice Model (also known as the trip distribution model) estimates the probability of selecting a particular destination zone, given a particular zone of origin, as defined by the regional network and zone system. This sub-model estimates the number of person-trips to be anticipated between any two zones in the regional model on an average weekday, regardless of mode. The probability of selecting any particular destination zone is a decreasing function of the composite impedance to said zone, calculated using a "logsum" combination of level of service and cost variables extracted from the congested highway and transit networks, computed in a manner consistent with the mode choice model described below.

Mode Choice Model

The Mode Choice Model applies a hierarchical nested logit model to estimate the percentage of trips by purpose assigned to non-motorized (bicycle/pedestrian), transit, single-occupancy-vehicle (SOV) and high-occupancy-vehicle (HOV) travel modes. For a given trip and market segment, weighting factors are applied to level of service and cost values extracted from the congested highway and transit networks to compute an overall "utility" associated with each alternative mode available. The difference between these utilities is used to calculate the probability of selecting each alternative mode, using a mathematical formulation that ensures that the probabilities of all alternatives add to one. Different parameters are used for off-peak and peak trips by purpose, including home-based work, home-base other and non-home-based trips (the last of these being further sub-divided into work-related and non-work related trip types). Home-based trips destined to the University of Minnesota are dealt with separately, in a special combination destination/mode choice model.

Diurnal Factoring Model

The Diurnal Factoring Model (also known as the Temporal Distribution Model) splits the daily trip tables into 24 time segments to replicate the peak and off-peak period travel shares observed in the 2000 TBI. This permits the network to be reasonably sensitive to peak and off-peak travel congestion as required by §93.122 of the Conformity Rule.

Assignment Model

The Assignment Model assigns vehicle trips to capacity restrained equilibrium shortest paths built from the individual links of the highway system. Initially, all speeds are set to free-flow (uncongested) values, and all trips are assigned to the shortest path between their respective origins and destinations. Then, the speeds on each link are reduced to reflect the effects of congestion, and the set of shortest paths is re-

calculated based upon the congested travel times. A percentage of the trips are assigned to these congested paths, and the process is repeated iteratively until user equilibrium is reached. Congested speeds are a decreasing function of the volume-to-capacity ratio, so that the final congested travel time is influenced by utilization levels as well as distances and posted speeds. The delay function used to adjust link speeds is based upon a conical function calibrated using 2000 Travel Behavior Inventory Highway Speed Survey data, rather than the default Bureau of Public Roads equation.

The I-394 MnPASS lanes, which opened in May 2005, are also taken into account in the highway assignment step of the regional travel demand model by using dynamic toll tables (provided by Mn/DOT) and the estimated sample distribution of I-394 corridor drivers' willingness to pay for time savings (derived from a research study by the University of Minnesota). This route diversion approach is common throughout the traffic and revenue forecasting industry. It is assumed that these lanes will continue operation into the future, and that the current relationship between congestion levels and toll rates reflected in the aforementioned dynamic toll tables will remain the same in real terms through 2030. The same approach is followed for modeling the dynamic shoulder lanes on I-35W.

External Travel Model

A parallel four-step process is performed for the counties surrounding the seven-county Metro to address the effects of improvements within the Council jurisdiction area on travel crossing the seven-county boundary. This process includes simplified trip generation, distribution, and mode choice steps, as well as an external station choice step which determines which roadways crossing the boundary are used by externally-based vehicle trips. The external travel model is not intended to address the effects of improvements outside the seven-county area on vehicle travel in the "collar" counties. A separate "Collar County Travel Demand Model" has been created for this purpose by Mn/DOT and is under evaluation for potential air quality analysis use in the Wright County portion of the CO maintenance area. No network-based modeling was used to analyze the impacts of Wright County projects for the 2010-2013 TIP.

Method of Successive Averages Model Loop

In accordance with §93.122 of the Conformity Rule, which specifies that, "zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes," the Regional Travel Demand Forecast Model includes a feedback loop which extracts congested level of service and cost values from the assignment step and inputs these to prior steps. The entire model is run iteratively and volumes from each iteration are averaged together until input and output travel times are in reasonable agreement with one another. Typically 3-4 model iterations are required to reach the assumed 2% link volume convergence criterion; the feedback loop and convergence check process is automated using a batch file.

C. AIR QUALITY MODELING

The MOBILE 6.2 model is used to produce carbon monoxide emission factors from mobile sources for the region. Sample input and output files for MOBILE 6.2 are in Exhibit B-3. Daily mobile source CO air pollution was calculated based on emission factors from MOBILE 6.2 (in grams per vehicle mile), applied to vehicle miles of travel (VMT) aggregated by county and road facility type. The model also accounts for travel on centroid connectors (which serve as proxies for local roads), as well as intra-zonal travel. Adjustment factors were implemented to ensure consistency with 2000 Highway Performance Measures System (HPMS) data and to adjust for the use of January CO rates. Further information on the recalculation of the regional Motor Vehicle Emissions Budget (MVEB) shown in Table B-7 is in the *Revision of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan* prepared in August 2004 by Sonoma Technology, Inc. for the MPCA. The revised maintenance plan was submitted to the USEPA by the MPCA in October 2004 to revise the SIP.

The series of models currently used are not capable of analyzing individual travel demand management strategies. This type of analysis must be performed "off-model" by applying CO reduction estimate techniques developed to analyze the benefits of CMAQ-type projects.

Table B-6 lists the input values applied by the MOBILE 6.2 model.

Table B-6

MOBILE 6.2 INPUT VALUES

The EPA-MOBILE 6.2 model produced the vehicular CO emissions for the inventory using the following input values:

Passenger/light vehicle Registration	2004, 7-county area
Heavy Duty Trucks.....	MOBILE 6 Default
Gasoline volatility	13.4 RVP
Minimum temperature.....	16 degrees F.
Maximum temperature	38 degrees F.
Altitude	low altitude

D. CONFORMITY EMISSIONS BUDGET TEST

The conformity test as defined in Section 93.118 requires that the CO emissions calculated in the conformity analysis for the plan and the TIP must be equal to or less than the CO MVEB for the region, 1,961 short tons/day. The budget is assumed to remain constant throughout the 25-year planning period of the plan.

The Action Scenario as described in the Conformity Rules Section 93.119(g) and referenced in Section 93.122(a)(5), is the future transportation system that would result from the implementation of the plan and other regionally significant projects to start construction in the time frame of the TIP.

The results of the emissions budget conformity test for the plan are shown in Table B-1. CO emissions from motor vehicle sources remain below the MVEB for the analysis milestone years 2009, 2015, 2020 and 2030. The emissions can be reasonably expected to remain below the emissions budget for the following reasons:

1. Continued improvement in auto emissions controls systems and the ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the January 2005 amendment to the SIP.
2. A regional commitment to continue capital investments to maintain and improve the operational efficiencies of the highway and transit systems.
3. Adoption of a regional long-term *2030 Regional Development Framework*. The Development Framework strategies support land use patterns that efficiently connect housing, jobs, retail centers and civil uses with neighborhoods, urban and rural centers and transit oriented development along transit corridors. A land use development pattern is expected to emerge that is more compact, mixed-use and pedestrian-friendly particularly along designated transitway corridors. Further, the Council has the authority by state statute to periodically review local comprehensive plans for consistency with regional plans and conformity to regional systems such as transportation and sewers, make capital investments for the regional sewer collection and treatment system and the metropolitan transit system which it operates, and approve design and capital investments on principal arterials. These capital investments are programmed to implement the regional land use and system plans. Also by statute, the Council must approve significant regional highways proposed for construction by Mn/DOT. A memorandum of understanding between the Council and Mn/DOT commits both agencies to pursuing innovative strategies for reducing passenger delay and growth in vehicle-miles-traveled such as congestion pricing.

4. Extensive CO air quality emissions modeling by the MPCA, accepted by the EPA as part of the documentation for the redesignation request, demonstrated that the National Ambient Air Quality standards can be met without the operation of a regional vehicle inspection maintenance program.
5. The continued involvement of local governmental units in the regional 3C transportation planning process allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses and more compact development patterns as part of a coordinated regional growth management strategy.

