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ANNUAL IMPLEMENTATION REPORT FOR FEDERAL FISCAL YEAR 2003

ON

REGIONALLY SOLICITED AND FEDERALLY FUNDED TRANSPORTATION IMPROVEMENT PROJECTS AND PROGRAMS

in the

TWIN CITIES METROPOLITAN AREA

Transportation Advisory Board
Mears Park Centre, 230 E. Fifth Street
St. Paul, MN 55101

June 2004
Publication No. 35-04-048



TABLE OF CONTENTS

INTRODUCTION	-1-
STP/CMAQ/TEP PROJECT POLICIES	-3-
OBSERVATIONS/ISSUES.....	-4-
ACCEPTED STP/CMAQ/TEP PROJECTS	-5-
OTHER REGIONALLY SOLICITED AND ACCEPTED PROJECTS.....	-13-
PROJECT AUTHORIZATIONS AND DROPPED PROJECTS.....	-17-
APPENDIX A – PROJECTS ADDED TO TIP THROUGH 2002 TEA-21 AHED PROGRAM	-22-
APPENDIX B – STP/CMAQ/TEP PROJECT POLICIES	-23-
APPENDIX C – CRITERIA FOR MEETING SUNSET DATES	-31-
APPENDIX D – TAB FEDERAL FUNDS MANAGEMENT PROCESS	-33-

LIST OF TABLES

Table 1. Surface Transportation Program Accepted Projects	-6-
Table 2. Congestion Mitigation Air Quality Accepted Projects.....	-9-
Table 3. Transportation Enhancement Program Accepted Projects	-11-
Table 4. Hazard Elimination/Safety Program Accepted Projects	-14-
Table 5. Bridge Improvement or Replacement Program Accepted Projects.....	-15-
Table 6. Railroad-Highway Grade Crossing Safety Improvement Program Accepted Projects	-16-
Table 7. Estimated Annual Federal Funds Authorized.....	-17-
Table 8. Project Authorizations - FFY 2003	-18-
Table 9. Projects Dropped – FFY 2003	-20-

INTRODUCTION

This is the Implementation Report for Federal Fiscal Year (FFY) 2003. Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the Transportation Advisory Board (TAB) and the Metropolitan Council have prepared reports on the region's activities in these programs for all federal fiscal years beginning with 1992. The purpose of the document is to report the status of projects selected by the TAB and the Metropolitan Council through its regional solicitation for federally funded transportation projects, which was initiated under ISTEA in 1993 and has been conducted biannually since 1995. Projects selected through this process are added by Mn/DOT to the region's Transportation Improvement Program (TIP).

This document reports regionally-solicited projects that were authorized, dropped, or that remain in the TIP since the fiscal year 2002 report. **All policies, facts, figures and dates in this report reflect actions as of September 30, 2003, except the sunset dates and federal cost cap amounts shown under the "Current Information" column of the project tables – which are current as of the date of this report – or where otherwise noted.** The region is currently in the process of conducting the 2003 solicitation. Policy and procedure changes and the recommended projects selected by the TAB and the Metropolitan Council in the 2003 solicitation will be reported in the next implementation report.

The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) for the Minneapolis/St. Paul urban area, and is responsible for continuing, comprehensive and cooperative ("3C") transportation planning in the seven-county region. Through the TAB, the Metropolitan Council is required by the Transportation Equity Act for the 21st Century (TEA-21) to oversee the allocation of federal funds for transportation projects.

To receive TEA-21 funding, a project must be included in the region's Transportation Improvement Program, or TIP. The TIP is a list of transportation projects adopted by the TAB and endorsed by the Metropolitan Council. In accordance with federal requirements, the TIP for the Twin Cities metropolitan area must be consistent with regional policies in such documents as the *Regional Blueprint* and the *Transportation Policy Plan*. The TAB and Metropolitan Council have chosen to prepare a four-year TIP biennially, and to revise the document through a major amendment on alternate years resulting in a three-year TIP in the alternate year.

The purpose of this report is to document the status of transportation projects solicited by and for the TAB and Metropolitan Council that have been included in the region's TIP. This includes projects submitted for federal funds under the Surface Transportation Program-Urban Guarantee portion (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Transportation Enhancements Program (TEP), established by TEA-21. The TAB directly solicits for projects in these three categories.

Since the passage of ISTEA, the TAB has selected projects in the above-mentioned programs to the following extent:

Year	STP		CMAQ		TEP		Total	
	No. of Projects	Federal Amount	No. of Projects	Federal Amount	No. of Projects	Federal Amount	No. of Projects	Federal Amount
1993	15	\$24,616,718	7	\$4,457,860	N/A	N/A	22	\$29,074,578
1994	36	\$66,932,000	12	\$14,000,000	30	\$10,024,260	78	\$90,956,260
1995	16	\$47,769,920	10	\$8,209,863	9	\$4,517,640	35	\$60,497,423
1997	17	\$49,431,760	5	\$8,915,498	14	\$8,015,904	36	\$66,363,162
1999	25	\$70,926,400	28	\$87,933,068	27	\$17,312,735	80	\$176,172,203
2001	15	\$46,515,632	9	\$27,603,342	11	\$8,606,400	35	\$82,725,374
Total	124	\$306,192,430	71	\$151,119,631	91	\$48,476,939	286	\$505,789,000

This report also includes other federally funded projects – not included in the above table – that are cooperatively solicited, ranked and selected by Mn/DOT and TAB through the “3C” Process for inclusion in the TIP. These three project categories are the Hazard Elimination Safety Improvement Program (HES), the Bridge Improvement and Replacement Program (BIR) and the Highway-Railroad Grade Crossing Safety Improvement Program (RRS). Although the TAB does not directly solicit for these projects, the Technical Advisory Committee (TAC) and TAB helped develop the criteria for the selection of bridge projects and concur with Mn/DOT’s other prioritization criteria. The TAC and TAB set the funding levels for these three programs, and select the projects to be programmed in the TIP.

There are three primary sets of tables in this report:

1. Accepted Projects (Tables 1 through 6): These tables list all of the projects under the applicable program selected through the regional solicitation process and programmed in the region’s TIP. These tables show the status of the projects, the original program year and funding amount, and the current sunset date and federal cost cap amount.
2. Authorized Projects (Table 8): This table lists all of the regionally-solicited projects that were authorized by Mn/DOT Metro Division in the given federal fiscal year. Local projects receive funding authorization from Mn/DOT after plans, specifications, cost estimates and right-of-way have been approved. State projects receive funding authorization when Mn/DOT advertises the project for bids. These tables indicate the number and value of projects implemented in a given federal fiscal year. It should be noted that actual federal spending on the projects may vary from the amounts listed in the authorized projects tables, which are the original federal funding amounts approved through the regional solicitation process and the amounts of federal funds authorized. The amounts do not include potential adjustments for other factors. If a project is authorized in a given year and not let within 90 days, Mn/DOT may “de-authorize” the project.
3. Dropped Projects (Table 9): This table lists all of the regionally-solicited projects that were dropped from the TIP during the given federal fiscal year, and the reasons why the projects were dropped, if known.

STP/CMAQ/TEP PROJECT POLICIES

Transportation projects financed in part with federal STP, CMAQ or TEP funds are solicited, evaluated and selected through a competitive and cooperative transportation planning process. The TAB requested the TAC to develop policies to define projects eligible for STP, CMAQ and TEP funding and to establish a process to prioritize the eligible projects. In each of the three federal funding categories, project applications must first meet several qualifying criteria before they can be scored and ranked according to the prioritizing criteria.

The overall guidance for project selection and administration is provided in the solicitation for federal funds that is prepared and distributed every two years. Projects selected through the 2001 solicitation were added to the 2003-2006 Transportation Improvement Program for the Twin Cities Metropolitan Area (TIP). The policies are reviewed after each solicitation so, while many are the same as past and present years' policies, the policies cited in this report are unique to the 2001 solicitation.

Previous editions of this report included in this section the lists of the policies that were added to the most recent regional solicitation. This report only highlights the significant changes made to those policies for the 2001 regional solicitation. Changes to those policies in the 2003 regional solicitation will be reported in the Fiscal Year 2004 report. The entire list of policies is attached as Appendix C.

Major Changes in Federally-Funded Project Policies and Criteria for the 2001 Regional Solicitation

The following significant policy and criteria changes were made for the 2001 Regional Solicitation:

- *Separating the Regional Capital Transit Bond solicitation for Transit Preservation projects from the TEA-21 solicitation.* The regional capital transit bond category was eliminated from the 2001 regional solicitation package. Those projects are solicited separately. A number of problems and difficulties arose during the 1999 solicitation. It was decided by TAB that essential preservation projects such as needed bus replacements should not be subject to the competitive TEA-21 process. Transit capital expansion projects were still included in the 2001 solicitation.
- *Adding criteria to assess city and county efforts to provide affordable housing.* There has been an extensive effort between the Council, the TAB, and Council staff to determine the best and proper ways to integrate affordable housing criteria into the solicitation.
- *Modifying the Regional Blueprint implementation criteria that address integration of land use and transportation and integration of modes.* The Integration of Land Use and Transportation criteria and Integration of Modes criteria, which in the previous solicitation appeared independently and sometimes sporadically, are now subsections under a larger Blueprint Implementation criteria category in most of the funding categories (along with the affordable housing criteria). Each section is designed to address the integration issues that relate specifically to the types of projects applied for under the funding category. Examples are given to help clarify how applicants should respond.
- *Raising the minimum total project amounts or maximum federal shares for a number of categories.* Due primarily to cost inflation and the need to make project applicants' efforts worth their while, the Funding and Programming Committee has recommended the following changes:
 - 1) the minimum total project cost for all STP categories is raised to \$500,000 from \$250,000;
 - 2) the minimum total project cost for CMAQ projects is raised to \$150,000 from \$50,000; and

3) the maximum federal share for Transportation Enhancements is raised to \$1,000,000 from \$700,000.

- *Inclusion of the new project sunset date requirements.* These criteria are described in Appendix D.
- *Updated the Transportation Enhancements category qualifying activities and relationship to transportation definitions as proscribed by recent federal TEA-21 guidance.* The separate Historic, Scenic and Environmental, and Pedestrian and Bicycle categories in previous solicitations have been eliminated, since they are no longer used by Mn/DOT. In the new solicitation package, a project is eligible as long as it would fall under one or more of the qualifying activities.

OBSERVATIONS/ISSUES

1. Project Authorization Information/Tracking of Funds Authorized on Regionally Selected Projects

This is the first Annual Implementation Report that reports actual federal funding authorization amounts for regionally selected projects. This allows the region to better track where its federal funds are being spent, and to track how much federal funding gets authorized on these projects compared to the original amount set aside for them by the region.

