2006 - 2008

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

Metropolitan Council

September 14, 2005

Metropolitan Council
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

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SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2006 through 2008 responds to procedures required by the Transportation Equity Act for the 21st Century (TEA 21). 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 2006-2008 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 2006 through 2008 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, 2005-2008. In 2003 the region completed solicitation for federal funds for projects to be programmed in 2007 and 2008. MnDOT also identified projects for 2007 and 2008. This year the 2005 projects that have had contracts let, or in some manner have been authorized, were deleted. This resulted in a TIP for three years (2006-2008).

The region developed separate processes to solicit projects for 2007 to 2008 utilizing Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement. Mn/DOT, working with the region, solicited for and prioritized projects for Hazard Elimination and Railroad Surface and Signals. A cooperative process was followed to prioritize the remaining “federal highway funds” (Title I), and to a limited degree, state highway funds.

The 2006-2008 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately $1,631 million for highway, transit, enhancement, bike and walk projects, of which approximately $677 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately $208 million in federal transit funds (Title III) over the 2006-2008 period. The region will receive $86.9 million in Title III, Sections 5307 and 5309 in 2006. The region will receive approximately $8 million annually in Section 5307 funds that may be used for operating and maintenance activities. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the three year period total to approximately $45 million.

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

The 2006-2008 TIP to be adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP) adopted on December 15, 2004. 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

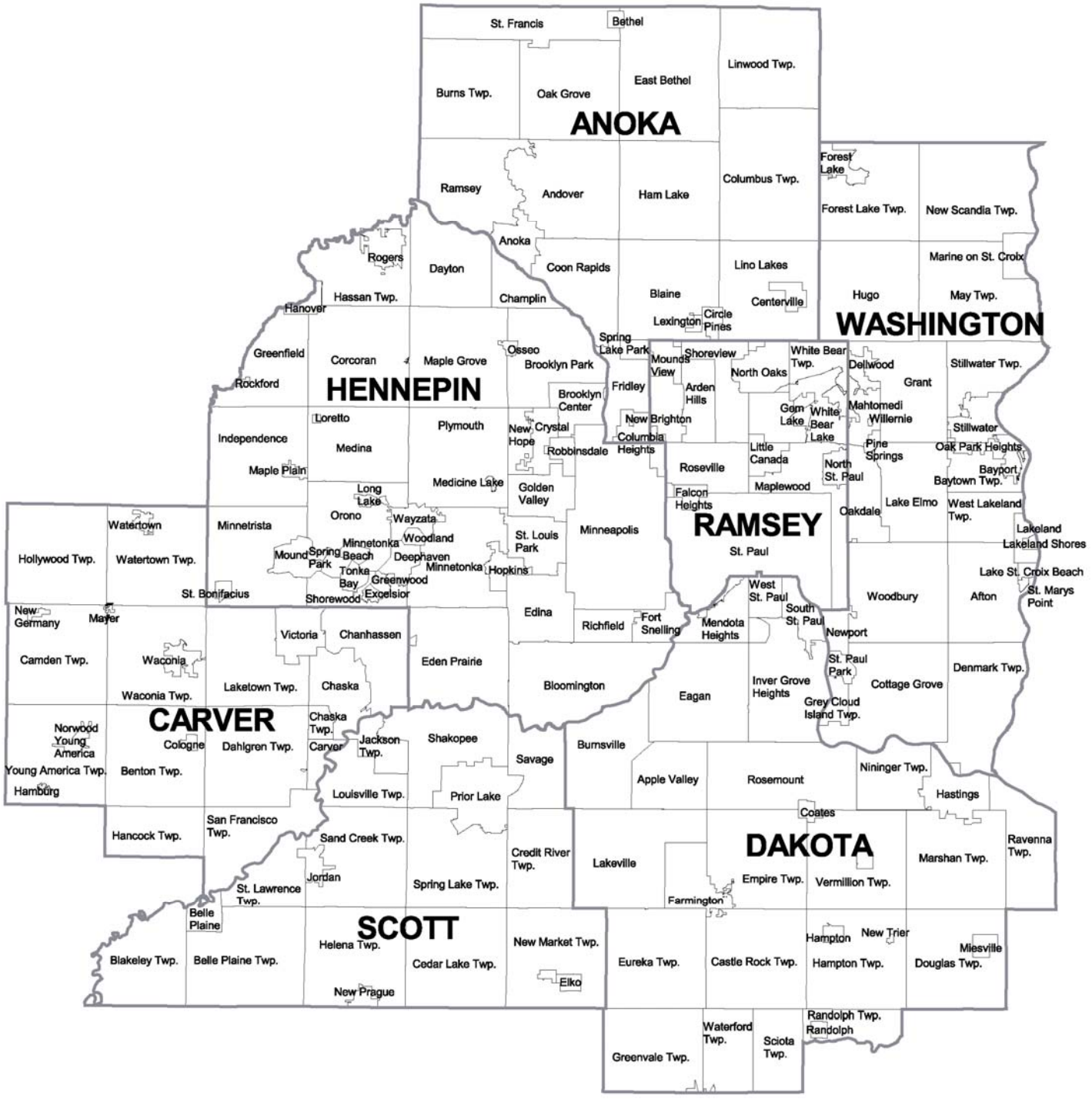
The 2006-2008 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in 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 Development Guide/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.
- 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 2006-2008 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 Prospectus revised in 1996. 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.

- A public meeting was held by the TAB to review and explain the schedule and approval process for the 2006-6008 Transportation Improvement Program.

- A public meeting was held on May 18, 2005 to adopt the draft TIP for the purpose of a public hearing and to initiate public comment period on the draft TIP.

- A public hearing was held by TAB on June 15, 2005 to hear comments on the draft TIP.

- The public comment period ended on July 5, 2005.