The model results in a decrease in CO emissions from 2015 to 2020 and then an increase from 2020 to 2030. This is because reductions in the rate of CO emissions have been decreasing at a faster pace than vehicle-miles traveled (VMT) has been increasing in the region, such that overall CO emissions have been declining. This trend should continue between 2015 and 2020, but will reverse between 2020 and 2030 as the degree of improvement in CO emissions rates is expected to level off while VMT will continue to increase.

An attainment area for PM-10 is located in the City of St. Paul. The attainment designation is based on an USEPA approved MPCA plan to bring this area into attainment. The previous non-attainment designation was not due to transportation sources.

IV. ESTIMATED FUTURE EMISSIONS IN THE TWIN CITIES CARBON MONOXIDE MAINTENANCE AREA

The USEPA, in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a not-to-exceed threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020 and 2030. The results of the emissions analysis is shown in Table B-6.

**TABLE B-6
CO EMISSION BUDGET CONFORMITY TEST
PLAN ACTION SCENARIOS DAILY CO EMISSIONS FOR ANALYSIS MILESTONE
YEARS 2009, 2015, 2020, 2030 (Short Tons/day)**

NETWORK	2009	2015	2020	2030
BASELINE EMISSIONS BUDGET (MVEB)	1,961	1,961	1,961	1,961
ACTION (BUILD) SCENARIO	1,408	1,209	1,161	1,200
CO EMISSIONS BELOW THE EMISSIONS BUDGET	553	752	800	761

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

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

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

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

- **Vehicle Inspection and Maintenance Program** (listed in Transportation Control Plan as a potential strategy for hydrocarbon control with CO benefits). This program became operational in July 1991 and was terminated in December 1999.
- **I-35W Bus/Metered Freeway Project.** Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W. In March, 2002 a revised metering program became operational. The 2030 Transportation Policy Plan calls for the implementation of Bus Rapid Transit in the I-35W corridor. As part of the Urban Partnership Agreement (UPA), additional transit lanes will be added to Marquette and 2nd Ave in Minneapolis, and transit capacity in the I-35W corridor will be enhanced through dynamic priced shoulder lanes.
- **Traffic Management Improvements** (multiple; includes SIP amendments):
 - *Minneapolis Computerized Traffic Management System.* The Minneapolis system is installed. New hardware and software installation were completed in 1992. The system has been significantly extended since 1995 using CMAQ funding. Traffic signal improvements will be made to downtown street system to provide daily enhanced preferred treatment for bus and LRT transit vehicles in 2009.
 - *St. Paul Computerized Traffic Management System.* St. Paul system completed in 1991.
 - *University and Snelling Avenues, St. Paul.* Improvements were completed in 1990 and became fully operational in 1991.
- **Fringe Parking Programs.** Minneapolis and St. Paul are implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations. These programs include the 3rd Ave. distributor in Minneapolis and parking messaging signage in both downtowns.
- **Stricter Enforcement of Traffic Ordinances.** Ongoing enforcement of parking idling and other traffic ordinances is being aggressively pursued by Minneapolis and St. Paul.
- **Public Transit Strategies** (from the 1983 Transportation Systems Management Plan):
 - *Reduced Transit Fares.* Current transit fares include discounts for off-peak and intra-CBD travel and are below 1978 levels in real terms. Reduced fares are also offered to seniors, youth, and medicare holders.
 - *Transit Downtown Fare Zone.* All transit passengers can ride either the Minneapolis or Saint Paul fare zones for 50 cents.

- *Community-Centered Transit.* The Council is authorized by legislation to enter into and administer financial assistance agreements with local transit providers in the metropolitan region, including community-based dial-a-ride systems. This program is used to provide funding assistance to local agencies operating circulation service coordinated with regular route transit service.
- *Flexible Transit.* Routes 755 and 756 in Medicine Lake were operated on a flex-route in 2006 by First Student, a private provider. Also, Metro Mobility, a service of the Council, as well as the dial-a-ride services mentioned above, operates with flexible routes catered to riders' special needs.
- *Total Commuter Service.* The non-CBD employee commuter vanpool matching services provided by this demonstration project, mentioned in the 1983 Transportation Systems Management Plan as well as the Transportation Control Plan, are now offered in an expanded form by Metro Transit Rideshare and the Van-Go! program, both services of the Council.
- *Elderly and Handicapped Service.* ADA Paratransit Service is available for people who are unable or have extreme difficulty using regular route transit service because of a disability or health condition. ADA Paratransit Service provides "first-door-through-first-door" transportation in 89 communities throughout the metropolitan area for persons who are ADA-certified. The region's ADA paratransit service is provided by four programs, namely Metro Mobility, Anoka County Traveler, DARTS, and H.S.I. (serving Washington County). In addition, every regular-route bus has a wheelchair lift, and drivers are trained to help customers use the lift and secure their wheelchairs safely. Hiawatha Line trains offer step-free boarding, and are equipped with designated sections for customers using wheelchairs. In addition, all station platforms are fully accessible.
- *Responsiveness in Routing and Scheduling.* Metro Transit has begun a series of Transit Redesign "sector studies" to reconfigure service to better meet the range of needs based on these identified transit market areas. The Sector 1 and 2 studies, covering the northeast quadrant of the region, were the first to be completed. Following the successful reorganization of transit service in those areas, the Central-South Sector (5) and a portion of Sector 3 in the western suburbs were implemented. The Sector 8 (Northwest Minneapolis and suburbs) bus-route restructuring plan is currently being completed.
- *CBD Parking Shuttles.* The downtown fare zones mentioned above provide fast, low-cost, convenient service to and from parking locations around the CBD. The Access Minneapolis plan currently under development also includes a proposal to provide free shuttle service on the bus-only Nicollet Mall in downtown Minneapolis.
- *Simplified Fare Collection.* The fare zone system in place at the time of the Transportation Systems Management Plan has since been eliminated. Instead, a simplified fare structure based upon time (peak vs. off-peak) and type (local vs. express) of service has been implemented, with discounts for select patrons (e.g. elderly, youth). Convenient electronic fare passes are also available from Metro Transit, improving ease of fare collection and offering bulk-savings for multi-ride tickets.
- *Bus Shelters.* Metro Transit coordinates bus shelter construction and maintenance throughout the region. Shelter types include standard covered wind barrier structures as well as lit and heated transit centers at major transfer points and light-rail stations.
- *Rider Information.* Rider information services have been greatly improved since the 1983 Transportation Systems Management Plan was created. Schedules and maps have been re-designed for improved clarity and readability, and are now available for download on Metro Transit's web-site, which also offers a custom trip planner application to help riders choose the combination of routes that best serves their needs. Bus arrival and departure times are posted in all shelters, along with the phone number of the TransitLine automated schedule information hotline.
- *Transit Marketing.* Metro Commuter Services, under the direction of Metro Transit, coordinates all transit and rideshare marketing activities for the region, including five Transportation Management Organizations (TMOs) that actively promote alternatives to driving alone through employer outreach, commuter fairs, and other programs. Metro

Commuter Services also conducts an annual Commuter Challenge, which is a contest encouraging commuters to pledge to travel by other means than driving alone.

- *Cost Accounting and Performance-Based Funding.* Key criteria in the aforementioned Transit Redesign process include service efficiency (subsidy per passenger) and service effectiveness (passengers per revenue-hour). Metro Transit uses these metrics to evaluate route cost-effectiveness and performance and determine which routes are kept, re-tuned, or eliminated.
- *"Real-Time" Monitoring of Bus Operations.* The regional Transit Operations Center permits centralized monitoring and control of all vehicles in the transit system.
- *Park and Ride.* Appendix J of the *Transportation Policy Plan* provides guidelines intended for use in planning, designing, and evaluating proposed park-and-ride facilities served by regular route bus transit. The guidelines can also be used for park-and-ride lots without bus service and at rail stations. The Metropolitan Council administers capital funding to transit operating agencies building, operating, and maintaining park-and-ride facilities.
- **Hennepin and First Avenue One-Way Pair.** These streets in downtown Minneapolis were re-configured subsequent to the 1980 Air Quality Control Plan for Transportation to address a local CO hot-spot issue that has since been resolved. The Access Minneapolis plan includes a proposal to revert to a two-way configuration in the future; this proposal will be evaluated as part of a separate SIP revision process and as such will be the subject of further inter-agency consultation.