ACCEPTED STP/CMAQ/TEP PROJECTS

This chapter describes and documents the status of accepted projects. An "accepted" project is one that has been included in the regional TIP developed by the TAB and concurred with by the Metropolitan Council. All the projects in tables 1, 2 and 3 of this report are in the 2004-2006 TIP.

The tables in this section identify each project by its state project number, and include a brief description of each project and the funding breakdown. The tables also include the project's original funding amounts, program year in the TIP, and its sunset date. Mn/DOT may change the requested program year of some projects to stay within federally mandated fiscal constraints. The original program year approved by the TAB appears in this document and may not agree with the year shown in the 2004-2006 TIP. Action by TAC and TAB can change sunset dates. The "Federal \$ Cost Cap" refers to the amount of federal dollars available to the project as of year-end 2003, adjusted on an annual basis for inflation by the Minnesota Highway Construction Cost Index. In accordance with regional policies, no cost cap adjustment has yet been made to projects selected through the 2001 regional solicitation, because the 2002 Minnesota Highway Construction Cost Index was lower than the 2001 index and the 2003 cost index has not been received yet.

Projects selected in 2003 through the Metropolitan Council and Transportation Advisory Board's TEA-21 Affordable Housing Enhancement Demonstration (AHED) program were amended into the 2003-2006 TIP, have been added to these tables, and are identified as TEA-21 AHED projects. The list of the four projects recommended through the TEA-21 AHED process is included in Appendix A.

Surface Transportation Program

Under the policies and criteria adopted by the TAB, STP Urban Guarantee funds are generally available for roadway construction and reconstruction, capacity improvement projects, safety improvement projects, bikeway and walkway projects, transit capital projects, transportation system and demand management projects, and intelligent transportation systems. Roadway construction projects are restricted to principal arterials of non-freeway design and "A" minor arterials as defined by the TAB. Approximately \$122 million in federal funds in 43 STP projects are programmed in the 2004-2006 TIP, and shown in Table 1.

Congestion Mitigation and Air Quality Improvement Program

The TAB is responsible for selecting projects that are to be partially financed with CMAQ funds and built or implemented within the Twin Cities carbon monoxide nonattainment area. CMAQ projects must be designed to relieve congestion and reduce carbon monoxide emissions. Funds are available for a variety of eligible projects and programs as defined by the U.S. Department of Transportation. Table 2 shows 26 accepted CMAQ projects totaling nearly \$47.3 million in federal funds.

Transportation Enhancement Program

Mn/DOT conducted the first solicitation for Transportation Enhancement projects in 1993, and the TAB has solicited for Enhancement projects since then. TEA-21 included four more eligible activities, while the ten activities described in the ISTEA continue to be eligible for TE funds. Proposed projects must be directly related to the surface transportation system to be eligible. Table 3 lists 32 accepted Transportation Enhancement projects programmed through 2006 with a total federal cost of \$22.0 million.

TABLE 1
Surface Transportation Program - Accepted Projects as of 9/30/03

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	TIP Year	Sunset Date	Federal \$ Cost Cap
Ramsey Co.	62-623-41	Augmenter	Reconstruct County Road C from Snelling Av. to Oxford St. (1)	\$1,600,000	\$400,000	\$2,000,000	2001	9/30/04	\$2,127,680
Hennepin Co.	27-619-17	Connector	CSAH 19 - Reconstruct as two-lane road from TH 55 to CR 117. (2)	\$3,984,000	\$996,000	\$4,980,000	2001	9/30/05	\$5,297,923
Minneapolis	141-090-13	Bike/Walk	Midtown Greenway-Phase 3. (3)	\$889,760	\$222,440	\$1,112,200	2002	9/30/04	\$1,098,053
Minneapolis	141-090-14	Bike/Walk	Loring Park bike and ped connections. (1)	\$1,093,200	\$273,800	\$1,367,000	2002	9/30/04	\$1,453,737
Ramsey Co.	62-623-40	Augmenter	Reconstruct County Road C from I-35W to Snelling. (10)	\$3,200,000	\$800,000	\$4,000,000	2002	6/30/04	\$3,949,120
St. Paul	164-080-09	Transit	West end multi-modal hub. (4)	\$5,500,000	\$5,500,000	\$11,000,000	2002	9/30/04	\$6,787,550
Bloomington	107-415-023	Reliever	Reconstruct Lyndale Av. Between 78th St. and 82nd St. (previously 107-415-021)	\$2,232,000	\$840,452	\$3,072,452	2002	9/30/03	\$2,478,190
Dakota Co.	019-631-031	Expander	Reconstruct CSAH 31 from near CR 58 to near CSAH 42, including a transit center (5)	\$2,500,000	\$625,000	\$3,125,000	2002	9/30/04	\$2,990,250
Anoka Co.	02-617-013	Expander	Reconstruct two portions of Lexington Av. (6)	\$2,884,000	\$721,000	\$3,605,000	2002	9/30/03	\$3,202,105
Hennepin Co.	27-661-034	Reliever	Reconstruct CSAH 61 from Bren Rd. to CSAH 3	\$2,560,000	\$640,000	\$3,200,000	2003	9/30/04	\$3,062,016
Hennepin Co.	27-701-010	Expander	Reconstruct CSAH 101 from TH 7 to CSAH 5	\$2,640,000	\$660,000	\$3,300,000	2003	9/30/04	\$3,157,704
Dakota Co.	019-596-003	Expander	Construct extension of CR 28 from TH 149 to CSAH 63 with parallel bike trails	\$2,400,000	\$600,000	\$3,000,000	2003	9/30/04	\$2,870,640
Hennepin Co.	27-090-05	Bike/Walk	Hennepin County Public Safety - North Skyway	\$939,000	\$235,000	\$1,174,000	2003	9/30/04	\$1,123,138
Hennepin Co.	27-090-04	Bike/Walk	Hennepin County Public Safety - South Skyway	\$1,251,000	\$313,000	\$1,564,000	2003	9/30/04	\$1,496,321
Roseville	160-090-07	Bike/Walk	County Road B-2: Pathway from Rice St. to Walnut St. and to BN Rail Corridor	\$1,540,000	\$385,000	\$1,925,000	2003	9/30/04	\$1,841,994
MN/DOT	6241-41	Principal	Reconstruct TH 280 from Larpenteur Av. To I-35W/TH 36. (11)	\$5,500,000	\$1,375,000	\$6,875,000	2003	6/30/05	\$6,578,550
Ramsey Co.	62-678-10	Reliever	Reconstruct Terminal Rd./Co. Rd. B2 from TH 280/I-35W to Fulham St.	\$3,680,000	\$920,000	\$4,600,000	2004	9/30/05	\$4,401,648
Carver Co. and MN/DOT	1002-48	Connector	Reconstruct and realign TH 5 near Waconia. (7)	\$4,000,000	\$1,000,000	\$5,000,000	2004	9/30/05	\$4,784,400
Carver Co.	10-610-30	Connector	Reconstruct CSAH 10 from CR 110 to CSAH 11 (8)	\$4,160,000	\$1,040,000	\$5,200,000	2004	9/30/06	\$4,975,776
Washington Co.	82-608-07	Connector	Reconstruct CSAH 8/14 from I-35E to TH 61	\$3,600,000	\$900,000	\$4,500,000	2004	9/30/05	\$4,305,960
Hennepin Co.	27-603-31	Augmenter	Reconstruct CSAH 3 from 2nd Av. To 21st Av. (8)	\$5,500,000	\$1,375,000	\$6,875,000	2004	9/30/06	\$6,578,550
Richfield	157-020-019	Augmenter	Reconstruct the 66th St. and Portland Av. Intersection (8)	\$1,680,000	\$420,000	\$2,100,000	2004	9/30/06	\$2,009,448
North St. Paul	151-248-013	Principal	Reconstruct TH 36 from Third St. to Charles St. including bridge on Margret St. over TH 36 (9)	\$5,500,000	\$2,500,000	\$8,000,000	2004	9/30/06	\$6,578,550
Minneapolis	141-090-19	Bike/Walk	Hiawatha bike trail connections: from 11th Ave. S. to Hennepin Ave. S.	\$614,000	\$154,000	\$768,000	2004	9/30/05	\$734,405
Minneapolis	141-090-018	Bike/Walk	Northeast Minneapolis Trail. (8)	\$1,686,400	\$421,600	\$2,108,000	2004	9/30/06	\$2,017,103

TABLE 1
Surface Transportation Program - Accepted Projects as of 9/30/03

Metro Transit	TRS-TCMT-04C	Transit	Rebuild bus engines in 2004	\$3,340,000	\$835,000	\$4,175,000	2004	9/30/05	\$3,994,974
Bloomington	107-399-29	Reliever	W. 79th St. from Fremont Ave. to Blaisdell Ave.-Reconstruct, Widen, Turn Lanes, Traffic Signal, etc.	\$3,503,520	\$875,880	\$4,379,400	2005	9/30/06	\$3,750,518
Dakota County	19-660-05	Expander	On Dakota CSAH 60 & Scott CSAH 21 from Kenyon Ave. in Lakeville to E. of the Credit River in Scott Co-Reconstruct to 4 Lane Rdwy, etc.	\$2,400,000	\$600,000	\$3,000,000	2005	9/30/06	\$2,569,200
Anoka County	02-614-24	Connector	On CSAH 14 from I-35W to I-35E in Centerville & Lino Lakes-Reconstruct, Signals, etc.	\$5,500,000	\$1,500,000	\$7,000,000	2005	9/30/06	\$5,887,750
Minneapolis	141-201-02	Augmenter	On MSAS 201 (Richfield Rd/Calhoun Pkwy E) from Sheridan to 36th at S. end of Lake Calhoun-Reconstruct, etc.	\$2,061,600	\$515,400	\$2,577,000	2005	9/30/06	\$2,206,943
Minneapolis	141-090-21	Bike/Walk	Along the Dinkytown Rail Corridor from Oak St. to Mississippi River-U of M Transitway Trail (Phase 3)	\$640,000	\$160,000	\$800,000	2005	9/30/06	\$685,120
Minneapolis	141-090-22	Bike/Walk	Royalston Ave. to W. River Pkwy in Mpls-Cedar Lake Trail (Phase 3)	\$2,160,000	\$540,000	\$2,700,000	2005	9/30/06	\$2,312,280
St. Paul	164-030-05	Bike/Walk	Signing & Striping, Removal of Parking on Various Streets in St. Paul to Extend the Como Ave. Bikeway	\$757,360	\$189,340	\$946,700	2005	9/30/06	\$810,754
Metropolitan Council	TRS-TCMT-05D ('05)	Transit	2006 T & TD Regional Fleet Expansion-Purchase Buses	\$1,500,000	\$2,056,000	\$3,556,000	2005	9/30/06	\$1,605,750
Minneapolis	141-080-30	AHED	Heritage Park Van White Memorial Blvd. - Bridge, Lighting, Signals, Ped/Bike Facilities, Etc., (TEA-21 AHED Project)	\$1,250,000	\$1,350,000	\$2,600,000	2005	9/30/06	\$1,338,125
Bloomington	107-020-51	Reliever	On E Bush Lk Rd from Gr Valley Dr to 84th & on 84th from E Bush Lk Rd to 8500 84th-Geometric, Traffic Control, Traffic Mgmt, etc. Improvements	\$3,493,152	\$873,288	\$4,366,440	2006	9/30/07	\$3,739,419
Hennepin County	27-701-13	Expander	On CSAH 101 from S of 14th Ave. to 30th Ave. in Plymouth-Reconstruct, Signals, etc.	\$4,560,000	\$1,140,000	\$5,700,000	2006	9/30/07	\$4,881,480
Anoka County	02-678-16	Expander	On CSAH 78 from S of TH 242 in Coon Rapids to N of CSAH 116 in Andover-Reconstruct to 4 Lanes, Signals, etc.	\$4,000,000	\$1,000,000	\$5,000,000	2006	9/30/07	\$4,282,000
Hennepin County	27-601-35	Expander	On CSAH 1 from W of W Jct. CSAH 4 to E of E Jct. CSAH 4 in Eden Prairie-Reconstruct, Signals, etc.	\$2,560,000	\$640,000	\$3,200,000	2006	9/30/07	\$2,740,480
Anoka County	02-612-11	Expander	On CSAH 12 from TH 65 to E of CSAH 52 in Blaine-Reconstruct, Signals, etc.	\$2,400,000	\$600,000	\$3,000,000	2006	9/30/07	\$2,569,200
Washington County	82-615-20	Connector	On CSAH 15 from TH 36 to 0.3 mi N of CSAH 12 in Washington Co.-Reconstruct, Signals, etc.	\$4,080,000	\$1,020,000	\$5,100,000	2006	9/30/07	\$4,367,640
Mn/DOT	2750-57	Principal	On TH 169 S of CSAH 81 to N of CSAH 109 in Brooklyn Park-Construct Interchange, Bridges, Park/Ride, etc.	\$5,500,000	\$18,300,000	\$23,800,000	2006	9/30/07	\$5,887,750
Metropolitan Council	TRS-TCMT-05DB ('06)	Transit	2006 T & TD Regional Fleet Expansion-Purchase Buses	\$1,400,000	\$1,919,000	\$3,319,000	2006	9/30/07	\$1,498,700