- A public meeting will be held by the TAB on August 17, 2004 to consider comments recieved, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

In preparation for these meetings, 300 mailings were sent, notification was made in the State Register, press announcements was sent to the media, and the schedule was published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 2006-2008 by the Metropolitan Council will be made in the State Register.

In 2003 the Transportation Advisory Board conducted a solicitation to allocated TEA-21 funds. In that process 700 informational letters were sent to cities, counties, agencies and special interest groups. A forum was held to discuss the solicitation process, criteria and answer questions. The projects recommended for a total of $100,000,000 in federal funds.

In addition to the presentations identified above, the meetings of the Transportation Advisory Board's TAC, TAB, Metropolitan Council's Transportation Committee and Council when actions are taken, concerning the Solicitation and the TIP, are noticed and open to the public.

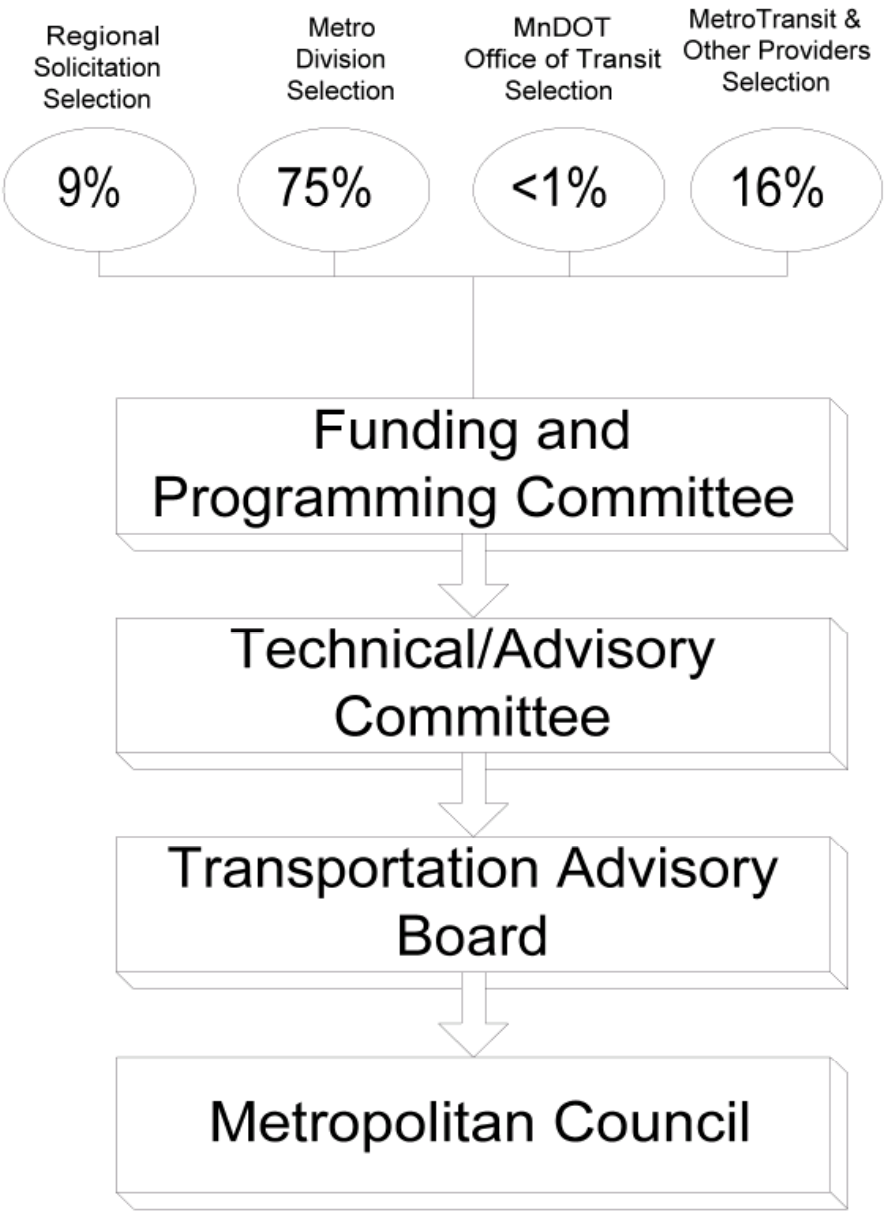
DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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 with a major amendment in alternating years. Last year a four-year TIP was adopted for 2005-2008. This year a three-year 2006-2008 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

Average Annual Percentages



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 2004 and addresses all applicable TEA 21 requirements and considerations.

- 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 Mn/DOT, 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 Mn/DOT jurisdiction. They originate from ongoing Mn/DOT 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 Mn/DOT'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 Mn/DOT'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

TEA 21 establishes a number of highway funding programs. In most cases, transit projects can also be funded through these programs. These program areas are described below.

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.

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

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

FTA Title III 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).

2. SUMMARY OF REGIONAL PLANS 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. This chapter summarizes the TPP, indicates Council priorities and identifies air quality control measures undertaken in the region. The Council adopted a new TPP on December 15, 2004. The Plan is in balance with forecasted revenues over the 26-year planning period and is in conformity with the CAAA of 1990. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption. The material below describes the plan. The Regional Transportation Financial Plan is provided in Appendix D.

Transportation Policy Plan/Development Guide Chapter (Excerpts)

Preface

The Metropolitan Council is directed by Minn. Stat. sec. 473.145 to prepare a comprehensive development guide for the seven-county Twin Cities metropolitan area. The development guide, as currently implemented, consists of the *2030 Regional Development Framework* and four "chapters," dealing with transportation, aviation, water resources and regional parks. Minn. Stat. sec. 473.146, provides direction to the Council to adopt these comprehensive policy plans for transportation, airports and water resources as chapters of the metropolitan development guide.