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

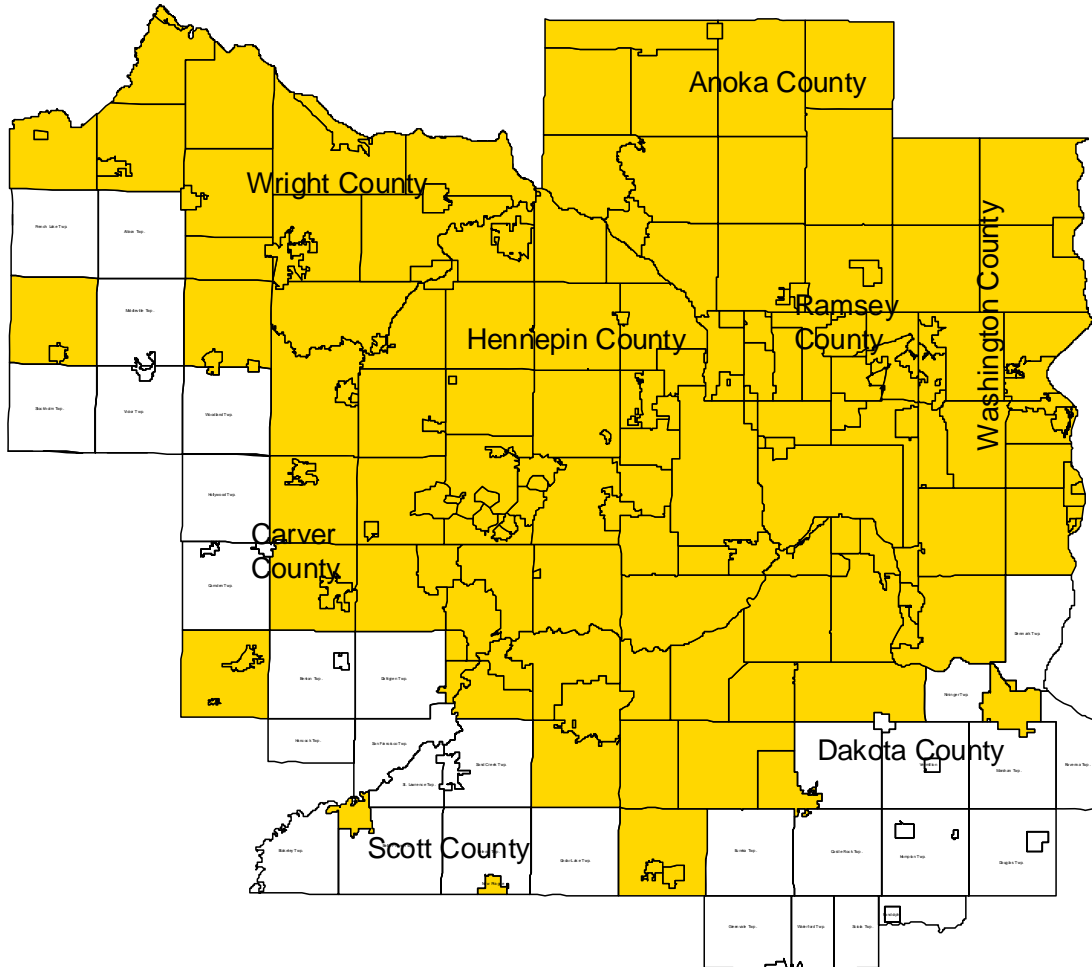
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

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



Note: Shaded area is designated maintenance.



Exhibit 2. Regional Travel Demand Forecasting Model Flow Chart

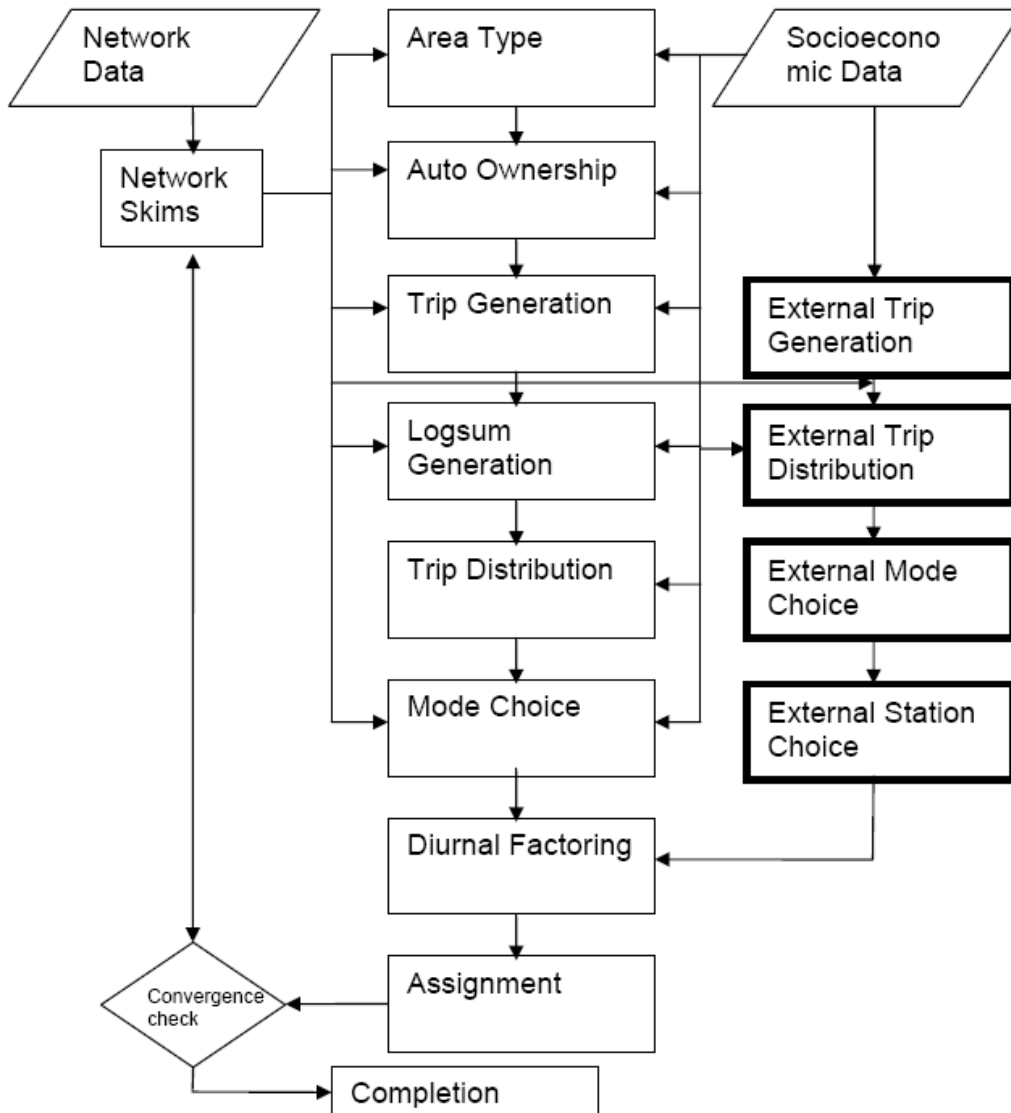


Exhibit 3

Samples of MOBILE 6.2 Input and Output Files for 2015 Analysis Milestone Year

MOBILE 6.2 Input Command Set for 2015

```
*****
* MOBILE6.2.03 (24-Sep-2003) *
* Input file: TIP2015.IN (file 1, run 1). *
*****
** Definition of General Parameters
*****

* Reading Registration Distributions from the following external
* data file: 04REGDAT.MN
M 49 Warning:
    1.00    MYR sum not = 1. (will normalize)
M 49 Warning:
    1.01    MYR sum not = 1. (will normalize)
M 49 Warning:
    1.01    MYR sum not = 1. (will normalize)
M 49 Warning:
    1.01    MYR sum not = 1. (will normalize)
M 49 Warning:
    1.01    MYR sum not = 1. (will normalize)
M 49 Warning:
    1.01    MYR sum not = 1. (will normalize)
M616 Comment:
    User has supplied post-1999 sulfur levels.
*****
** Generation of CO Emission Rate Tables *
*****
```