TABLE 1
Surface Transportation Program - Accepted Projects as of 9/30/03

Total	\$122,238,992	\$57,431,200	\$179,670,192			\$141,028,895
<p>(1) These projects were deferred to FY 2003 to help balance the TIP.</p> <p>(2) This project was deferred from 2003 to 2004 as an adjustment for adding the Ford Bridge project back into the TIP.</p> <p>(3) This project received a twelve month sunset date extension, approved by TAB Oct. 2003</p> <p>(4) 12-month sunset date extension approved by TAC 5-7-03</p> <p>(5) Project was split into 2 projects in TIP: 19-631-29AC w/ \$1,958,000 federal, portion CR 58 to CSAH 46, was authorized in FY 2002; 19-631-31 w/ \$2,500,000 federal, portion CSAH 46 to CSAH 42 (deferred to '03)</p> <p>(6) Project was split into 2 projects in TIP: 02-617-13 showing \$2,884,000 federal, portion Main St. to Pheasant Ridge Dr.; 02-617-17AC showing \$1,591,000 federal, portion North Rd. to Lake Dr. was authorized in FY 2002.</p> <p>(7) Also known as Carver Co. project 10-596-01.</p> <p>(8) These 4 projects were deferred to program year 2005 to help balance the TIP in 2001.</p> <p>(9) This project was deferred from 2004 to 2005 as an adjustment for adding the Ford Bridge project back into the TIP.</p> <p>(10) 9-month sunset date extension approved by TAB October 2003.</p> <p>(11) 9-month sunset date extension approved by TAB May 2004.</p>						

TABLE 2
Congestion Mitigation Air Quality Improvement Program - Accepted Projects as of 9/30/03

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	TIP Year	Sunset Date	Federal \$ Cost Cap
Metro Transit	TRS-TCMT-03B	Sector 5A western St. Paul service expansion.	\$839,160	\$209,790	\$1,048,950	2003	9/30/04	\$1,003,719
Metro Transit	TRS-TCMT-03A	Sector 5B - Hiawatha corridor service expansion plan.	\$569,772	\$142,443	\$712,215	2003	9/30/04	\$681,504
Metro Transit	TRS-TCMT-03	Sector 5C south I-35W corridor service expansion plan.	\$719,712	\$179,928	\$899,640	2003	9/30/04	\$860,848
Metro Transit	TRS-TCMT-04B	Sector 5A western St. Paul service expansion.	\$1,079,568	\$269,892	\$1,349,460	2004	9/30/05	\$1,291,271
Metro Transit	TRS-TCMT-04A	Sector 5B - Hiawatha corridor service expansion plan.	\$2,257,382	\$564,346	\$2,821,728	2004	9/30/05	\$2,700,055
Metro Transit	TRS-TCMT-04	Sector 5C south I-35W corridor service expansion plan.	\$2,725,632	\$681,408	\$3,407,040	2004	9/30/05	\$3,260,128
SMTC	TRS-SWMT-04	Purchase 2 additional large vehicles. (1)	\$781,229	\$195,307	\$976,536	2004	9/30/05	\$934,428
Metro Transit	90-595-05	Construct Rice St. transit hub/park and ride lot.	\$2,000,000	\$500,000	\$2,500,000	2004	9/30/05	\$2,392,200
Metro Transit	TRS-LRT-04	Hiawatha Corridor LRT-Operating Assistance	\$4,000,000	\$1,000,000	\$5,000,000	2004	9/30/05	\$4,000,000
Metro Transit	TRS-TCMT-05B	Sector 5A western St. Paul service expansion.	\$1,329,728	\$332,432	\$1,662,160	2005	9/30/06	\$1,590,488
Metro Transit	TRS-TCMT-05A	Sector 5B - Hiawatha corridor service expansion plan.	\$1,649,466	\$412,367	\$2,061,833	2005	9/30/06	\$1,972,926
Metro Transit	TRS-TCMT-05	Sector 5C south I-35W corridor service expansion plan.	\$1,987,373	\$496,843	\$2,484,216	2005	9/30/06	\$2,377,097
Southwest Metro Transit Comm	TRS-SWMT-05	Service Expansion 2005-Purchase 57-Passenger Vehicles	\$2,930,342	\$732,586	\$3,662,928	2005	9/30/06	\$3,136,931
Metropolitan Council T&TD	TRS-TCMT-05C	2005 T & TD Regional Fleet Expansion-Purchase Large & Small Feeder Passenger Vehicles ('05)	\$2,750,000	\$687,500	\$3,437,500	2005	9/30/06	\$2,943,875
Metropolitan Council	CM-25	Regional TDM & Commuter Alternatives Program (2005)	\$1,767,000	\$441,750	\$2,208,750	2005	9/30/06	\$1,891,574
Minneapolis	CM-36	Downtown Minneapolis TMO (2005)	\$285,000	\$71,000	\$356,000	2005	9/30/06	\$305,093
Metro Transit	TRS-LRT-05	Hiawatha Corridor LRT-Operating Assistance	\$3,000,000	\$750,000	\$3,750,000	2005	9/30/06	\$3,211,500
Metropolitan Council T&TD	CM-23A	2005 T & TD Regional Fleet Expansion-Purchase Large & Small Feeder Passenger Vehicles ('06)	\$2,750,000	\$687,500	\$3,437,500	2006	9/30/07	\$2,943,875
Southwest Metro Transit Comm	91-595-18	Near TH 101/TH 212-Passenger Station, Park/Ride, Stalls, etc.	\$1,320,000	\$330,000	\$1,650,000	2006	9/30/07	\$1,413,060

TABLE 2
Congestion Mitigation Air Quality Improvement Program - Accepted Projects as of 9/30/03

Metropolitan Council T&TD	TRS-TCMT-05DA	2006 T & TD Regional Fleet Expansion-Purchase Buses	\$2,600,000	\$650,000	\$3,250,000	2006	9/30/07	\$2,783,300
Metro Transit	CM-15	Twin Cities Metro Transit-Purchase 40-foot Buses	\$476,000	\$119,000	\$595,000	2006	9/30/07	\$509,558
Metropolitan Council	CM-25A	Regional TDM & Commuter Alternatives Program (2006)	\$1,905,000	\$476,250	\$2,381,250	2006	9/30/07	\$2,039,303
Minneapolis	CM-36A	Downtown Minneapolis TMO (2006)	\$300,000	\$75,000	\$375,000	2006	9/30/07	\$321,150
Metro Transit	TRS-LRT-06	Hiawatha Corridor LRT-Operating Assistance	\$3,000,000	\$750,000	\$3,750,000	2006	9/30/07	\$3,000,000
Burnsville	179-595-01	At TH 13 & Nicollet Ave. (SW Quad)-Construct Park & Ride Ramp	\$3,520,000	\$880,000	\$4,400,000	2006	9/30/07	\$3,768,160
Minneapolis	141-595-01	Downtown Circulator Transit Terminal - HVAC, elevator, waiting areas (TEA-21 AHED project)	\$750,000	\$210,000	\$960,000	2006	9/30/07	\$802,875
Total			\$47,292,364	\$11,845,342	\$59,137,706			\$52,134,917
(1) Project was already authorized as a combined three-year project in FY 2002, but has remained in the TIP.								