This is the first time the system plan for surface transportation also includes a reference to the aviation system. The *Transportation Policy Plan* incorporates the transportation policies and plans that support the Metropolitan Council's *Regional Development Framework* and describes the Council's approach to investments between now and 2030. This is the tenth update of the regional transportation plan first adopted by the Council in 1971 and represents the fifth decade of coordinated efforts in planning and implementing this region's metropolitan urban transportation system. It replaces the 2001 Transportation Policy Plan.

The *Transportation Policy Plan* has been prepared pursuant to the federal Transportation Equity Act for the 21st century (TEA-21) requirements and to Minn. Stat. sec. 473.145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; TEA-21 requires an update every three years. However, the Council may amend the plan more frequently if necessary due to changing conditions. The Council is designated by state legislation as the Metropolitan Planning Organization (MPO) for the Twin Cities metropolitan area (Minn. Stat. sec. 473.146). This requires the Council to assure administration and coordination of transportation planning with appropriate state, regional and other agencies, counties and municipalities. The administration and coordination is carried out through the established transportation 3C (comprehensive, coordinated and continuing) planning process. The plan preparation process includes the involvement of local elected officials through the Council's Transportation Advisory Board (TAB) and participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process are fully described in the TAB's *Prospectus.*

The *Transportation Policy Plan* conforms to the 1990 Clean Air Act Amendments (CAAA) as required by TEA-21. The conformity of regional transportation plans and programs to CAAA requirements is determined by the air quality analysis methods as discussed in Appendix K of the plan.

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 to the development of this regional transportation plan. These activities are consistent with the council's proposed Citizen Participation Plan, found in Appendix D of the plan.

- Preliminary draft presented and discussed with the Technical Advisory Committee (TAC).
- Three public outreach meetings were held to present issues and schedule for system plan preparation: May 18, 20 and 24, 2004.

Public notice of participation process and key dates:

- August 25, 2004 – Council will adopt the draft plan for purpose of public hearing
- September 27, 2004 – Public hearing on draft plan
- October 22, 2004 – Record closes on public comments
- Six public open houses were held throughout the region to present the draft plan during September.
- Copies of the draft plan and background material were provided free upon request. The draft plan was sent to area libraries for public access and was posted on the Council's Web site.
- The draft policy plan was be presented to the TAB Policy Committee and TAB, the TAC Planning and Funding and Programming Committees and TAC.
- Comments were accepted at the public hearing, open houses via comment cards, mail, facsimile, a comment telephone line and Web site postings.
- Copies of all comments received were available for review at the Council's Data Center.
- The Council's Transportation Committee considered the public hearing report and revised plan at its November and December meetings.
- The Council accepted the public hearing report at its December 15, 2004 meeting and adopted the plan with recommended changes.

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	1970–2000 Increase	2000–2030 Projected Increase
Households	573,634	1,021,454	1,492,000	448,000	471,000
Population	1,874,612	2,642,056	3,608,000	767,000	966,000
Jobs	779,000	1,563,245	2,126,000	784,000	563,000

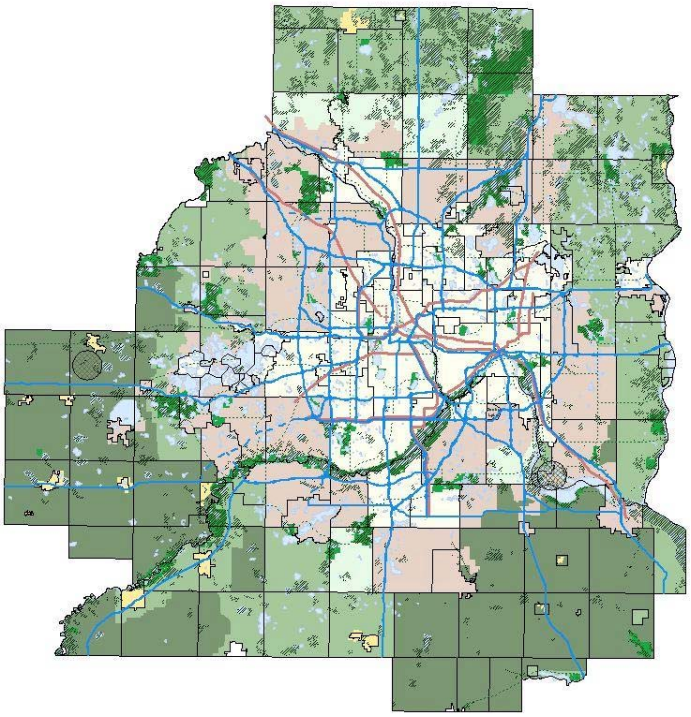
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess 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.

Transportation and Land Use

Transportation – the link to countless destinations within our metro area and beyond – is a vital tool for keeping our region competitive in the world economy and improving our quality of life. Decisions relating to transportation, sewers, housing, natural resources and other land uses cannot be made in isolation from one another. Regional transportation and sewer investments and services help shape growth patterns; housing location and types affect mobility options and travel patterns; unplanned growth can put a strain on natural areas, groundwater quality and other resources. In the longer term, the region also can slow the growth in congestion by encouraging development and reinvestment in centers that combine transit, housing, offices, retail, services, open space and connected streets that support walking and bicycle use. Such development enables those who wish to reduce their automobile use to meet their daily needs and makes it possible for those who are unable to drive to live more independently.

The significant costs associated with building new transportation facilities mean that the region will have to make targeted investments, recognizing that "one size does not fit all" and carefully weighing the options in every corridor. The first priority for highway improvements must be to maintain the existing metro highway and roadway system, reducing or providing congestion relief from the numerous bottlenecks that impede travel, implementing new strategies to improve the efficiency of the system and adding capacity where possible. But the region also must look for new ways to make more effective use of the existing system. Transitways in heavily traveled corridors – bus rapid transit (BRT), light rail transit (LRT) and commuter rail – will help slow the growth of highway congestion and attract livable, mixed-use developments of housing, retail, offices and open space. Other such strategies include encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts and employing a variety of pricing techniques such as FAST lanes and HOT lanes.