* #####
 * Anoka freeway - 65.8 mph
 * File 1, Run 1, Scenario 1.
 * #####

M 96 Warning: 65.8 speed reduced to 65 mph maximum
 M581 Warning:
 The user supplied freeway average speed of 65.0
 will be used for all hours of the day. 100% of VMT
 has been assigned to the freeway roadway type for
 all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type: GVWR:	LDGV	LDGT12 <6000	LDGT34 >6000	LDGT (All)	HDGV	LDDV	LDDT	HDDV	MC	All Veh
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

 Composite Emission Factors (g/mi):
 Composite CO : 17.19 15.92 17.45 16.34 9.15 0.665 0.375 0.707 20.28 15.017

* #####
 * Anoka arterial/collector - 35.3 mph
 * File 1, Run 1, Scenario 2.
 * #####

M583 Warning:
 The user supplied arterial average speed of 35.3
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

 Composite Emission Factors (g/mi):
 Composite CO : 14.64 13.34 14.54 13.67 6.35 0.630 0.354 0.642 10.57 12.566

* #####
 * Carver arterial/collector - 43.0 mph
 * File 1, Run 1, Scenario 3.
 * #####

M583 Warning:
 The user supplied arterial average speed of 43.0
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	-----	<6000	>6000	(All)	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	15.31	14.02	15.31	14.37	5.83	0.590	0.329	0.567	9.39	13.141

* #####
 * Dakota freeway - 67.7 mph
 * File 1, Run 1, Scenario 4.
 * #####

M 96 Warning: 67.7 speed reduced to 65 mph maximum
 M581 Warning:
 The user supplied freeway average speed of 65.0
 will be used for all hours of the day. 100% of VMT
 has been assigned to the freeway roadway type for
 all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

 Composite Emission Factors (g/mi):
 Composite CO : 17.19 15.92 17.45 16.34 9.15 0.665 0.375 0.707 20.28 15.017

* #####
 * Dakota arterial/collector - 38.2 mph
 * File 1, Run 1, Scenario 5.
 * #####

M583 Warning:
 The user supplied arterial average speed of 38.2
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	-----	<6000	>6000	(All)	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	14.90	13.60	14.83	13.94	6.07	0.610	0.342	0.606	10.04	12.784

* #####
 * Hennepin arterial/collector - 29.9 mph
 * File 1, Run 1, Scenario 7.
 * #####

M583 Warning:
 The user supplied arterial average speed of 29.9
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	-----	<6000	>6000	(All)	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	14.58	13.26	14.45	13.59	7.31	0.687	0.389	0.750	11.94	12.550

* #####
 * Ramsey arterial/collector - 27.9 mph
 * File 1, Run 1, Scenario 9.
 * #####

M583 Warning:
 The user supplied arterial average speed of 27.9
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	14.65	13.32	14.52	13.65	7.85	0.717	0.407	0.806	12.56	12.635

```

* #####
* Scott freeway - 70.0 mph
* File 1, Run 1, Scenario 10.
* #####

```

```

M 96 Warning:
    70.0    speed reduced to 65 mph maximum

```

```

M515 Warning:
    The combined freeway and ramp average speed entered
    cannot be greater than 60.7 miles per hour.
    The average speed will be reset to this value.

```

```

M582 Warning:
    The user supplied freeway average speed of 60.7
    will be used for all hours of the day. 100% of VMT
    has been assigned to a fixed combination of freeways
    and freeway ramps for all hours of the day and all
    vehicle types.

```

```

M 48 Warning:
    there are no sales for vehicle class HDGV8b

```

```

M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

    Calendar Year: 2015
    Month: Jan.
    Altitude: Low
    Minimum Temperature: 16.0 (F)
    Maximum Temperature: 38.0 (F)
    Absolute Humidity: 75. grains/lb
    Nominal Fuel RVP: 13.4 psi
    Weathered RVP: 13.9 psi
    Fuel Sulfur Content: 30. ppm

```

```

    Exhaust I/M Program: No
    Evap I/M Program: No
    ATP Program: No
    Reformulated Gas: No

```

```

Ether Blend Market Share: 0.000    Alcohol Blend Market Share: 1.000
Ether Blend Oxygen Content: 0.000    Alcohol Blend Oxygen Content: 0.027
                                         Alcohol Blend RVP Waiver: Yes

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	17.29	15.99	17.51	16.40	8.93	0.662	0.373	0.703	19.51	15.072

* #####
 * Scott arterial/collector - 43.0 mph
 * File 1, Run 1, Scenario 11.
 * #####

M583 Warning:
 The user supplied arterial average speed of 43.0
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	15.31	14.02	15.31	14.37	5.83	0.590	0.329	0.567	9.39	13.141

```

* #####
* Washington freeway - 71.1 mph
* File 1, Run 1, Scenario 12.
* #####

```

```

M 96 Warning:
    71.1      speed reduced to 65 mph maximum
M581 Warning:
    The user supplied freeway average speed of 65.0
    will be used for all hours of the day. 100% of VMT
    has been assigned to the freeway roadway type for
    all hours of the day and all vehicle types.

```

```

M 48 Warning:
    there are no sales for vehicle class HDGV8b

```

```

M 48 Warning:
    there are no sales for vehicle class LDDT12

```

```

    Calendar Year:  2015
    Month:         Jan.
    Altitude:      Low
    Minimum Temperature: 16.0 (F)
    Maximum Temperature: 38.0 (F)
    Absolute Humidity:  75. grains/lb
    Nominal Fuel RVP:  13.4 psi
    Weathered RVP:    13.9 psi
    Fuel Sulfur Content: 30. ppm

```

```

    Exhaust I/M Program: No
    Evap I/M Program:  No
    ATP Program:       No
    Reformulated Gas:  No

```

```

Ether Blend Market Share: 0.000   Alcohol Blend Market Share: 1.000
Ether Blend Oxygen Content: 0.000  Alcohol Blend Oxygen Content: 0.027
                                   Alcohol Blend RVP Waiver: Yes

```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

```

-----
Composite Emission Factors (g/mi):
Composite CO :    17.19    15.92    17.45    16.34    9.15    0.665    0.375    0.707    20.28    15.017
-----

```

* #####
 * Washington arterial/collector - 39.7 mph
 * File 1, Run 1, Scenario 13.
 * #####

M583 Warning:
 The user supplied arterial average speed of 39.7
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	-----	<6000	>6000	(All)	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Composite Emission Factors (g/mi):										
Composite CO :	15.02	13.72	14.97	14.06	5.93	0.601	0.336	0.589	9.79	12.884
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

* #####
* Wright freeway - 73.9 mph
* File 1, Run 1, Scenario 14.
* #####

M 96 Warning:
73.9 speed reduced to 65 mph maximum

M515 Warning:
The combined freeway and ramp average speed entered
cannot be greater than 60.7 miles per hour.
The average speed will be reset to this value.

M582 Warning:
The user supplied freeway average speed of 60.7
will be used for all hours of the day. 100% of VMT
has been assigned to a fixed combination of freeways
and freeway ramps for all hours of the day and all
vehicle types.

M 48 Warning:
there are no sales for vehicle class HDGV8b

M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2015
Month: Jan.
Altitude: Low
Minimum Temperature: 16.0 (F)
Maximum Temperature: 38.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 13.4 psi
Weathered RVP: 13.9 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Composite CO :	17.29	15.99	17.51	16.40	8.93	0.662	0.373	0.703	19.51	15.072

* #####
 * Wright arterial/collector - 51.8 mph
 * File 1, Run 1, Scenario 15.
 * #####

M583 Warning:
 The user supplied arterial average speed of 51.8
 will be used for all hours of the day. 100% of VMT
 has been assigned to the arterial/collector roadway
 type for all hours of the day and all vehicle types.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	-----	<6000	>6000	(All)	-----	-----	-----	-----	-----	-----
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	16.06	14.78	16.17	15.16	6.18	0.585	0.327	0.559	8.95	13.830