TABLE 3
Transportation Enhancement Program - Accepted Projects as of 9/30/03

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	TIP Year	Sunset Date	Federal \$ Cost Cap
North St. Paul	151-090-01	Pedestrian bridge across TH 36. (1)	\$700,000	\$175,000	\$875,000	2002	9/30/06	\$930,860
St. Paul	164-010-54	Historic Fort Road entry project.	\$700,000	\$500,000	\$1,200,000	2002	9/30/03	\$863,870
Minneapolis Park/Rec.	91-090-27	Mill Ruins Park pedestrian circulation system/landscaping	\$648,000	\$162,000	\$810,000	2003	9/30/04	\$775,073
Minneapolis	141-090-23	Midtown Urban Greenway safety project - Phase 3. (2)	\$615,704	\$153,926	\$769,630	2003	9/30/04	\$736,444
Vadnais Heights	209-090-002	Centerville Rd. Trail: Horizon Ave. S. to Edgerton St.	\$607,475	\$151,869	\$759,344	2003	9/30/04	\$726,601
Bloomington	107-090-04	Bike and ped improvements along East Bush Lake Road from 84th St. to 106th St.	\$700,000	\$547,000	\$1,247,000	2003	9/30/04	\$837,270
Bloomington	107-090-03	Bike and ped improvements along existing NSP Aerial Transmission Corridor between 79th St. and 105th St.	\$686,400	\$171,600	\$858,000	2003	9/30/04	\$821,003
Hastings	130-090-003	TH 61/CR 47 trail underpass.	\$240,000	\$60,000	\$300,000	2003	9/30/04	\$287,064
Minnesota Trans. Museum	91-595-14	Como-Harriet streetcar line extension/improvement.	\$440,000	\$110,000	\$550,000	2003	9/30/04	\$526,284
St. Paul Parks/Rec.	91-090-33	Phalen Cr (Bruce Vento) Trl., Swede Hollow Prk, Ind. Mounds Pk to Lowertown/GR Rd Trail (previously proj. # 164-090-008)	\$1,100,000	\$516,000	\$1,616,000	2004	9/30/05	\$1,315,710
Dakota Co.	19-090-06	North Urban Regional Trail: N. Side of TH 110 from TH 149 to Charlton Rd.-Phase II	\$444,000	\$111,000	\$555,000	2004	9/30/05	\$531,068
Minnesota Valley Restoration Proj.	91-595-15	Reconstruction of Murphy's Inn and Landing	\$700,000	\$475,000	\$1,175,000	2004	9/30/05	\$837,270
Minneapolis	141-090-16	Loring Park bikeway - Phase II	\$1,100,000	\$275,000	\$1,375,000	2004	9/30/05	\$1,315,710
Champlin	193-090-01	Bike/ped bridge over TH 169 between 114th and 117th Aves.	\$700,000	\$292,000	\$992,000	2004	9/30/05	\$837,270
Minneapolis	141-080-27	Bicycle station at Lake St. and Chicago Av.	\$240,000	\$60,000	\$300,000	2004	9/30/05	\$287,064
Minneapolis	141-090-15	Near Northside redevelopment project-bike/ped trails.	\$700,000	\$280,000	\$980,000	2004	9/30/05	\$837,270
Hennepin Co.	27-603-34	Lake St. streetscape improvement-Hiawatha Av. To West River Pkwy. (3)	\$700,000	\$700,000	\$1,400,000	2004	9/30/06	\$837,270
Hennepin Co.	27-603-33	Lake St. streetscape improvement-Lyndale Av. To Oakland Av. (3)	\$700,000	\$700,000	\$1,400,000	2004	9/30/06	\$837,270
Hennepin Co.	27-603-32	Lake St. streetscape improvement-Oakland Av. To 21st Av. (3)	\$700,000	\$700,000	\$1,400,000	2004	9/30/06	\$837,270
St. Paul	164-595-03	Harvest States Head House & Sack House-Adaptive Reuse of GTA	\$1,000,000	\$562,000	\$1,562,000	2005	9/30/06	\$1,070,500
Minneapolis Park Board	91-090-32	Lowry Ave. to 45th Ave. to Lyndale Ave. in Mpls-Reconstruct Victory Mem Pkwy Bike Trail	\$768,000	\$192,000	\$960,000	2005	9/30/06	\$822,144
St. Paul Parks & Rec	91-090-34	Como Regional Park Ped/Bike Trail-Construct Trail & Misc Improvements	\$640,000	\$160,000	\$800,000	2005	9/30/06	\$685,120

TABLE 3
Transportation Enhancement Program - Accepted Projects as of 9/30/03

St. Paul Parks & Rec	164-595-05	Chestnut Plaza Mississippi River Connection	\$1,000,000	\$562,000	\$1,562,000	2005	9/30/06	\$1,070,500
Minneapolis	141-595-02	Franklin-Portland Gateway - Sidewalks, plazas, lighting, traffic calming measures (TEA-21 AHED project)	\$332,222	\$467,778	\$800,000	2005	9/30/06	\$355,644
St. Paul	164-595-01	Upper Landing Park-Mississippi Riverbank Improvements	\$1,000,000	\$562,000	\$1,562,000	2006	9/30/07	\$1,070,500
DNR	92-090-22	Over CSAH 12 in Grant Township-Gateway State Trail Bridge & Approaches	\$276,000	\$69,000	\$345,000	2006	9/30/07	\$295,458
St. Paul	164-595-02	Harvest States/High Bridge Barge Fleeting Area-Mississippi Riverbank Improvements	\$1,000,000	\$562,000	\$1,562,000	2006	9/30/07	\$1,070,500
St. Paul	164-595-04	Commercial Navigation Interpretive Mississippi River Overlook	\$360,000	\$202,000	\$562,000	2006	9/30/07	\$385,380
Fridley	127-090-04	TH 47 to BNSF RR in Fridley-85th Ave. Trail	\$800,000	\$200,000	\$1,000,000	2006	9/30/07	\$856,400
Minneapolis Park Board	91-090-31	37th Ave NE to Stinson Pkwy in Mpls-St. Anthony Pkwy Bike Trail Reconstruction	\$762,400	\$190,600	\$953,000	2006	9/30/07	\$816,149
Roseville	160-020-17	On County Rd. C, Long Lake Rd to Lexington Ave in Roseville-Streetscape Construction	\$1,000,000	\$908,100	\$1,908,100	2006	9/30/07	\$1,070,500
Hennepin Co.	27-753-11	Lowry Ave. Corridor Streetscape-Sidewalks, Bike Lanes, Ped Lighting and Landscaping (TEA-21 AHED project)	\$667,778	\$166,945	\$834,723	2006	9/30/07	\$714,856
Total			\$22,027,979	\$10,944,818	\$32,972,797			\$25,261,292

(1) Project was deferred from 2002 to 2005 as one of the adjustments allowing Ford Bridge project to be added back into the TIP.

(2) Includes Livable Communities portion of project (141-090-25), originally \$400,000 federal, \$100,000 local, now federal portion capped at \$444,120)

(3) These 3 projects were deferred until FY 2005, along with STP project 27-603-31, to help balance the TIP in 2001.

OTHER REGIONALLY SOLICITED AND ACCEPTED PROJECTS

The TAB and the Minnesota Department of Transportation cooperatively select projects under the Hazard Elimination Safety Improvement Program (HES), the Bridge Improvement and Replacement Program (BIR), and the Highway-Railroad Grade Crossing Safety Improvement Program (RRS) for inclusion in the TIP.

Prior to ISTEA (1991), Mn/DOT solicited these projects, prioritized them and programmed them within the TIP. Under current practice, Mn/DOT solicits projects, evaluates and prioritizes the proposals, and presents the lists to the TAC Funding and Programming Committee for selection. Although the TAB does not directly solicit for these projects, the TAC has participated in the development of the criteria and has concurred with them prior to each project solicitation. The TAC and TAB also set the funding levels for these three programs. Mn/DOT will continue to solicit projects under these three categories, except for the BIR program, which beginning with the 2003 solicitation will be under the TAB process, and the TAB will select them for programming in the TIP.

All the projects in tables 4, 5 and 6 of this report are in the 2004-2006 TIP.

Hazard Elimination Safety Improvement Program

Projects funded under this program generally include traffic signal improvements and minor intersection improvements, such as channelization or the addition of exclusive turn lanes. In most cases, these projects are on the "A" minor arterial system or non-freeway principal arterials. Table 4 contains 19 projects originally programmed through FY 2006 totaling about \$7.5 million in federal funds.

Bridge Improvement and Replacement Program

Any bridge on a public road with a length of 20 feet or more is eligible under this program. Bridge demolition/removal and roadway costs beyond bridge abutments are not eligible due to federal restrictions. Mn/DOT and the TAB have agreed a bridge must have a sufficiency rating of 50 or less to qualify for funding. Bridges on the Interstate system are no longer eligible due to regional policy. Table 5 shows 12 projects originally programmed through 2006 totaling over \$11.4 million in federal funds.

Railroad-Highway Grade Crossing Safety Improvement Program

This program is specifically intended to improve safety at highway and railroad crossings by upgrading existing crossing equipment and installing new equipment where necessary. Table 6 lists 27 projects totaling over \$4.5 million in federal funds originally programmed through 2006.

TABLE 4
Hazard Elimination/Safety Improvement Program - Accepted Projects as of 9/30/03

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	TIP Year	Sunset Date	Federal \$ Cost Cap
Dakota Co.	019-596-004	On CR 8: Humboldt Ave. to TH 52: Mill/Overlay, turn lanes, signal revision, etc. (previously 019-596-002)	\$315,000	\$35,000	\$350,000	2003	9/30/04	\$376,772
Anoka Co.	02-610-11	CSAH 51/CSAH 3 at future CSAH 10: Traffic signal installation, turn lanes, etc.	\$450,000	\$50,000	\$500,000	2003	9/30/04	\$538,245
Anoka Co.	02-601-40	On CSAH 1 at Egret Blvd.: Dual left turn lanes, signal revision, etc.	\$450,000	\$50,000	\$500,000	2003	9/30/04	\$538,245
Anoka Co.	02-716-07	On CSAH 116 at Dysprosium St./Thurston Ave.: Traffic signal installation, turn lanes, etc.	\$450,000	\$50,000	\$500,000	2004	9/30/05	\$538,245
Anoka Co.	02-596-03	CR 16 at TH 65: traffic signal installation, turn lanes, etc.	\$450,000	\$50,000	\$500,000	2004	9/30/05	\$538,245
Anoka Co.	02-609-13	CSAH 9 at CSAH 20: Traffic signal installation, turn lanes, etc.	\$360,000	\$40,000	\$400,000	2004	9/30/05	\$430,596
Anoka Co.	02-716-06	CSAH 116 at Jefferson St.: Traffic signal installation, turn lanes, etc.	\$450,000	\$50,000	\$500,000	2004	9/30/05	\$538,245
Anoka Co.	02-623-14	CSAH 23 at CR 105/I-35W ramp: Traffic signal installation, turn lanes, etc.	\$405,000	\$45,000	\$450,000	2004	9/30/05	\$484,421
Mn/DOT	8213-21	TH 8 at TH 61 North Ramps-Reconstruct Median, Traffic Signal, etc.	\$225,000	\$25,000	\$250,000	2005	9/30/06	\$240,863
Shakopee	166-020-12	CSAH 17 at 4th Ave.-Channelization, Traffic Signal, etc.	\$450,000	\$50,000	\$500,000	2005	9/30/06	\$481,725
Ramsey Co.	62-665-42	On White Bear Ave. at Maryland Ave.-Channelization, Traffic Signal, etc.	\$540,000	\$60,000	\$600,000	2005	9/30/06	\$578,070
Mn/DOT	1980-66	I-35 at CSAH 46 West Ramps-Traffic Signal Installation and Interconnection	\$180,000	\$20,000	\$200,000	2005	9/30/06	\$192,690
Mn/DOT	7010-20	TH 41 at TH 169-Signal Revision, Access Closures, Frontage Rd., etc.	\$900,000	\$100,000	\$1,000,000	2005	9/30/06	\$963,450
Shakopee	166-020-11	CSAH 17 at 10th Ave-Channelization, Traffic Signal, etc.	\$450,000	\$50,000	\$500,000	2006	9/30/07	\$481,725
Mn/DOT	2701-43	TH 5 at Dell Rd-Traffic Signal Revision	\$67,500	\$7,500	\$75,000	2006	9/30/07	\$72,259
Mn/DOT	8204-48	TH 36 at CSAH 17-Channelization, Traffic Signal Installation, etc.	\$67,500	\$7,500	\$75,000	2006	9/30/07	\$72,259
Ramsey Co.	62-665-41	On White Bear Ave. at Minnehaha Ave-Channelization, Traffic Signal, etc.	\$675,000	\$75,000	\$750,000	2006	9/30/07	\$722,588
Mn/DOT	0205-81	On TH 47 at Osborne Rd-Rebuild Traffic Signal	\$180,000	\$20,000	\$200,000	2006	9/30/07	\$192,690
Eagan	195-114-04	On Duckwood Dr. at Pilot Knob Rd-Channelization, Traffic Signal, etc.	\$400,050	\$44,450	\$444,500	2006	9/30/07	\$428,254
Total			\$7,465,050	\$829,450	\$8,294,500			\$8,409,584