The major features of this *Transportation Policy Plan* include:

- Three scenarios for maintaining, managing and expanding the metropolitan highway system, depending on the level of resources available.
- A plan for increasing transit ridership 50 percent by 2020, with the goal of doubling ridership by 2030.
- An integrated network of transitways – rail and bus – on dedicated rights of way, as well as an expanded system of express bus routes on freeways.

The TPP seeks to integrate growth, housing policies and natural resource protection efforts with transportation plans and investments to achieve regional goals contained in the *Framework* along with the

strategies for each of the planning areas. The full potential of investments in transportation, housing, natural resource preservation and other factors is best realized when they are considered together in well conceived land use patterns. Maximizing the benefits of transportation infrastructure has a key role in supporting the competitive position of the region. Transportation investments will be coordinated with land use decisions to support and encourage development concentrations along transportation corridors and at key activity centers.

In addition to supporting the largest regional activity centers – the two central city downtowns, the Twin Cities campus of the University of Minnesota, and the MSP/Airport South/Mall of America – investments will give support to community development plans for mixed use centers. By combining retail, commercial, civic and residential uses, more people have the option of working in the same community in which they live. If the land use patterns cluster housing, businesses, retail and services in walkable, transit-oriented centers along transportation corridors, the benefits increase –improved access to jobs, open space, cultural amenities and other services and opportunities.

Greater attention must be given to the challenges of moving resources and goods within and through the region to North American and world markets. The importance of a coordinated regional and state system is key for increasing the economic competitiveness of businesses, industries and their customers. Regional transportation investments – coordinated with investments by local governments and the private sector where feasible – must provide sufficient access to freight facilities, business and industrial concentrations and distribution centers.

The aviation industry is very important to keeping the region economically competitive in the global economy. Continued implementation of the MSP 2010 improvement plan is necessary to increase runway and terminal capacity at Minneapolis-St. Paul International Airport, along with the maintenance, improvement and expansion of the regional system of reliever airports. These improvements should include runway extensions at Anoka County and Flying Cloud airports to better serve corporate jets.

While airports have benefits for the whole region, there are land use and ground transportation impacts. Regional agencies must work with local communities to mitigate the adverse impacts of airports and ensure compatible land uses in adjacent areas and provide adequate highway and transit support.

Transit System Plan

The 2030 transit system must be multi-modal, geographically balanced, cost-effective and supportive of the *Regional Development Framework*. Facing rapid population growth, growing congestion and limited prospects for new major freeways, the Twin Cities area will need a strong transit system to ensure its continued economic vitality. A transit system designed and scaled to various regional needs will promote mobility and access to opportunities around the region, and support the *Framework*, with its benefits of more efficient use of land and public infrastructure.

The bus system will remain the foundation of future transit services.

- Bus service will be significantly increased with strategically focused improvements to better meet customer needs and promote more efficient use of public facilities consistent with the *Framework's* policies and strategies. The transit vehicle fleet and related public and support facilities – including transit stations, park-and-ride lots and garages – will be expanded and enhanced to deliver transit service capable of meeting the ridership goal.

- Local routes, including suburb-to-suburb services, will benefit from expanded coverage and frequency improving transit connections between workplaces, residences, retail services and entertainment activities.

- "Arterial corridors" – selected high-traffic urban and suburban streets – will receive the highest level

of local bus service – very frequent, 7-day, up-to-24-hour service, with highly visible passenger facilities at major stops and the introduction of faster limited-stop service similar to University Avenue's Route 50 limited-stop service.

- The current network of freeway express bus routes will be enhanced and expanded in congested highway corridors. These routes will be supported by extensive park-and-ride facilities and will use bus-only shoulders, HOV lanes and ramp meter bypasses to provide fast and reliable Bus Rapid Transit.
- Other bus services, including Metro Mobility and the small urban-rural systems, will also be expanded along with related support facilities.

A network of dedicated transit corridors will be developed.

- An integrated network of dedicated transitways will also be developed. These corridors will provide a travel time advantage over single-occupant autos, improve transit service reliability and boost the potential for transit-oriented development. The Hiawatha LRT line and the I-394 HOV lane have already been completed. In 2005, I-394 will be converted to a HOT lane, which will still give preference to transit and carpool vehicles, but will also allow available space to be used by single occupancy vehicles willing to pay a toll.
- The most appropriate and cost-effective technologies will be determined on a corridor-by-corridor basis. Potential technologies will include LRT, commuter rail and BRT. Many of these corridors have been studied extensively since adoption of the 2001 TPP, and in some corridors – such as Northstar, Cedar and Northwest– studies have progressed to select a locally preferred technology.
- The first tier of dedicated transitways would include Hiawatha LRT line, the Northstar commuter rail line coming from outside the metro area, three bus rapid transit corridors, Northwest, I-35W and Cedar, and the Central Corridor between Minneapolis and St. Paul.

Regional Development Framework Direction

The Regional Development Framework provides the following direction to this transit plan:

- Enhance transportation choices and improve ability to travel throughout region.
- Maximize effectiveness and value of services, infrastructure investments and incentives.
- Collaborate with partners to accommodate growth.

Regional Transit Goal

The goals for the 2030 regional transit system for the Twin Cities metropolitan area are:

- Double current transit ridership by 2030 (2020 target: 50% ridership increase).
- Develop a network of transitways.