```
* #####
* All ramps - 34.6 mph
* File 1, Run 1, Scenario 16.
* #####
```

```
M586 Warning:
  100% of VMT has been assigned to the freeway ramp
  roadway type for all hours of the day for all
  vehicle types with an average speed of 34.6 mph.
```

```
M 48 Warning:
  there are no sales for vehicle class HDGV8b
```

```
M 48 Warning:
  there are no sales for vehicle class LDDT12
```

```
Calendar Year: 2015
Month: Jan.
Altitude: Low
Minimum Temperature: 16.0 (F)
Maximum Temperature: 38.0 (F)
Absolute Humidity: 75. grains/lb
Nominal Fuel RVP: 13.4 psi
Weathered RVP: 13.9 psi
Fuel Sulfur Content: 30. ppm
```

```
Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No
```

```
Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
Alcohol Blend RVP Waiver: Yes
```

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

```
-----
```

Composite Emission Factors (g/mi):										
Composite CO :	18.51	16.72	18.13	17.10	6.44	0.636	0.357	0.653	10.65	15.702

* #####
 * Local road - 12.9 mph
 * File 1, Run 1, Scenario 17.
 * #####

M585 Warning:
 100% of VMT has been assigned to the local roadway
 type for all hours of the day for all vehicle types
 with an average speed of 12.9 mph.

M 48 Warning:
 there are no sales for vehicle class HDGV8b

M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: Jan.
 Altitude: Low
 Minimum Temperature: 16.0 (F)
 Maximum Temperature: 38.0 (F)
 Absolute Humidity: 75. grains/lb
 Nominal Fuel RVP: 13.4 psi
 Weathered RVP: 13.9 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

Ether Blend Market Share: 0.000 Alcohol Blend Market Share: 1.000
 Ether Blend Oxygen Content: 0.000 Alcohol Blend Oxygen Content: 0.027
 Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2928	0.4227	0.1590		0.0345	0.0003	0.0024	0.0832	0.0050	1.0000

Composite Emission Factors (g/mi):										
Composite CO :	14.98	13.64	14.92	13.99	17.38	1.209	0.707	1.725	22.55	13.385

EXHIBIT 4

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

Certain transportation projects eligible for funding under Title 23 U.S.C. or the Urban Mass Transportation Act have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as listed in Section 93.126 of conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of the TPP and TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2010-2013 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

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

MASS TRANSIT

Operating assistance to transit agencies.....	T-1
Purchase of support vehicles.....	T-2
Rehabilitation of transit vehicles.....	T-3
Purchase of office, shop, and operating equipment for existing facilities	T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).....	T-5

Construction or renovation of power, signal, and communications systems.....	T-6
Construction of small passenger shelters and information kiosks	T-7
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).....	T-8
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way	T-9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.....	T-10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771	T-11

AIR QUALITY

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

OTHER

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

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

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

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, Mn/DOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

Intersection channelization projects.....	E-1
Intersection signalization projects at individual intersections	E-2

Interchange reconfiguration projects	E-3
Changes in vertical and horizontal alignment.....	E-4
Truck size and weight inspection stations.....	E-5
Bus terminals and transfer points.....	E-6

Regionally significant projects

The following codes identify the projects included in the "action" scenarios of the TIP air quality analysis:

Baseline - Year 2000	B-00
Action - Year 2005.....	A-05
Action - Year 2010	A-10

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Appendix C

Private Transit Providers Involvement in the Preparation Of the Transportation Improvement Program

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2009-2012 Transportation Improvement Program (TIP).

The Metropolitan Council is legislatively authorized to enter into and administer financial assistance agreements with transit providers in the metropolitan area. These transit service programs are classified as small urban, rural, replacement (opt-out) and regular route. The Council distributes state appropriations and/or regional property tax funds to these programs.

The Metropolitan Council identifies the anticipated capital needs of the regional public transit provider (Metro Transit). Private and public sector providers, numbering twenty-five, who operate regular route, dial-a-ride, paratransit and ADA services also require capital assistance. Transit projects which are proposed for inclusion in the TIP are reviewed and recommended for approval by the Metropolitan Council's Transit Providers' Advisory Committee.

In 1994, the *Guidelines for Procurement of Service* was revised. The guidelines provide uniform standards and procedures permitting public transit services to be procured consistently and equitably in the Twin Cities Metropolitan Area, and they are applied whenever services are contracted.

Chapter 3: Regional Transportation Finance



Despite recent changes in state transportation finances, adequate funding for highways and transit remains an issue.

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

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

Recent Funding Developments

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

At the federal level, the six-year transportation funding bill is scheduled for reauthorization in 2009, offering some potential for higher levels of federal highway and transit funds. However, it is difficult to predict whether or not they will be sufficient to alter regional policy direction.

A new metropolitan sales tax provides the opportunity to increase investment in regional transitways, an important option for serving commuters. However, legislative limitations on the use of this new revenue source mean that identifying adequate funding to expand the bus system will continue to be a major issue for the region.

Because of the very recent enactment of the state transportation funding bill and the upcoming federal bill reauthorization, there are still many uncertainties as to how much revenue will be available, how it will be allocated statewide and how the new Counties Transit Improvement Board (CTIB), a joint-powers body, will choose to operate and allocate the revenues generated by the quarter cent sales tax. The Council recognizes these uncertainties and anticipates that this policy plan will require an amendment to provide additional specifics and details on projected project expenditures.





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

MVST Revenue Dedication

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

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

transit) and 60 percent to the highway user fund in 2012.

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

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

The actual experience since the adoption of the constitutional dedication has been a continual annual decline in MVST revenue collections. This trend is shown in Figure 3-3, which shows the biannual state MVST forecasts along with actual MVST collections. The February 08 statewide MVST forecast for FY 2008 was \$487 million, with a forecasted continued decline to \$445 million in FY 2009. Under this forecast, total statewide MVST revenues would have declined more than 28 percent, from revenue collections totaling \$614 million in FY 2002 to a projected FY 2009 total of \$445 million.

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

	FY-08	FY-09	FY-10	FY-11	FY-12