TABLE 5
Bridge Improvement/Replacement Program - Accepted Projects as of 9/30/03

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Location	Project Description	Federal \$	Match \$	Total \$	TIP Year	Sunset Date	Federal \$ Cost Cap
Carver Co.	10-610-29	Watertown	Bridge #5883 (CSAH 10) Replace bridge over the Luce Line Trail in Watertown. (2)	\$400,000	\$315,000	\$715,000	2001	9/30/03	\$493,640
Hennepin Co.	27-716-03	Hassan Twp.	Bridge #6273 (CSAH 116) Replace bridge over the Crow River in Hassan Twp. (1)	\$1,000,000	\$250,000	\$1,250,000	2001	9/30/04	\$1,329,800
Hennepin Co.	27-633-01	Minneapolis	Bridge #90491 (CSAH 33/Park Av.) Replace bridge over the Soo Line railroad in Minneapolis. (1)	\$680,000	\$170,000	\$850,000	2002	9/30/04	\$904,264
Minneapolis	141-165-15	Minneapolis	Bridge #92349 (Chicago Av.) Replace bridge over the HCRRRA. (3)	\$805,000	\$1,050,000	\$1,855,000	2002	3/31/04	\$993,451
Hennepin Co.	27-635-25	Minneapolis	Replace Bridge 90493: CSAH 35 over Minnehaha Creek	\$360,000	\$90,000	\$450,000	2004	9/30/05	\$399,708
Minneapolis	141-080-28	Minneapolis	Replace Bridge L5761: East River Parkway over Bridal Veil Falls near Superior St.	\$468,000	\$375,000	\$843,000	2004	9/30/05	\$559,775
St. Paul	164-128-06	St. Paul	Earl St over 7th St & CNW RR, Replace Br. 90420	\$2,281,000	\$570,250	\$2,851,250	2005	9/30/06	\$2,441,811
Minneapolis	141-080-23	Minneapolis	St. Anthony Pkwy over BN RR, Rehab Br. 90664	\$2,684,000	\$671,000	\$3,355,000	2005	9/30/06	\$2,873,222
Mn/DOT	8214-9115	Oak Park Heights	EB TH 36 over TH 95, Repair Br. 9115	\$1,200,000	\$300,000	\$1,500,000	2006	9/30/07	\$1,284,600
Hennepin Co.	27-605-22	Henn. Co.	CSAH 5 (Minnetonka Blvd) over Hutchinson Spur Trail, Replace Br. 27501	\$160,000	\$40,000	\$200,000	2006	9/30/07	\$171,280
Hennepin Co.	27-661-37	Henn. Co.	CSAH 61 (Shady Oak Rd) over HCRRRA Corridor, Replace Br. 90596	\$640,000	\$160,000	\$800,000	2006	9/30/07	\$685,120
Hennepin Co.	27-673-08	Henn. Co.	CSAH 73 (Hopkins Crossroad) over BNSF RR, Replace Br. 27518	\$760,000	\$190,000	\$950,000	2006	9/30/07	\$813,580
Total				\$11,438,000	\$4,181,250	\$15,619,250			\$12,950,250

(1) These 2 projects were deferred from 2002 to 2003 as part of adjustments allowing Ford Bridge project to be amended back into the TIP.

(2) TAB approved 12-month extension in sunset date on 9/18/02.

(3) TAC approved 6-month sunset date extension on 9/3/03.

TABLE 6
Railroad-Highway Grade Crossing Safety Improvement Program - Accepted Projects as of 9/30/03

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Project Number	Junction Location	Project Description	Federal \$	Match \$	Total \$	TIP Year	Sunset Date	Federal \$ Cost Cap
27-00249	North Shore Dr. in Greenfield and CP railroad. (1)	Install signals and gates.	\$135,000	\$15,000	\$150,000	2002	9/30/05	\$179,523
27-00255	North Shore Dr. in Greenfield and CP railroad. (1)	Install signals and gates.	\$135,000	\$15,000	\$150,000	2002	9/30/05	\$179,523
27-00250	Valley Rd. in Independence and BNSF railroad. (2)	Install signals and gates.	\$157,500	\$17,500	\$175,000	2002	9/30/03	\$194,371
62-00183	MSAS 232, Como Ave. & Mun. 516, Como Place (3)	Upgrade Signals, Close Como Pl.	\$360,000	\$40,000	\$400,000	2003	9/30/04	\$430,596
62-00184	Cnty. 152, Eagle Ave.	Install new signal & gates	\$135,000	\$15,000	\$150,000	2004	9/30/05	\$161,474
82-00128	Mun. 100, Ironwood Ave. N.	Safety improvement	\$157,500	\$17,500	\$175,000	2004	9/30/05	\$188,386
82-00129	Mun. 89, Irish Ave. N.	Safety improvement	\$157,500	\$17,500	\$175,000	2004	9/30/05	\$188,386
27-00258	MSAS 245, E. 33rd St.	Safety improvement	\$157,500	\$17,500	\$175,000	2004	9/30/05	\$188,386
82-00130	CSAH 21, Stagecoach Trail N.	Install new signals & gates	\$157,500	\$17,500	\$175,000	2004	9/30/05	\$188,386
27-00259	CSAH 150, Main St. in Rogers	Install new signals & gates	\$157,500	\$17,500	\$175,000	2004	9/30/05	\$188,386
82-00132	MSAS 121, Hadley Ave.	Install new gates & cants	\$157,500	\$17,500	\$175,000	2004	9/30/05	\$188,386
70-00114	UP-Shakopee & Savage	Corridor Safety Study-Phase I-Includes Vernon/Yosemite & Spencer/Sommerville	\$450,000	\$50,000	\$500,000	2005	9/30/06	\$481,725
27-00261	CP-Benjamin St., Minneapolis	Safety Improvements	\$157,500	\$17,500	\$175,000	2005	9/30/06	\$168,604
27-00262	CP-37th Ave., Minneapolis	Install Cantilevers & Circuitry	\$180,000	\$20,000	\$200,000	2005	9/30/06	\$192,690
70-00115	UP-CSAH 17 (Marshall Rd), Shakopee	Add gates	\$112,500	\$12,500	\$125,000	2005	9/30/06	\$120,431
82-00133	UP-CSAH 15 (Manning Ave), Lake Elmo	Install Signals & Gates	\$157,500	\$17,500	\$175,000	2005	9/30/06	\$168,604
82-00134	WC-CSAH 7 (122nd St), Hugo	Install Signals & Gates	\$157,500	\$17,500	\$175,000	2005	9/30/06	\$168,604
62-00185	CP-CSAH 71 (Portland Ave), White Bear Lake	Install Signals & Gates	\$157,500	\$17,500	\$175,000	2005	9/30/06	\$168,604
27-00263	CP-MSAS 103 (Johnson St), Minneapolis	Install Cantilevers & Circuitry	\$157,500	\$17,500	\$175,000	2005	9/30/06	\$168,604
62-00186	CP-CR 89 (Northwest Ave), White Bear Lake	Add gates & Upgrade Circuitry	\$157,500	\$17,500	\$175,000	2006	9/30/07	\$168,604
62-00187	CP-CSAH 51 (Lexington Ave), Shoreview	Add Cantilevers & New Circuitry	\$157,500	\$17,500	\$175,000	2006	9/30/07	\$168,604
62-00188	CP-CSAH 57 (Mcmenemy St), Vadnais Heights	Upgrade Circuitry & LED's	\$45,000	\$5,000	\$50,000	2006	9/30/07	\$48,173
27-00264	BNSF-MSAS 298 (Nobles Ave), Robbinsdale	Install Cantilevers	\$157,500	\$17,500	\$175,000	2006	9/30/07	\$168,604
82-00135	WC-CSAH 11 (Otchipwe Ave N), Washington Co.	Install Signals & Gates	\$157,500	\$17,500	\$175,000	2006	9/30/07	\$168,604
27-00265	CP-MSAS 399 (W. 79th St), Bloomington	Install Cantilevers & Gates	\$180,000	\$20,000	\$200,000	2006	9/30/07	\$192,690
27-00266	CP-MSAS 280 (Dakota Ave), St. Louis Park	Install New Signals	\$135,000	\$15,000	\$150,000	2006	9/30/07	\$144,518
62-00189	CP-MSAS 109 (Arlington Ave), St. Paul	Install Signals & Gates	\$157,500	\$17,500	\$175,000	2006	9/30/07	\$168,604
Total			\$4,545,000	\$505,000	\$5,050,000			\$5,142,065

(1) These two projects will be consolidated into one crossing contingent upon available Access Mgmt. Funds from Mn/DOT. Scope change and sunset date approved by TAC 5-7-03.

(2) This project had fallen out of the TIP due to implementation issues but was amended back into the TIP by TAC in March 2004. There was no record of a sunset date extension.

(3) This project had fallen out of the TIP due to implementation issues but was amended back into the TIP by TAC in March 2004.

PROJECT AUTHORIZATIONS AND DROPPED PROJECTS

This section contains information regarding the regionally solicited projects that were authorized or dropped in Federal Fiscal Year 2003. Project authorizations help illustrate the levels and types of investments made through the regional solicitation. The amounts are summarized by program category.

Table 7 shows the total amount of federal STP, CMAQ and TEP dollars authorized since the passage of ISTEA. The STP total in 1992, 1993, 1994 and 1995 includes several projects originally selected for FAU and FAS funds (which preceded STP) that were built with STP-Urban Guarantee dollars. The amounts shown are the originally programmed federal amounts; not the amount of federal funds actually authorized, unless otherwise noted.