Goal 1: Grow Transit Ridership

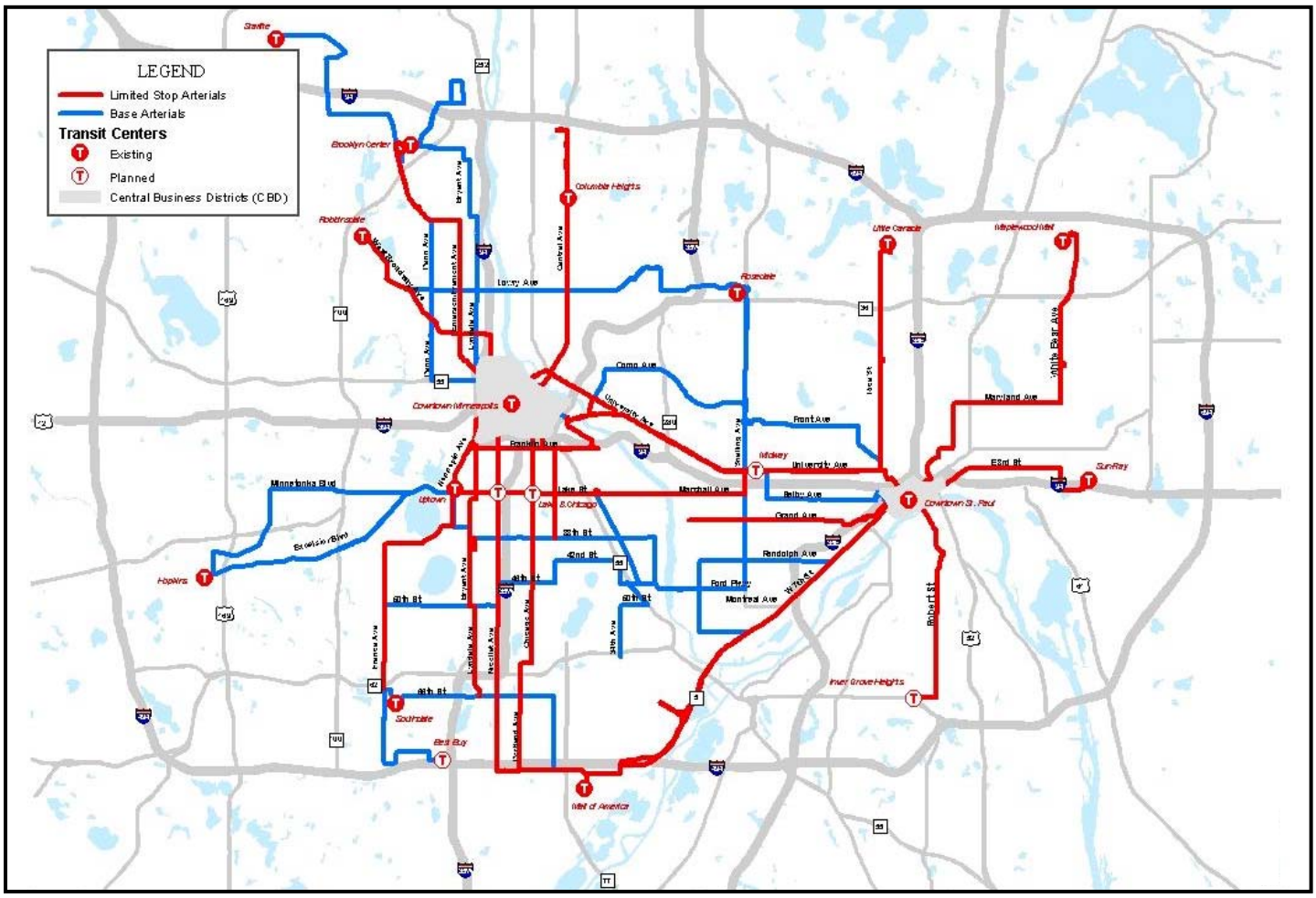
The short-range target for doubling transit ridership by 2030 is to increase ridership by 50% in the next 16 years. Several components are necessary to achieve a 50% increase in ridership or 36 million new annual riders, by 2020:

- *Baseline 2020 population-employment growth* – Ridership gains generated solely from the expected 2020 population and employment growth, assuming the percentage of trips made by transit remains constant, would account for about 15 million new annual rides, or a 21% ridership increase.
- *Fare pricing and incentives* – Cost is a major influence in determining which mode people choose for a trip. Providing fare incentives for the average transit trip, through a variety of programs such as the expanding MetroPass and U-Pass or offering frequent rider tax incentives, would result in 8 million,

or 11%, more rides above and beyond the 2020 baseline.

- *Arterial corridor enhancements* – Implementation of new limited stop routes, improved frequency and longer service hours in select arterial corridors (see Figure 4) with transit advantages to improve transit travel times would generate additional ridership of almost 2 million, or 3% above and beyond the 2020 baseline.
- *Express corridor network enhancements* – Additional ridership gains of 3.5 million, or 5%, would be generated from the implementation of additional and improved express bus service and facilities along freeway express corridors above and beyond the 2020 baseline.
- *Dedicated transitways* – Additional ridership gains of 8 million or 11% above and beyond the 2020 baseline would be generated from the completion of a comprehensive regional network of dedicated transitways.

Figure 4
2020 Local Arterial Corridors



Goal 2: Develop A Network of Transitways

A number of heavily traveled metro area corridors offer promising opportunities for focusing investments to provide improved and expanded transit service. This plan envisions two types of transit corridors, express commuter bus corridors and dedicated right-of-way corridors, which are shown on Figure 5 and described below.

Express Commuter Bus Corridors

Express commuter bus corridors primarily serve to connect commuters from suburban markets to employment in the Minneapolis and St. Paul central business districts, as well as the University of Minnesota and other major employment centers. Several highways in the region have very successful express bus service today; this plan proposes additional corridors as well as enhancement and expansion of service in existing corridors. Within each corridor, express bus routes will be supported by sufficiently sized and conveniently located park-and-ride facilities. In several corridors these routes will be further supported by community and circulator networks.