Highway User Fund	38.25%	44.25%	50.25%	56.25%	60.00%
Metropolitan Area Transit	24.00%	27.75%	30.00%	33.75%	36.00%
Greater Minnesota Transit	1.50%	1.75%	3.50%	3.75%	4.00%
TOTAL	63.75%	73.75%	83.75%	93.75%	100%

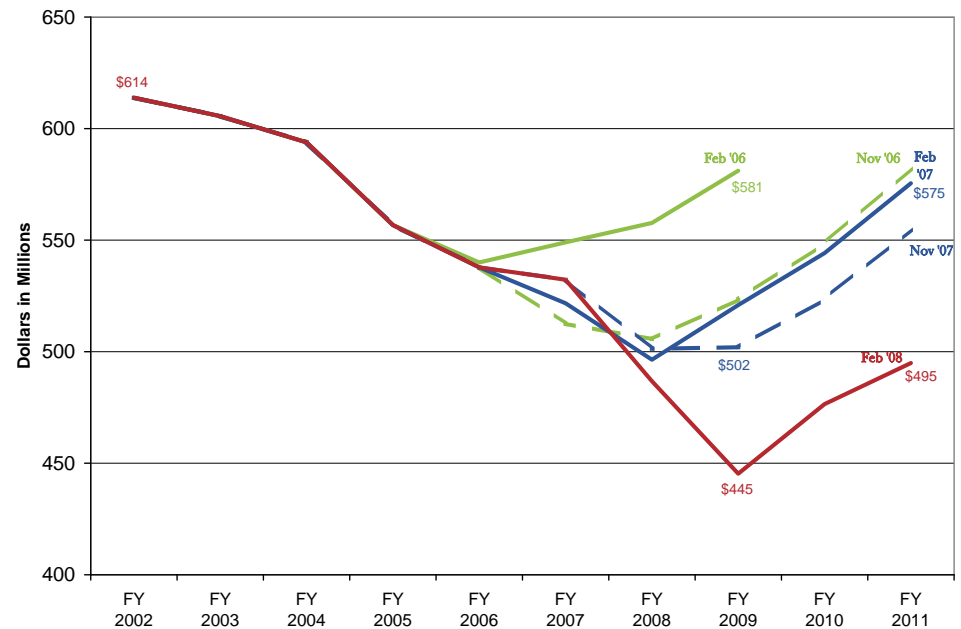
Therefore, while the phase-in of the constitutional dedication of MVST will bring new revenues to transportation, the falling total collections will not result in nearly the level of new transportation revenues originally expected.

Given the sagging economy, a saturated vehicle market (there are more registered vehicles than drivers in the metro area) and increased longevity of vehicles, it is not likely that in the foreseeable future MVST revenues will recover to previous collection levels. It is even difficult to know if the revenues will continue to decline or begin to recover as indicated by the state forecasts for FY 2010 and beyond.

Therefore, while the phase-in of the constitutional dedication of MVST will bring new revenues to transportation, the falling total collections will not result in nearly the level of new transportation revenues originally expected. This revenue volatility and a downward trend in collections are particularly troublesome for metropolitan area transit, which depends on MVST revenues to fund approximately 36 percent of its total transit operating costs. Once the MVST revenues are fully phased in, collections will need to increase by at least three percent to five percent annually just to enable the transit system to maintain its existing levels of service. This plan makes the assumption that MVST revenues will recover and grow at a rate of three percent to five percent annually to allow for maintaining existing transit service operating levels. Given the past volatility of the MVST revenues, this assumption does have a level of risk and may not prove to be true.

Note: In December 2008, while this plan was in the final stages of adoption, a new MVST forecast was released again revising the MVST forecasts for fiscal years 2009, 2010, and 2011 downward. The new forecast continues to demonstrate the volatility of MVST and the difficulty of relying on MVST as a primary revenue source for transit operations. During the 2009 legislative session, the Council will work with the Governor, Legislature and other partners to identify and implement funding solutions to, at a minimum, allow for maintaining existing levels of transit system operations. The MVST revenue estimates in this plan reflect the February 2008 MVST forecast.

Figure 3-3: Changes in State MVST Forecasts



2008 Omnibus Transportation Funding Bill

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

Highway Funding Provisions

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

A debt service surcharge was also added to the total gas tax beginning August 1, 2008, and each July 1st thereafter. The surcharge revenues are dedicated to paying the debt service necessary for the trunk highway bonds authorized in the bill. The surcharge is assessed according to the schedule in Table 3-4.

After fiscal year 2012, the total statewide gas tax including the debt service surcharge will be 28.5 cents per gallon, an increase of 8.5 cents per gallon over the previous rate.

The debt surcharge will finance \$1.7 billion in trunk highway bonds which was authorized for state road construction and program delivery purposes over a 10-year period (FY 2009 - FY 2018), including \$40 million for interchange construction and at least \$50 million for transit facility improvements on trunk highways.

In addition, the vehicle registration tax was changed to eliminate the caps on fees, and the depreciation schedule for vehicles was adjusted to slow the reduction in vehicle value. The registration tax increase applies only to newly registered vehicles - current vehicles are grandfathered in at the current tax rate or less.

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

** Maximum or actual amount needed for debt service.*



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

Legislative Direction for Expenditures

In Chapter 152, the Legislature provided specific direction for expenditure of funds from the sources described above.

- A Bridge Improvement Program was established to accelerate repair and replacement of trunk highway bridges. The Mn/DOT commissioner is required to classify all state bridges into Tier 1, 2 and 3. Tier 1 consists of all bridges that have average daily traffic above 1,000 and a sufficiency rating below 50 or that have been identified by the commissioner as a high-priority project. Tier 2 bridges consist of any bridge that is not a Tier 1 and is fracture-critical and has a sufficiency rating below 80. Tier 3 bridges include all other bridges in the program.
- All Tier 1 and 2 bridges are required to be under contract for repair or replacement by June 30, 2018. A specific bridge may continue in service if the reasons are documented in a required report.
- The County State-Aid Highway funding formula was changed to allocate the new proceeds (from the gas tax and surcharge and registration tax) according to a formula that tends to shift revenue to more urbanized counties.
- In 2011 and on, the seven metropolitan counties will receive for expenditure on metropolitan roads of regional significance one half of the proceeds from the leased vehicle sales tax (after subtracting an amount necessary to pay for a low-income motor fuel tax credit) and a small portion of the highway user funds apportioned by the Legislature every six years.

The highway funding portions of the bill provide significant new revenues to both Mn/DOT and local units of government (cities, counties and townships). While Mn/DOT has been working to identify the impact of these revenues on future expenditures, it will not fully determine the impact in time for the completion of this plan.

Transit Funding Provisions

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

In April 2008, five of the metropolitan counties (Anoka, Dakota, Hennepin, Ramsey and Washington) voted to impose the tax. The five counties proceeded to enter into a joint power agreement and form the Counties Transit Improvement Board (CTIB), which will be responsible for allocating the sales tax revenues. The state Department of Revenue began collecting the new sales tax on July 1, 2008. It is currently estimated that the tax will raise approximately \$85 million annually (in 2008 dollars).

The legislation also specified the following:

- Expenditure of the sales tax proceeds are limited to the following purposes:
 - capital improvements to transitways including the purchase of buses and rail vehicles,
 - transitway studies, design, property acquisition and construction,
 - operating assistance for transitways,
 - capital costs for park-and-ride facilities, and
 - up to 1.25 percent of the proceeds for pedestrian and bicycle programs and pathways
 - assistance for general bus operations is not eligible for funding.
- The sales tax proceeds are to be allocated by the Joint Powers Board through a grant application process.
- Projects selected for funding must be consistent with the Council's *Transportation Policy Plan* (TPP), as determined by the Council.

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

Transportation Finance Issues and Trends

Volatility and Decrease of MVST Revenues

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

The decline and volatility of MVST revenues renders it a very unstable funding source.



Figure 3-6: Increasing fuel prices may reduce potential road revenues

Revenue Source Lacking to Grow Bus Operations

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

Increasing Gas Prices and Leveling off of Gas Tax Revenues

During the first half of 2008 gas price increases caused both a reduction in vehicle miles of travel and increased use of more fuel efficient vehicles, both of which cause a reduction in the amount of motor fuel taxes collected. While a reduction in travel may ease congestion, there is no indication that it will have a significant impact on the level of highway expenditure required in the region.