TABLE 7
Estimated Annual Federal Funds Authorized

Category	FFY 1992	FFY 1993	FFY 1994	FFY 1995	FFY 1996	FFY 1997
STP	\$11,540,797	\$5,175,589	\$3,504,667	\$29,152,600	\$19,696,000	\$24,335,600
CMAQ	\$0	\$6,044,667	\$1,047,300	\$2,266,100	\$1,987,000	\$1,480,000
TEP	\$0	\$2,184,000	\$1,593,740	\$1,914,300	\$1,613,200	\$4,424,200
Total	\$11,540,797	\$13,404,256	\$6,145,707	\$33,333,000	\$23,296,200	\$30,239,800
Category	FFY 1998	FFY 1999	FFY 2000	FFY 2001	FFY 2002	FFY 2003
STP	\$14,590,000	\$22,940,000	\$21,124,800	\$7,280,000	\$17,769,000	\$23,755,574
CMAQ	\$1,799,000	\$3,984,200	\$5,211,463	\$32,815,838	\$26,682,704	\$20,690,118
TEP	\$746,400	\$4,411,710	\$3,752,000	\$2,121,600	\$4,979,400	\$6,461,104
Total	\$17,135,400	\$31,335,910	\$30,088,263	\$42,217,438	\$49,431,104	\$50,906,796
		Category	Total ('92-'03)			
		STP	\$200,864,627			
		CMAQ	\$104,008,390			
		TEP	\$34,201,654			
		Total	\$339,074,671			

Local projects receive funding authorization from Mn/DOT after plans, specifications and cost estimates have been approved. State projects receive funding authorization when Mn/DOT advertises the project for bids. Table 8 on the following pages provides an itemized list of the 43 projects solicited by or for the TAB that were authorized for funding in FFY 2003, including projects funded through the STP, CMAQ, TEP, HES, BIR, and RRS programs. The federal funds authorized for these projects across all six categories total over \$50.9 million.

Projects dropped over the report period are listed in Table 9. The total amount of federal funds dropped over the period covered by this report is \$1,040,780. The TAC Funding and Programming Committee must act to have a regionally selected project dropped from the TIP. Projects may be dropped for a variety of reasons. The reasons are listed for the individual projects under the "Comments" column in the tables. When projects are dropped, the federal funds that would have been allocated to the project are managed using the TAB-adopted Federal Funds Management Process, attached as Appendix D.

TABLE 8
Fiscal Year 2003 Project Authorizations - 10/1/02 through 9/30/03

PROJECT INFORMATION					Original Funding Information			
Applicant	Project Number	Category	Project Description	Date Authorized	Federal \$ Authorized	Federal \$	Match \$	Total \$
Minneapolis	141-090-09	Bike/Walk	Midtown Greenway - Phase II.	04/11/03	\$1,604,716	\$1,185,920	\$296,840	\$1,482,760
St. Paul Parks	164-090-05	Bike/Walk	Construct bike/pedestrian tunnel under BN railroad in Energy Pk.	11/12/02	\$722,400	\$1,504,000	\$376,000	\$1,880,000
St. Louis Park	163-020-31	Augmenter	Excelsior Blvd. - Widen bridge over TH 100.	04/09/03	\$1,987,040	\$1,600,000	\$400,000	\$2,000,000
Bloomington	107-399-25	Reliever	East 79th St. - Improvements from Cedar Av. to 24th Av. So.	04/29/03	\$2,710,678	\$3,120,000	\$780,000	\$3,900,000
Washington Co.	82-613-07	Expander	Hinton Av. & Tower Dr. connection.	09/16/03	\$2,566,928	\$2,080,000	\$520,000	\$2,600,000
MN/DOT	2755-75	Principal	TH 100 reconstruction (Stage 4) from Indiana Av. to 50th Av.	02/05/03	\$6,787,550	\$5,500,000	\$5,500,000	\$11,000,000
Bloomington	107-385-018	Reliever	Reconstruct 80th St. between Penn Av. And Knox Av.	05/13/03	\$1,269,612	\$1,552,000	\$388,000	\$1,940,000
MN/DOT	8205-99(UG)	Principal	Construct interchange at TH 61 and Glen Road, as part of the overall Wakota Bridge project	02/26/02	\$6,106,650	\$5,500,000	\$5,381,000	\$10,881,000
Metro Transit	90-070-13	CMAQ	I-35W north corridor transit service expansion.	05/08/03	\$4,162,386	\$3,372,811	\$843,203	\$4,216,014
Minneapolis	CM-20-99	CMAQ	Downtown Minneapolis TMO	06/06/03	\$273,055	\$244,000	\$81,000	\$325,000
Metro Transit	CM-16-99B	CMAQ	Sector 1 and 2 transit service restructuring plan.	06/06/03	\$976,687	\$700,000	\$175,000	\$875,000
I-494 Corridor Commission	CM-25-99	CMAQ	I-494 corridor commission TDM program.	06/06/03	\$150,310	\$141,800	\$35,450	\$177,250
Metro Transit	CM-52-99B	CMAQ	Sector 7 west metro suburban service expansion plan.	06/06/03	\$600,000	\$600,000	\$150,000	\$750,000
SMTC	CM-49-99B	CMAQ	Purchase 2 additional large vehicles. (1)	7/7/02	\$702,324	\$781,229	\$195,307	\$976,536
Metro Transit	CM-15-99B	CMAQ	Woodbury Park & Ride service expansion.	06/06/03	\$100,000	\$301,875	\$75,469	\$377,344
Maple Grove	189-595-001	CMAQ	Construct Maple Grove transit hub at I-94 and Hemlock Ln.	11/12/02	\$6,144,600	\$5,500,000	\$1,375,000	\$6,875,000
Metro. Council	CM-3-99	CMAQ	Regional TDM and commuter alternatives program.	06/06/03	\$1,666,320	\$1,572,000	\$393,000	\$1,965,000
Metro. Council	CM-3-99A	CMAQ	Regional TDM and commuter alternatives program.	06/06/03	\$1,856,187	\$1,652,000	\$413,000	\$2,065,000
Minneapolis	CM-20-99A	CMAQ	Downtown Minneapolis TMO	06/06/03	\$302,923	\$269,600	\$67,400	\$337,000
I-494 Corridor Commission	CM-25-99A	CMAQ	I-494 corridor commission TDM program.	06/06/03	\$159,326	\$141,800	\$35,450	\$177,250
Burnsville	179-595-01	CMAQ	At TH 13 & Nicollet Ave. (SW Quad)-Construct Park & Ride Ramp	07/08/03	\$3,596,000	\$3,520,000	\$880,000	\$4,400,000
Mound	145-090-01	TE	Lost Lake multimodal transit facility.	06/12/03	\$669,326	\$497,640	\$140,360	\$638,000
Mpls. Park Board	91-090-13	TE	East River Parkway bike trail.	11/18/02	\$232,769	\$260,000	\$65,000	\$325,000
Dakota Co.	19-090-01	TE	North urban regional trail: Thompson-Kaposia segment.	06/04/03	\$675,654	\$600,000	\$150,000	\$750,000
Dakota Co.	19-090-02	TE	Big Rivers regional trail extension.	11/05/02	\$661,442	\$700,000	\$216,924	\$916,924
Mpls. Park Board	91-090-15	TE	Theodore Wirth Park bike trail repaving.	11/18/02	\$701,140	\$492,000	\$123,000	\$615,000

TABLE 8
Fiscal Year 2003 Project Authorizations - 10/1/02 through 9/30/03

Shoreview	167-090-06	TE	TH 49 trail: CR J to CR I	08/30/02	\$338,808	\$134,400	\$33,600	\$168,000
Minneapolis Park/Rec.	091-090-028	TE	Mill Ruins Park Plank roadway and tunnel (2)	7/7/03	\$781,704	\$1,080,000	\$270,000	\$1,350,000
Brooklyn Park	110-090-002	TE	Edinburgh trail pedestrian/bikeway bridge	03/05/03	\$536,256	\$480,000	\$120,000	\$600,000
Minnesota Trans. Museum	091-595-012	TE	Jackson St. roundhouse powerhouse restoration (3)	7/7/00	\$700,000	\$700,000	\$175,000	\$875,000
Minneapolis	141-090-20	TE	Midtown Urban Greenway safety project - Phase 2.	04/11/03	\$448,293	\$405,296	\$101,324	\$506,620
Minneapolis Park/Rec.	091-090-026	TE	Grand Rounds wayfinding improvements for pedestrians and bicyclists.	03/05/03	\$715,712	\$675,200	\$168,800	\$844,000
Mn/DOT	1926-16	HES	TH 316: Realign intersection and add turn lanes at 190th St.	04/18/03	\$225,000	\$360,000	\$40,000	\$400,000
Mn/DOT	0208-107	HES	TH 65: Install traffic signal and channelization at 117th St.	05/28/02	\$405,000	\$405,000	\$45,000	\$450,000
Hennepin Co.	27-681-10	HES	CSAH 81: Install traffic signal and channelization at CR 49.	03/11/03	\$496,760	\$450,000	\$50,000	\$500,000
Anoka Co.	02-607-17	HES	CSAH 7: Install traffic signal and channelization from 157th St. to 159th St.	04/29/03	\$361,641	\$327,600	\$36,400	\$364,000
Anoka Co.	02-609-11	HES	CSAH 9: Revise traffic signal and add lane at CSAH 20.	06/09/03	\$188,817	\$153,000	\$17,000	\$170,000
Mn/DOT	1909-83	HES	On TH 55: At Eagandale Blvd: Traffic signal installation	11/13/02	\$130,637	\$225,000	\$25,000	\$250,000
Mn/DOT	1901-142	HES	On TH 13: At Mendota Hts. Rd.: Traffic Signal Installation	03/25/03	\$153,945	\$225,000	\$25,000	\$250,000
Minneapolis	141-291-001	BIR	Replace Bridge 92339: Royalston Ave. over the BNSF RR- BR 27699	08/03/01	\$818,788	\$775,000	\$1,259,200	\$2,034,200
St. Paul	164-128-06	BIR	Earl St over 7th St & CNW RR, Replace Br. 90420	07/24/03	\$2,281,000	\$2,281,000	\$570,250	\$2,851,250
Hennepin Co.	27-753-10	BIR	CSAH 153 (Lowry Ave) over Mississippi River, Paint Br. 2723 (previously 27-753-09)	05/13/03	\$2,800,000	\$2,800,000	\$700,000	\$3,500,000
MN/DOT	82-00126	RRX	Twp. Rd. 212, Northbrook Blvd.	02/07/02	\$137,148	\$157,500	\$17,500	\$175,000
SURFACE TRANSPORTATION PROGRAM (URBAN GUARANTEE) TOTAL					\$23,755,574	\$22,041,920	\$13,641,840	\$35,683,760
CONGESTION MITIGATION AIR QUALITY PROGRAM TOTAL					\$20,690,118	\$18,797,115	\$4,719,279	\$23,516,394
TRANSPORTATION ENHANCEMENT PROGRAM TOTAL					\$6,461,104	\$6,024,536	\$1,564,008	\$7,588,544
HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM TOTAL					\$1,961,800	\$2,145,600	\$238,400	\$2,384,000
BRIDGE IMPROVEMENT REPLACEMENT PROGRAM TOTAL					\$5,899,788	\$5,856,000	\$2,529,450	\$8,385,450
HIGHWAY - RAILROAD GRADE CROSSING SAFETY IMPROVEMENT PROGRAM TOTAL					\$137,148	\$157,500	\$17,500	\$175,000
GRAND TOTAL					\$58,905,532	\$55,022,671	\$22,710,477	\$77,733,148
(1) This project was authorized as a combined project, 3 years of 2-additional bus purchases were made in FY 2002 for a total of \$2,106,971 federal, \$2,528,365 total cost.								
Project numbers CM-49-99A, CM-49-99B and TRS-SWMT-04 were the three combined projects.								
(2) The supplemental section of this project for Livable Communities was dropped by the city.								
(3) Project 91-595-12 funding was withdrawn and transferred into Phase 2 of the same Jackson St. Roundhouse project, project 91-595-06, which was let in 2000.								