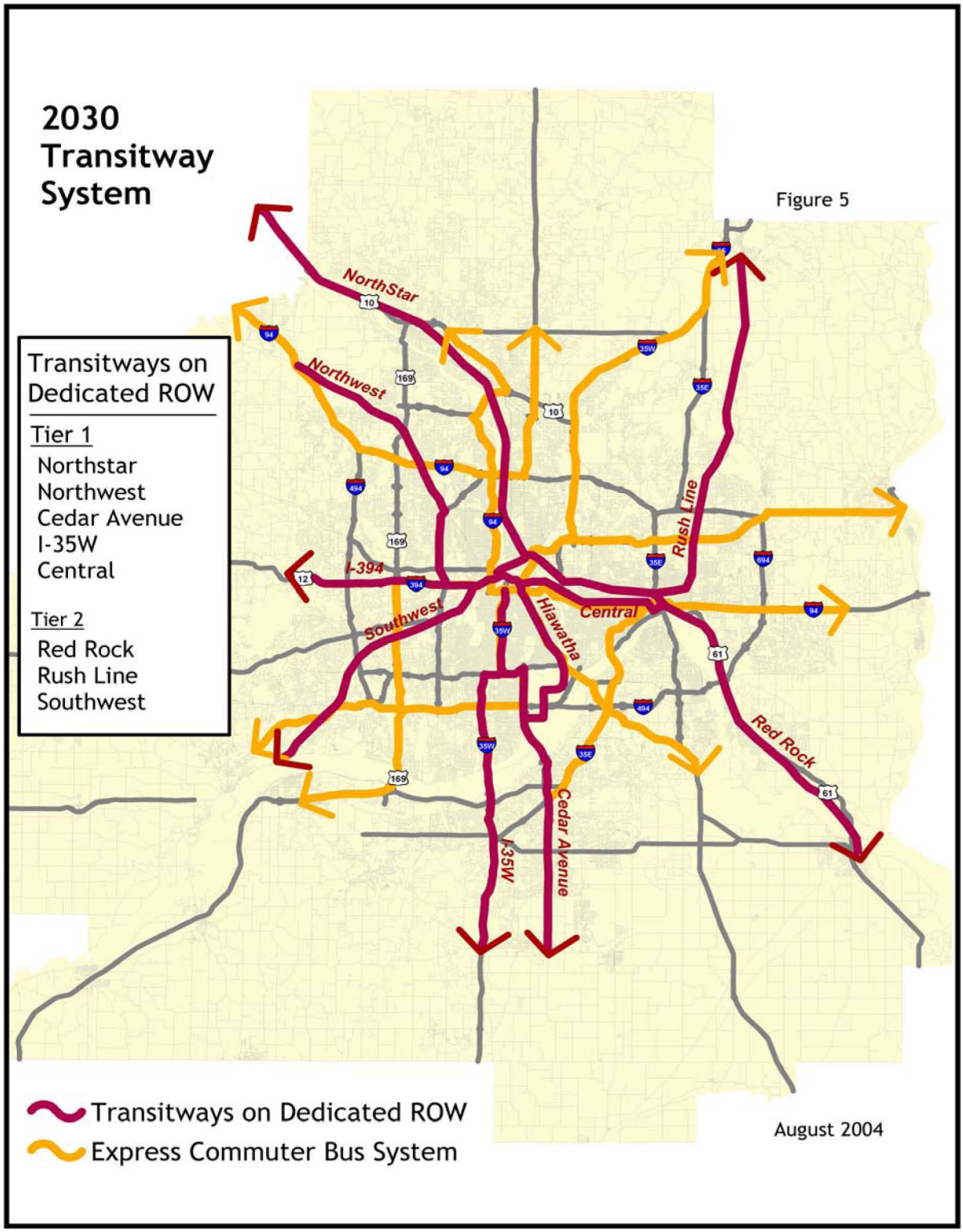
Many of these corridors have "transit advantages," which are roadway improvements such as shoulder bus lanes, ramp meter bypasses and exclusive bus lanes at the downtown end of the trip that give transit a travel time advantage over the single occupant auto. Express bus routes should have uninterrupted and continuous access to transit advantages in congested areas of the bus trip (including at the destination end). All of these corridors will be provided with "transit advantages" by 2020. (Needed transit advantages are shown in the Transit Support Facilities section)

The express commuter bus corridors are characterized by congested freeway traffic, low residential density and high population growth. They have high ridership potential if express bus service within the corridors is time-competitive with the automobile, is frequent and convenient, and if the destination is of sufficient size and employment density. A minimum level of express service (3 trips per peak hour) from any one location within a corridor should be provided.

Transitway Corridors on Dedicated Right of Way

Transitways on dedicated rights of way would provide a travel-time advantage over the single-occupant vehicle, improve transit service reliability and maximize the potential for transit-oriented development and redevelopment. These transit corridors could be developed with a variety of transit modes, including bus rapid transit, light rail transit or commuter rail facilities. The most appropriate and cost-effective mode for any given corridor is best determined after extensive study of the individual corridor; therefore modes are not specified on Figure 5. Criteria to determine the preferred alternative should include among others: mobility improvements, operating efficiency, passenger carrying capacity, environmental benefits, cost-effectiveness and land-use benefits.

However, since these corridors have been shown on the regional plan for many years and are at various stages of study, a cost-effective mode has already been determined in many corridors. Two of the dedicated right-of-way corridors shown on the 2030 plan already exist, the Hiawatha LRT and the I-394 HOV lane.


2030 Transitway System
Figure 5
Transitways on Dedicated ROW
Tier 1
Northstar
Northwest
Cedar Avenue
I-35W
Central
Tier 2
Red Rock
Rush Line
Southwest
NorthStar
Northwest
Rush Line
I-394
Southwest
Hiawatha
Central
Red Rock
I-35W
Cedar Avenue
Transitways on Dedicated ROW
Express Commuter Bus System
August 2004

Metropolitan Highway Plan

Since the 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA), the region is required to adopt a long-range transportation plan that balances planned investments with reasonable expected resources and produces cleaner air or meets the adopted emission budget. However, this plan also considers two scenarios that assume a significant increase in current resource levels.