In addition, since 2003, state motor fuel collections have been relatively flat at approximately \$650 million annually or \$32.5 million per penny of tax (at 20 cents per gallon). Most likely the recent interest and demand for fuel efficient vehicles will begin to push the per penny gas tax collections downward. While the recently enacted state gas tax increases will provide an initial influx of revenues, on a per gallon tax basis, gas tax revenues are not expected to grow over time and may begin to decrease.

Inflation of Project Costs

Recent trends are that the costs of highway construction projects are greatly outpacing normal inflationary increases. The American Road and Transportation Builders Association (ARTBA) estimates that highway and street construction costs have increased 43 percent since 2003. In just 2007 alone, highway construction inflation was 5.7 percent while the overall inflation rate was 2.8 percent. Indications are that increases in the costs of steel and petroleum will continue to drive up the construction project inflation rate in the near future. Project cost increases due to inflation will require continuing transportation revenue increases just to provide adequate revenues to preserve and maintain the existing system.

Uncertain Future of Federal Revenues

The six-year federal highway and transit funding bill is set to be reauthorized in fiscal year 2009. Heading into this reauthorization, the federal highway trust fund is dangerously close to insolvency, which could require a significant reduction in highway and transit spending levels. While there are indications that Congress will act to preserve the current spending levels in fiscal year 2009, it is very uncertain what level of funding states should plan for into the future. In addition, recent discussion of a federal economic stimulus package could result in an increase in highway construction funding.

Lack of Funding for Highway Expansion

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

Transportation Finance Policies and Strategies

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

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing for Regional Transportation Investments

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

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

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

Strategy 2c. Transit Capital and Operating Investments: After preservation, operations and maintenance of the existing transit system, regional transit capital and operating investments will be made to expand the local and express bus system and develop a network of rail and bus

transitways to meet the 2030 goal of doubling transit ridership and 2020 goal of a 50% ridership increase.

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

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



Figure 3-7: Highways are funded by state gas taxes, MVST, vehicle registrations and federal gas taxes

Highway and Transit Revenues

Highway Revenues

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

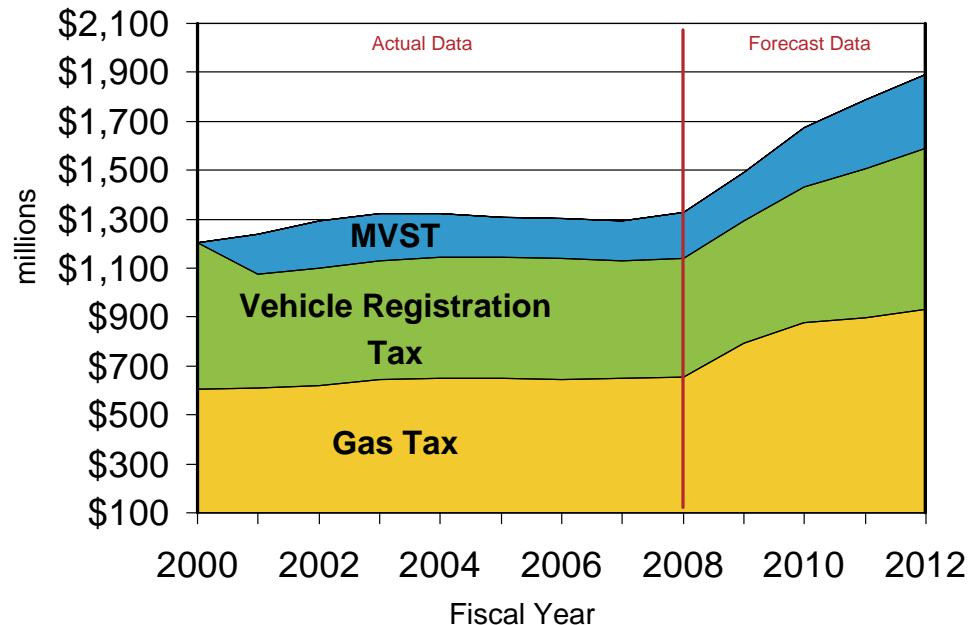
While local property taxes play a very important role in funding county and city roads, they typically are not used to fund the metropolitan highways covered by this policy plan (principal arterials and “A” minors arterials). The metropolitan highway system is funded primarily through state and federal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

Prior to the 2008 Legislative session, the state gas tax was 20 cents per gallon and in FY 2007 total revenues were approximately \$650 million, or about \$32.5 million per penny of tax. Under the new legislation, the gas tax will increase to 28.5 cents per gallon by 2013 and is expected to generate over \$900 million annually.

Passenger vehicles pay a registration tax assessed on the basis of the value and age of the vehicle and as discussed previously, under the 2008 legislation an increase to these tax revenues will be phased in over the next decade or so. In FY 2007 the vehicle registration tax generated approximately \$475 million and it is expected that this amount will grow to over \$650 million annually by 2012.

Prior to the adoption of the 2006 constitutional amendment to dedicate the MVST revenues to transportation, highways received 32 percent of the total MVST revenues or about \$165 million in FY 2007. Under the new constitutional dedication, this amount will grow to 60 percent of total MVST revenues by 2012 or about \$330 million annually. As mentioned previously, the dedication of the MVST

Figure 3-8: State Highway User Fund and Federal Highway Aid Historical and Forecast Revenues



revenues will result in significantly less new revenue than originally anticipated due to the steep declines in total MVST collections (over 28 percent) which has taken place since FY 2002.

Figure 3-8 shows the actual and forecast total revenues to the highway user fund generated by the three state funding sources (gas tax, registration tax and highway share of MVST). Under the Minnesota constitution, Mn/DOT receives about 59 percent of the revenues in the highway user fund for the state trunk highway system. The remaining funds are allocated about 28 percent to the state’s 87 counties for county state aid highways, eight percent to municipalities with a population over 5,000 for municipal state–aid streets and five percent is distributed to the various highway systems under a formula determined by the Legislature every six years.

In FY 2007 the highway user fund revenues totaled almost \$1.3 billion statewide, about \$750 million of which was transferred to the trunk highway fund for Mn/DOT. These funds were further allocated about \$470 million for operations and maintenance purposes and about \$280 million for state road construction.

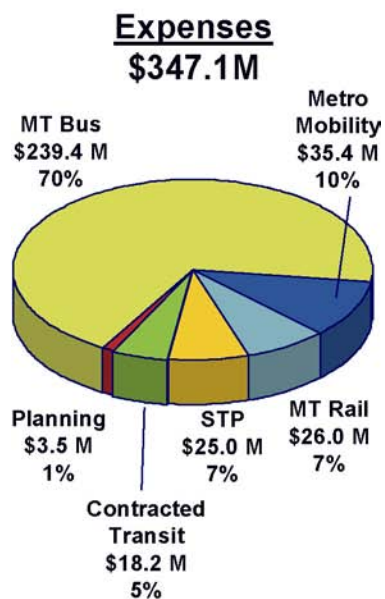
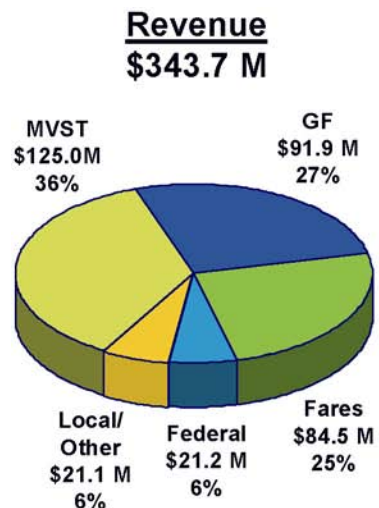
In addition to the state highway user funds, Minnesota receives approximately \$450 million in federal highway aid for construction purposes each year. The federal funds are typically allocated 75 percent or about \$340 million annually to Mn/DOT for the trunk highways and 25 percent for local roads. Between the state (\$280 million) and federal funds (\$470 million), Mn/DOT’s state road construction program totaled \$620 million in FY 2007.

In federal fiscal year 2009, Congress must enact a reauthorization of the six-year federal transportation funding bill. At this point in time it is very uncertain what level of federal funding to expect in the future. This uncertainty is one of the reasons this plan contemplates an amendment in early 2010. Mn/DOT’s revenue projections currently plan for a flat level of federal highway funding through 2012, followed by an increase in federal revenues averaging 1.6% per year.

This policy plan is primarily concerned with the estimated funding available for trunk highway construction (preservation and expansion) in the metropolitan area under the jurisdiction of Mn/DOT’s Metro District. Mn/DOT has established a formula for distributing the available highway construction funds to the individual eight Mn/DOT construction districts throughout the state. This formula, referred to as the “target formula”, uses factors such as vehicle miles traveled, number of fatal and injury crashes, pavement needs, bridge needs and the amount of heavy commercial traffic in each district to distribute



**Figure 3-9:
Metropolitan Council
2008
Transit Revenues
and Expenses**



- 2008 Budget assumes a \$3.4M shortfall for MT & MTS
 - Assumes a revenue source for Northstar in Other Revenue
 - Suburban transit provider fares are excluded from tallies