TABLE 9
Projects Dropped from the TIP in FFY 2003

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	TIP Year	Comments
Mn/DOT	27-00240	RRS: Stubbs Bay in Orono and BNSF railroad: Install new gates	\$157,500	\$17,500	\$175,000	2001	Project was dropped July 2002 but was not included in previous implementation report.
Minneapolis Park/Rec.	91-090-28	TE: Mill Ruins Park Plank Roadway and Tunnel	\$400,000	\$100,000	\$500,000	2002	Applicant dropped only the Livable Communities supplemental portion of the project (the tunnel). The rest of the project was authorized and appears in the authorized projects table of this report.
MN DNR	92-090-14	TE: Minnesota Valley trail between the old Bloomington Ferry bridge and Shakopee.	\$640,780	\$160,195	\$800,975	2001	Applicant encountered extensive cultural resource impacts making finding a suitable alignment impossible.
Total			\$1,040,780	\$260,195	\$1,300,975		

APPENDIX

APPENDIX A – PROJECTS ADDED TO TIP THROUGH 2001 TEA-21 AHED PROGRAM	-22-
APPENDIX B – STP/CMAQ/TEP PROJECT POLICIES	-23-
APPENDIX C – CRITERIA FOR MEETING SUNSET DATES	-31-
APPENDIX D – FEDERAL FUNDS TIP MANAGEMENT GUIDELINES	-33-

Appendix A
TEA-21 Affordable Housing Enhancement Demonstration - Projects added to TIP through 2001 Regional Solicitation

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	TIP Year
Minneapolis	141-080-30	Heritage Park Van White Memorial Blvd. - Bridge, Lighting, Signals, Ped/Bike Facilities, Etc., (TEA-21 AHED Project)	\$1,250,000	\$1,350,000	\$2,600,000	2005
Minneapolis	141-595-01	Downtown Circulator Transit Terminal - HVAC, elevator, waiting areas (TEA-21 AHED project)	\$750,000	\$210,000	\$960,000	2006
Minneapolis	141-595-02	Franklin-Portland Gateway - Sidewalks, plazas, lighting, traffic calming measures (TEA-21 AHED project)	\$332,222	\$467,778	\$800,000	2005
Hennepin Co.	27-753-11	Lowry Ave. Corridor Streetscape-Sidewalks, Bike Lanes, Ped Lighting and Landscaping (TEA-21 AHED project)	\$667,778	\$166,945	\$834,723	2006
Total			\$3,000,000	\$2,194,723	\$5,194,723	

APPENDIX B. STP/CMAQ/TEP PROJECT POLICIES – 2001 REGIONAL SOLICITATION

Surface Transportation Program

Title I, Surface Transportation, of TEA-21 addresses highway funding. Title I includes the STP, which is very flexible. These federal funds are provided on a reimbursable basis, and can be used for roadway construction and reconstruction, transit capital projects, bikeways, walkways, transportation planning, and research and development.

STP Urban Guarantee funds are allocated by the MPO, and can be used for roadway construction and reconstruction projects on roadways functionally classified as principal arterials (non-freeways) or "A" minor arterials. The TAB has adopted a system of "A" minor arterials that are considered to be the most important minor arterials in the region. The decision to restrict STP funds was based upon funding limitations and the need to develop and preserve a regional system of roadways. Geographically, all projects located within the seven county metro region are eligible for STP funding through the TAB solicitation process. STP Urban Guarantee funds also have been used to build bikeway/walkway projects and transit capital projects in the region.

STP General Policies

1. STP funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven-county region, and the ten Regional Park System implementation agencies. Other local or special governmental agencies and private groups are also eligible.

Federal and state statutes govern the manner in which Mn/DOT acts as an agent for other units of government or local parties when managing Federal Highway Trust Funds for projects such as STP projects. Federal Funds are considered "Anticipated Receipts" and therefore do not have to be budgeted for. The local match is the responsibility of the local unit of government and/or local parties.

An Agreement is written between Mn/DOT and the local unit of government and/or local parties allowing Mn/DOT to act as their agent. After the applicant provides the non-federal match, the project will be administered by State Aid for Local Transportation (SALT).

2. Generally, STP funds are available for roadway construction and reconstruction, capacity projects, safety projects, bikeway or walkway components of projects, transit projects including transit vehicle purchase and activities to promote carpool, vanpool and other paratransit services, park and ride facilities, transportation planning and research, transportation demand management techniques, congestion management, transportation management organizations, transportation control measures, integrated traffic management systems and intelligent transportation systems. All projects must comply with the requirements of the Americans with Disabilities Act.
3. Costs required to complete studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding. Noise barriers, drainage projects, fences, landscaping, etc., are also ineligible for STP funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way costs are eligible only for transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and bicycle and walkway

projects. The cost of reconstructing or constructing a replacement bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. Projects to improve or replace bridges are solicited separately. Transit operating costs are not eligible for STP funding.

4. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work which must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.
5. STP funds can be used for transit facilities and expansion, but not for transit operating costs.
6. No more than \$5,500,000 in STP funds are to be provided for a specific project. TAB reserves the right to partially fund any project. The local match in funding for any project must be at least 20% of the total. The match must be in "hard dollars"; a "soft match" will not be allowed, except for Transportation Enhancement projects. "Soft match" includes volunteer labor, donated materials, professional services, etc., provided by the applicant. Soft match shall be identified in the application. Additional points will not be awarded for providing a match in excess of 20%.
7. A roadway improvement project, including staged projects, must be structurally capable of handling all applicable legal load limits; roadway projects must meet statutory load limits.
8. STP funds for highway projects on principal arterials that are of freeway design are not eligible. Projects on non-freeway type principal arterials are eligible for funding, including projects which upgrade the facility to freeway design.
9. Projects will be added to the TIP only as a result of the TAB approval in response to TAB requesting MN/DOT, the Metropolitan Council, Metro Transit, transit operating agencies, Indian tribal governments, regional park implementing agencies, the seven counties and municipalities within the seven counties to submit eligible projects and subsequent evaluation of these submittals.
10. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project. The STP federal fund participation for each project will be updated and reported in the Annual Implementation Report on the STP/TE/CMAQ Programs as the federal cost cap. The federal cost cap will be based on the change in the previous year's Minnesota Highway Construction Cost Index; however, it will not be adjusted to an amount less than the original amount approved by TAB at the time when the project was first programmed in the TIP.
11. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited STP projects for the review and approval of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.
12. If a project is added to the STP program, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested, provided that a significant portion of the work is scheduled for letting within the request period.

13. Project approvals for projects in the STP element of the TIP are specifically limited to the federal fund amount identified in the Annual Implementation Report for purposes of plan specification and estimate (PS&E) approval, as well as project authorization. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project described or to fund the entire project with a flexible federal/nonfederal participation. The federal fund amount listed in the annual report is the total that shall be authorized as PS&E approval for all advertisements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual report at the time of approval. As noted in Policy 5, no more than \$5,500,000 in STP funds are to be provided for a specific project.

14. An STP project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is September 30 of the year following the program year identified in the project proposal or as otherwise established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix A.

If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but STP funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

15. STP projects requiring a grade-separated crossing between an STP project route and principal arterial of freeway design must be limited in STP funds to the federal share of those project costs identified as local (non-MN/DOT) cost responsibility using MN/DOT's Policy/Position Statement 84-2 and MN/DOT Policy Guidelines 84-2-G-1 and 84-2-G-2. In the case of trunk highway STP projects, the policy guidelines should be read as if the trunk highway STP route is under local jurisdiction.

16. All STP "A" Minor Arterial and Principal Arterial projects will be constructed to Minnesota State-Aid Standards as a minimum. Depending on the project, more stringent standards may apply. Exceptions to the State Aid standards are granted during final design, not through this solicitation process.

17. Applicants may not submit the same project proposal under more than one STP category.

Congestion Mitigation and Air Quality Improvement Program

TEA-21 specifies that Title I funds are available to assist areas that are in non-attainment of carbon monoxide and/or ozone standards established in the Clean Air Act Amendments of 1990 to reach standards. They are also available to assist areas such as the Twin Cities that were previously designated as non-attainment that have since reached the standards and are now classified as maintenance areas. The seven-county region has utilized most of these funds that come to the state. A broad spectrum of transportation projects and programs are eligible for CMAQ funds. The common theme among these projects is that project implementation will reduce carbon monoxide and/or ozone emissions by reducing traffic congestion.

In certain circumstances, CMAQ funds may be spent on operational costs. Operating costs for new transit service are eligible for funding for up to two years if air quality benefits are documented. Geographically, all projects located within the carbon monoxide maintenance area boundary of the seven county area are eligible for CMAQ funding. Wright County is located within this boundary, and is therefore eligible to receive CMAQ funding. However, Wright County has never identified or recommended a CMAQ project.

CMAQ General Policies

1. CMAQ funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven-county region, and the ten Regional Park System Implementation agencies. Other local or special governmental agencies and private groups are also eligible.

Federal and state statutes govern the manner in which Mn/DOT acts as an agent for other units of government or local parties when managing Federal Highway Trust Funds for projects such as CMAQ projects. Federal Funds are considered "Anticipated Receipts" and therefore do not have to be budgeted for. The local match is the responsibility of the local unit of government and/or local parties.

An Agreement is written between Mn/DOT and the local unit of government and/or local parties allowing Mn/DOT to act as their agent. After the applicant provides the non-federal match, the project will be administered by State Aid for Local Transportation (SALT).