This plan focuses on the needs of the 2030 metropolitan highway system and the “A” minor arterial system. The metropolitan highway system, a network of 657 miles of freeways and expressways (classified as principal arterials) carries the majority of vehicle travel in the region and the longest trips at the highest speeds. There are three Principal Arterials owned and maintained by cities or counties which are not included in the state road construction funding allocation discussed below.

The 1,500-mile “A” minor arterial system, defined and adopted by the region in 1993, supplements the metropolitan highway system. (A large map of the minor arterials, which is too detailed to reproduce in this plan, is available from the Metropolitan Council.) Many miles of the "A" minors are owned and operated by counties or cities. Federal funding for these "A" minor arterials, as well as the non-MnDOT principals, is available through the STP program of the Regional Solicitation. The STP program is assumed to be about 60% of the total Solicitation of $61.5 Million annually.

The remainder of streets and highways in the region are made up of "B" or other minor arterials, collectors and local streets (the function and characteristic of all streets and highways are explained in Appendix F of the plan). The predominant use of all roads and highways is either for mobility or land access. Principal Arterials serve the mobility needs of the public, while the local street emphasis is land access.

Major Highway Problems

The focus of the plan is to help implement the *Framework* and address the major problems facing the metropolitan highway system over the next 26 years, which are:

- Significant increases in travel demand due to more people, more licensed drivers and more automobiles;
- Inefficient use of the highway system by vehicles with only one person;
- Increasing maintenance needs for an aging system of highways;
- Funding levels that have not matched the increase in demand and maintenance needs;
- Funding sources that do not provide incentives to improve the efficiency of the transportation system;
- Difficulty in expanding highway capacity due to the social, environmental, physical and political impacts.

Framework Direction

Unless these problems are adequately addressed, the lane-miles of congested metropolitan highways will increase from just over 1,900 miles in 2000 to over 2,500 lane-miles miles in 2030. This, in turn, will result in an increase in the cost of doing business, making it more difficult for the region to compete with other economic centers in North America.

While the region cannot build its way out of congestion, the region must take steps to reduce its rate of growth and to meet the transportation needs of the people and businesses. One of the *Framework’s* four goals is to “enhance transportation choices and improve the ability of Minnesotans to travel safely and efficiently throughout the region.” The related policy is to “plan and invest in multi-modal

transportation choices, based on the full range of costs and benefits to slow the growth in congestion and serve the region's economic needs."

The following five strategies provided in the *Framework* are intended to help achieve this policy as it is related to highways:

Strategies

1. Focus highway investments on maintaining and managing the existing system, removing or relieving bottlenecks and adding capacity.

- Highest priority must be given to adequately maintaining the entire highway system to serve existing and planned development and relieving bottlenecks.

2. Make more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts, and by employing a variety of pricing techniques such as FAST lanes and HOT lanes.

- The region, working with its state and local partners, must make investments that help better manage traffic and increase the efficient operation of the system. These investments should produce incentives for people and business to share rides, to change the time of travel outside the peak periods and to use arterial streets for shorter trips.
- The region needs to pursue innovative pricing strategies – such as tolls, HOT lanes, FAST lanes, value pricing and variable rate pricing – that provide incentives to more efficiently use the highway system, encourage use of alternative modes and increase the resources available to help maintain regional accessibility.

3. Expand the transit system, add bus-only lanes on highway shoulders, provide more park-and-ride lots and develop a network of transitways.

- A multi-modal transportation system is required to address a variety of personal and business transportation needs.

4. Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways.

- Minor arterial roadways must be carefully designed to safely balance their dual roles of serving local and subregional trips by many different modes. These arterials serve adjacent land uses while carrying autos, trucks, local bus routes, bicycles and pedestrians.

5. Promote the development and preservation of various freight modes and modal connections to adequately serve the movement of freight within the region and provide effective linkages that serve statewide, national and international markets.

Many of the metropolitan highways that connect to Greater Minnesota are identified as Interregional Corridors (IRCs) by MnDOT. Investments for those highways outside the I-494/I-694 beltway are an important component of the State's Plan. These facilities should be planned, prioritized and funded by MnDOT centrally.

The Highway Plan

The Council and MnDOT work very closely to produce this plan and the Metro District Transportation Systems Plan (TSP). Both plans are consistent and supportive of each other. The forecast of highway revenues and cost for this plan have been prepared by MnDOT.

Resources and Scenarios

Highway revenue estimates for this plan include all state and federal fund categories that have historically gone to MnDOT. However, a number of activities currently underway suggest that new funding sources and higher funding levels could also materialize in the near future. Those activities include:

- The new federal Surface Transportation Act yet to be passed, which could result in significant funding increases over the previous TEA21 funding levels.
- MnDOT's review of the funding allocations among MnDOT's districts, which could affect the Metro District's construction funding levels.
- Statewide initiatives underway to increase state transportation funds, which could be successful in upcoming legislative sessions.
- Adjustment in distribution of Federal gasoline tax revenue due to ethanol credit.

Because of the funding uncertainties described above, this plan contains three scenarios. One reflects historical funding levels while the other two contemplate higher levels of resources. Should additional state or federal highway funds become available, the Constrained Plus 30% Scenario provides general direction as to how these funds might be allocated. The level of funds would determine if and when a revised Regional Transportation Plan would be required.

Natural or other disasters may cause the priorities in this plan to change. The nature of the emergency may require action that would need to be implemented immediately.