the construction funds. Under Mn/DOT’s target funding formula, the Metro District typically receives about 43 percent of the total state and federal revenues available for distribution. Mn/DOT is responsible for forecasting the state highway construction revenues that will be available to the Metro District in this plan. The available target revenues are shown in Table 6-26 of Chapter 6: Highways and average approximately \$300 million per year from 2013-2018 and to an average of \$360 million per year from 2019-2030. These target funds are exclusive of the funding that will be available from the passage of Chapter 152. The Chapter 152 funds are used for Mn/DOT’s operating budget and to fund the repayment of authorized trunk highway bonds, which are primarily used for the Tier 1 and Tier 2 bridge program.

Because the 2008 legislation authorized Mn/DOT to issue trunk highway bonds financed by the new Chapter 152 tax revenues, the actual level of highway construction spending in a given year can vary significantly up or down from the available revenues. The total amount estimated to be available to the Metro District for highway construction in the 2013-2030 time frame from the existing state and federal taxes and from the 2008 transportation funding bill is approximately \$5 billion and is discussed in more detail in Chapter 6: Highways.

Transit Revenues

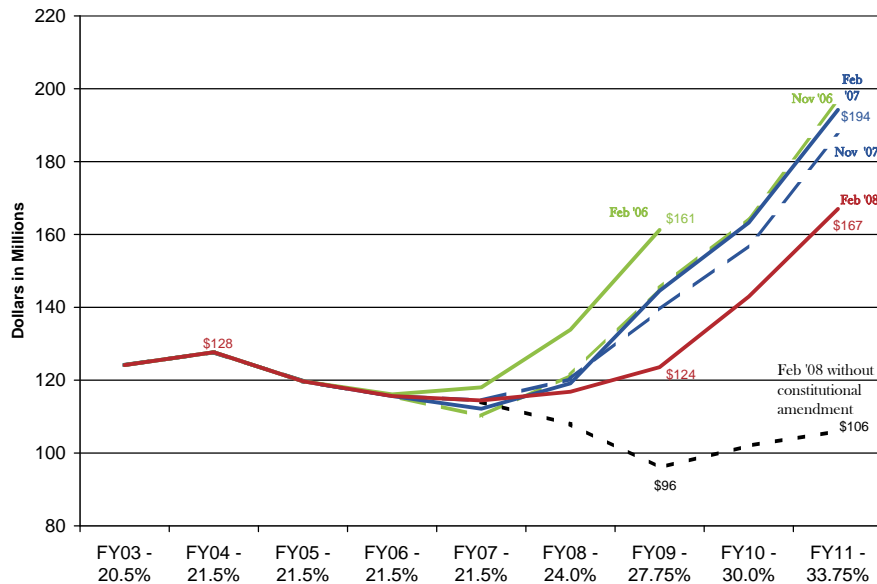
Operating Revenues

Transit relies on five primary sources of revenue for operations - transit fares, Motor Vehicle Sales Tax (MVST), the state general fund, the federal government and other sources. The breakdown of revenue sources, as well as expenditures, for transit operations, is shown in Figure 3-9. In calendar year 2008, the Council’s transit operating budget was almost \$350 million (including MVST revenues passed-through to Suburban Transit Providers) in revenues and expenses. (Reserves were budgeted to fill the revenue gap of \$3.4 million.) MVST revenues are the biggest funding source for transit operations at approximately 36 percent of the transit budget, the state general fund provided 27 percent, passenger fares 25 percent, and federal and other revenues each provide approximately six percent of total revenues.

As the MVST constitutional dedication phases in, it is anticipated that the MVST share of the total operating budget may increase to 40 percent or more, however this will be dependent on the performance of the MVST revenue collections. On the expenditure side, Metro Transit bus operations are the largest expenditure category in the Council’s budget at approximately 70 percent of total expenses; Metro Transit rail operations (Hiawatha LRT only at this time) expenses are approximately seven percent; Metro Mobility is ten percent; contracted regular route and community-based services are five percent; transportation planning one percent and the Suburban Transit Providers (STP) are seven percent of expenditures. Figure 3-9 includes only regional transit expenditures that are included in the Metropolitan Council budget. For example fare revenues collected directly by the suburban providers and county transit expenses are not included.



Figure 3-10: MVST Transfers to Metro Area



In the short term (FY 2009 - FY 2011), the Council is anticipating operating funding shortfalls to maintain existing service levels. These shortfalls are primarily due to underperforming MVST revenues (as previously discussed). It is expected that a combination of fare increases, new state funding and use of existing reserves will allow for service levels to be maintained. Metropolitan area transit will also continue to receive a higher percentage of the MVST revenues until fully phased-in at 36 percent in 2012. This phase-in, combined with a forecast recovery in the state MVST collections and actions taken to address the shortfalls in FY 2009 – FY 2011, should provide for a balanced transit operating budget to maintain existing services in FY 2012 and beyond. Figure 3-10 shows the change in the biannual forecast for the metropolitan area share of MVST revenues.

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

appropriations will grow at a level to maintain existing operations. It is not expected that the current transit operating funding sources will grow at a level to allow for service expansion.

Under 2008 legislation, it is expected that new rail transitway operating expenses will be paid 50 percent from the county transit sales tax and 50 percent from additional state appropriations. Bus transitway operations are also eligible for sales tax funding, however, the newly formed CTIB has not yet determined to what extent it will use its revenues for bus transitway operations. The regional goal of doubling transit ridership by 2030 cannot be met without an expansion of the bus system. At this point, it is not clear what funding source will provide for this expansion. The estimated unfunded costs are discussed in Chapter 7: Transit.

Transit Capital Revenue

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



Appendix D: REGIONAL TRANSPORTATION FINANCIAL PLAN

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

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

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

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

Federal New Starts funding is the source used to fund major rail and dedicated busway projects. New Starts funding is awarded nationally on a competitive basis through the Federal Transit Administration. Projects must apply and receive approval to enter preliminary engineering and must also apply again to enter final design and construction. The current federal process requires the projects to meet a specified cost effectiveness index (CEI) at each point before the project can proceed. If the project meets the required CEI and is accepted, the federal funds will usually pay for 50 percent of the total project costs, including the preliminary engineering phase.

In this region, the assumed formula for the remainder of the capital costs would be: 10 percent from the local entities where the project is located (usually the county regional rail authorities), 30 percent using sales tax funds awarded from the CTIB and 10 percent from the state, most likely using state bonds. The

revenue estimates in Chapter 7: Transit, assume that this region will continue to receive federal New Starts funding to construct the major transitway projects, but it is likely that only one project would be receiving federal New Starts construction funding in any given year. The region should pursue funding for multiple transitways if changes in federal guidance and available funding levels indicate that this assumption can be modified.

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

The new county sales tax will provide a significant amount of funding for transitway investments. The funds will be distributed by the Counties Transit Improvement Board or CTIB as described previously. The funds are available for transitway capital and operating expenses, park-and-ride facilities, and a small amount for bike and pedestrian programs. The current revenue estimate is \$85 million annually from this quarter cent sales tax. As of the drafting of this plan, the CTIB is in the midst of developing an investment framework to guide the board in making its investment decisions.

This plan assumes that at a minimum the CTIB funds will be used to provide 30 percent of the capital funding for engineering and construction of any future New Starts transitway project and 50 percent of the on-going operating costs of the projects. CTIB funds will also be available for other transitway capital and operating investments, but given the very recent formation of the CTIB it is unclear at this time where the board will choose to direct additional funds. It is anticipated that when this plan is amended in 2010, it will include additional revenue and expenditure detail for the CTIB funds.