2. CMAQ funds are available for a variety of projects and programs. Appendix Q lists eligible project types as defined by the U.S. Department of Transportation in their guidance dated March 7, 1996, and subsequent interim guidance dated August 14, 1998. All projects defined as eligible by the guidance in Appendix Q are eligible in the Twin Cities region. All projects must comply with the requirements of the Americans with Disabilities Act.

The Clean Air Act requires that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) give priority to the implementation of transportation portions of applicable State Implementation Programs (SIPs), and Transportation Control Measures (TCMs) from applicable SIPs are provided the highest priority for funding under the CMAQ Program.

Transportation activities in approved SIPs are generally considered to be eligible activities and must be given the highest priority for CMAQ funding. Their air quality benefits will generally have already been documented. If not, such documentation is necessary before CMAQ funding can be approved. Further, the transportation activity must contribute to emission reductions necessary to bring the area into attainment.

3. In general, transit operating and maintenance costs are not eligible for CMAQ funds since they only maintain existing service. In limited cases, operating costs for new transit service are eligible for CMAQ funding. The main criterion is that it must be for new service which supports a discrete, new project or program having documented air quality benefits. The intent is to assist in the start-up of various transit supply and travel demand management measures linked to transit which have been specifically designed to reduce mobile source emissions. CMAQ funding cannot replace previously committed funding from other sources to support operations. Transit operating costs meeting the above criteria are eligible for a maximum of three years. Examples of eligible costs are: new transit service to a major employer in support of an employer trip reduction program; new bus service in a community which presently lacks adequate transit service; and/or new transit service initiated on a HOV facility.

Construction projects which will add new capacity for single-occupant vehicles are not eligible under this program unless the project consists of a HOV facility available to single-occupant vehicles only at off-peak travel times. For purposes of this program, construction of added capacity for single-occupant vehicles means the addition of general purpose through lanes to an existing facility, which are not HOV lanes, or a highway on new location.

4. A CMAQ construction or reconstruction project must be a permanent improvement. Temporary construction is defined as work which must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. A project required for traffic management during construction is excluded from this provision.
5. The CMAQ program may be used to fund projects/programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. A state may use CMAQ funds for initiatives that are privately owned and/or operated, including efforts developed and implemented by transportation management associations, as long as the activity is one which:
 - a) normally is a public sector responsibility (such as facility development for enhanced I/M programs in test-only networks);
 - b) private ownership or operation is shown to be cost-effective; and
 - c) the state is responsible for protecting the public interest and public investment inherent in the use of federal funds.
6. Roadway improvement projects, including staged projects, must be structurally capable of handling all applicable legal load limits. Roadway projects must meet statutory load limits.
7. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.
8. The fundable amount of a project is based on the original submittal. An approved project may not be changed significantly in scope without approval of the TAB and may be subject to a re-analysis of the project's air quality benefits. The CMAQ federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on the change in the previous year's Minnesota Highway Construction Cost Index; however, it will not be adjusted to an amount less than the original amount approved by the TAB at the time when the project was first programmed in the TIP.
9. MN/DOT and the Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited CMAQ projects for the review and acceptance of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. MN/DOT and TAC shall include such findings, recommendations and additional information, as it deems appropriate.

10. If a project is added to the CMAQ program, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.
11. Project approvals for projects in the CMAQ Element of the TIP are specifically limited to the federal fund amount identified in the TIP for purposes of plan specification and estimate (PS&E) approval as well as project authorization. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project described or to fund the entire project with a flexible federal/nonfederal participation. The federal fund amount listed in the TIP is the total that shall be authorized as PS&E approval for all advertisements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval.
12. A CMAQ project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is September 30 of the year following the program year identified in the project proposal or as otherwise established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix A.

If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but STP funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.
13. No more than \$5,500,000 in CMAQ funds will be provided for a specific project. The local match (nonfederal) in funding for any project must be at least 20% of the total. The match must be in "hard dollars"; a "soft match" will not be allowed. "Soft match" includes volunteer labor, donated materials, professional services provided by the applicant, etc. Soft match shall be identified in the application. Additional points will not be awarded for providing a match in excess of 20%.

Transportation Enhancements Program

PURPOSE: Transportation Enhancements (TE) are transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the nation's intermodal transportation system. The TE program provides for the implementation of non-traditional transportation projects.

TE Purpose and Vision

Parks and open space preserve natural resources and provide a wide variety of recreational opportunities. Trail corridors are intended to provide for recreational travel along linear pathways throughout the metropolitan area. Preservation of historic features and protection of scenic areas permit appreciation of the natural resources that have influenced the region's development. TE funds are directed toward projects that preserve historic, scenic and environmental resources related to surface transportation, and to facilitate bicycle and pedestrian use.

TEP General Policies

1. TE funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven county region, and the ten Regional Park System Implementation agencies. Other local or special governmental agencies and private groups are also eligible.

Federal and state statutes govern the manner in which Mn/DOT acts as an agent for other units of government or local parties when managing Federal Highway Trust Funds for projects such as TE projects. Federal Funds are considered "Anticipated Receipts" and therefore do not have to be budgeted for. The local match is the responsibility of the local unit of government and/or local parties.

An Agreement is written between Mn/DOT and the local unit of government and/or local parties allowing Mn/DOT to act as their agent. After the applicant provides the non-federal match, the project will be administered by State Aid for Local Transportation (SALT).

2. Generally, TE funds are available for the activities listed under #1 of the Qualifying Criteria and incidental activities associated with them if the incidental work does not constitute more than 30% of the project costs.
3. Generally, the TAB will provide TE funds for project construction and materials, right of way, land acquisition, program implementation and related activities. TAB will not provide TE funds for study completion, preliminary engineering, design, construction engineering, or other similar costs.
4. A TE construction or reconstruction project must be a permanent improvement. Temporary construction is defined as work which must be essentially replaced in the immediate future (within five years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. All projects must comply with the requirements of the Americans with Disabilities Act.
5. TAB will not provide more than \$1,000,000 in TE funds for a specific project. TAB reserves the right to partially fund any project. The local (nonfederal) match in funding for any project must be at least 20% of the total. The match may be in "hard dollars", or a "soft match". "Soft match" includes volunteer labor, donated materials, donated right-of-way, professional services provided by the applicant, and other similar costs. Soft match shall be identified in the application. TAB will not award additional points for providing a local match in excess of 20%.
6. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.
7. TAB will base the fundable amount of a project on the original submittal. The TAB must approve any change in the scope of an approved project. The TE federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on the change in the previous year's Minnesota Highway Construction Cost Index; however, it will not be adjusted to an amount less than the original amount approved by the TAB at the time when the project was first programmed in the TIP.
8. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited TE projects for the review and approval of the TAB. This report, the Annual Implementation Report shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.
9. If a project is added to the TIP, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.
10. Project approvals for projects in the TE element of the TIP are specifically limited to the federal fund amount identified in the Annual Implementation Report for purposes of plan specification and estimate (PS&E) approval as well as project authorization. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project described or to

fund the entire project with a flexible federal/non-federal participation. The federal fund amount listed in the Annual Implementation Report is the total that shall be authorized as PS&E approval for all advertisements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval. As noted in Policy 4, TAB will not provide more than \$1,000,000 in TE funds for a specific project.

11. A TE project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is September 30 of the year following the program year identified in the project proposal or as otherwise established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix A.

If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but STP funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

APPENDIX C. CRITERIA FOR MEETING SUNSET DATE REQUIREMENTS – 2001 REGIONAL SOLICITATION

Construction Projects through the FHWA Process:

- Environmental document approved
- Right of way process sufficient to allow right of way acquisition within 90 days
- District State Aid Engineer approval of plans
- Engineer's estimate
- Special provision information
- Utility relocation certificate
- Permits
- Letting date can be set within 90 days

Construction Projects through the FTA Process

- Environmental document completed; reviewed by Metro State Aid for completeness
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by MnDOT Metro State Aid/Right of Way Section
- Satisfactory review by Metro State Aid that project plans are complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved
- Appraisals certified by MnDOT
- Right of way agreement from SALT Office
- OIM/SALT authorization to proceed
- Offers made and accepted/or condemnation initiated if offers refused

Right of Way Only Projects through FTA Process

- Environmental document completed; reviewed by Metro State Aid for completeness
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by MnDOT Metro State Aid/Right of Way Section
- FTA notifies that grant approval is imminent
- OIM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes workplan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred*

Transit Capital (Bus Purchase)

- Grant application submitted to FTA
- Notification from FTA that grant approval is imminent
- Agreement executed between MnDOT and proposer once funds are transferred*

Transit Operating

- Grant application submitted to FTA
- Notification from FTA that grant approval is imminent
- Service will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred*

* For non-Metro Transit projects only.

APPENDIX E. TAB FEDERAL FUNDS MANAGEMENT PROCESS

Transportation Improvement Program (TIP) Management

Assigning alternative uses for federal transportation funds when projects in the TIP are deferred, withdrawn or sunset.

The TAB gives the MN/DOT Office of Investment management (OIM) the authority to manage changes in the Transportation Improvement Program for the Twin Cities Metropolitan Area and the State TIP. Projects in these two programs can be advanced or deferred based on project deliverability and funding availability, provided that fiscal balance is maintained. The use of these funds when projects are deferred, withdrawn or sunset shall follow the prioritized steps described below.

For projects selected by the Transportation Advisory Board: *

Projects Deferred	Projects Withdrawn or Sunset
<ol style="list-style-type: none">1. Advance a regionally selected local project.2. Advance a regionally selected MN/DOT project.3. Advance other MN/DOT projects in the Twin Cities metro area.4. Pay back local Advance Construction funding.5. Pay back other Twin Cities metro area Advance Construction funding.	<ol style="list-style-type: none">1. Pay for project cost inflation or overprogramming on regionally selected projects. <p>Then follow steps 1 through 5 from Project Deferrals.</p>

For projects selected by MN/DOT:

Re-assigning the federal funds is done at the discretion of MN/DOT. The TAC and the TAB will be informed of all changes by MN/DOT.

For projects selected by the Metropolitan Council or Metro Transit:

Re-assigning the federal funds is done at the discretion of the Metropolitan Council or Metro Transit. The TAC and the TAB will be informed of all changes by the Metropolitan Council and Metro Transit.

* Projects selected by the TAB are solicited in these categories: Non-freeway Principal Arterial; "A" Minor Arterial Reliever; "A" Minor Arterial Expander; "A" Minor Arterial Connector; "A" Minor Arterial Augmenter; STP Bike/Walk; Transportation Enhancements program; Congestion Mitigation and Air Quality program; TEA-21 Affordable Housing Enhancement Demonstration; Bridge Improvement and Replacement program; Hazard Elimination and Safety program; and the Rail Crossing Safety program.