Constrained Plan Scenario: This scenario assumes highway revenue estimates based on historic levels of state and federal funds. It also includes the federal funds allocated through the TAB regional solicitation process. The revenue estimates include inflationary increases that result in a real purchasing power increase with respect to current levels of about 20 percent by 2030. The Constrained Plan Scenario is the formally adopted plan as required by federal rules. The constrained plan is shown on Figure 6.

The Constrained Plan assumes the 2030 State Road Construction Fund will grow by 20% in real purchasing power over existing levels by 2030. This may or may not be accurate, given the four activities noted above. As these activities are completed or end, a re-examination of the revenue forecast will be in order. The Council hopes there will be additional new revenue that can go toward funding the +30% Scenario. While this may happen, the Council also realizes that identified and unidentified obligations recorded in this plan will need to be paid for before allocations are made to new projects or needs. Unanticipated increases in project costs are always possible, although various procedures and policies have been put in place to attempt to account for these. Payback and cost overages for the 2001 bonding projects in the current TIP are still being resolved. Short term cash flow problems due to delay in the new Federal Act are a priority use for any new Federal Funds. Payback of advance construction funds must be accounted for fully.

Table 2
Resource Allocations Summary
Trunk Highways, 2009-2030 *
(in millions)

	Constrained	Unconstrained	Constrained +30%
Preservation	31	31	31
Pavement	55	55	55
Bridge	16	16	16
Miscellaneous	102	102	102
Management	60	60	40
Other Allocations	12	12	12
R/W	12.5	12.5	12.5
Supplemental Agreements	5.0	5.0	5.0
Cooperative Agreements	29.5	29.5	29.5
Expansion	92	973	197
Total	283.5	1,164.5	368.5
22 YEAR TOTAL	$6,237	$25,619	$8,107

*These funds are not available for city or county owned highways

Constrained Plan Investment Priorities

Since 1988, the Council and MnDOT have agreed on the following highway investment priorities:

Preservation of the Existing Highway System

The first investment priority must be to preserve the existing trunk highway system, a significant regional asset that includes the 657 miles of the metropolitan highway system and an additional 450 miles of minor arterials, most of which are "A" minors. The MnDOT pavement management and bridge management systems, which monitor roadway conditions, were used to determine preservation needs, which are assumed to be the same for all three scenarios. Primary activities include preventive maintenance, pavement repair and rehabilitation, and bridge repair and rehabilitation to achieve pavement and bridge performance measures.

The total investment required to preserve the trunk highway system is about $2.244 billion between 2009 and 2030. (These figures included trunk highways in Chisago County because it is within MnDOT's Metro District. This issue will be addressed in the financial plan section.)

If funding becomes so limited that preservation investments must be reduced, investing in the metropolitan highway system should take precedence over the other trunk highways.

Management of the Highway System for Capacity and Safety

The second investment priority is to manage the trunk highway system to improve its efficiency and safety. The investment strategies include a wide range of spot geometric design and traffic flow improvements to address localized concerns. Over the coming 22 years, $1.32 billion has been allocated to this project category. A portion of the right-of-way set aside will be used also for the management investments. Should management funds be less than projected, management of the principal arterials should have priority over the other trunk highways.

This category includes activities such as:

- Hazard elimination safety (HES) and capacity safety projects
- Access management
- Intersection improvements
- Signal timing
- Freeway management strategies such as metering ramps, ramp meter bypasses, bus-only shoulders, video surveillance and providing travel information
- Various ITS investments to add capacity or improve safety
- Construction of isolated interchanges and auxiliary lanes of less than one mile in length
- Tolling of existing lanes

The focus of system management must be to move more people in a safe and efficient manner, not more vehicles. The management of the highway system should provide incentives to those willing to share rides and reduce vehicle travel whenever possible.

The expansion investments now being made or recommended in this plan will result in fully managed facilities. The following components define a fully managed facility: ramp meters and bypasses, ITS technology to allow monitoring and active intervention by use of changeable message signs, and transit advantages such as bus-only shoulders and park and ride lots.

The Council offers the strategies listed below for MnDOT to establish management investment priorities and to review project plans and local comprehensive plans:

- The Council, working with MnDOT, the Transportation Advisory Board and its Technical Advisory Committee, has developed a congestion management system plan (CMSP) that provides the region's philosophy, policy direction and tools for managing highways. The CMSP should play a key role in prioritizing management investments.
- The Council's rural policies assume low or very low-density development. Rural highway investments should not encourage urban density development. Management investments in rural areas typically would include:
  - Access management,
  - Safety improvements, and
  - Park-and-pool lots
- Incentives to encourage users to share rides should be a common theme for management investments. HOV bypass of meters, HOV lanes, transitways, bus shoulder lanes, bus queue jumpers, park-and-ride and kiss-and-ride lots are critical strategies for the operation of the system.
- Travel demand management activities go beyond what MnDOT can do alone. The Council, counties, cities, private sector, traffic management organizations, the University system and school districts can and should play a role. The Council will continue to provide and fund activities that result in reduced vehicular travel demand. MnDOT management projects should reflect these efforts.
- Improved management of access to principal and minor arterials should be emphasized in the selection of management projects. The capacity that exists today can quickly erode if additional uncontrolled access is allowed. MnDOT has developed access management guidelines for its trunk

highway system. Most counties have either adopted MnDOT's guidelines or have developed their own. Cities and counties should note the need for, and benefits from, access management in their comprehensive plans and support the use of such guidelines. Where appropriate, cities should incorporate these features into their zoning and subdivision ordinances. Strategies such as development of frontage roads, "backage" roads, and parallel routes may be needed to limit access on local, county and state arterials.

- Safety should be a key criterion in selecting management projects. Correctable causes of vehicle, bicycle and pedestrian accidents need to be considered in allocating these resources. MnDOT TSP performance measures should be used as appropriate in this effort.
- Mobility of the highway users, no matter the mode, should be reflected in the projects selected for implementation.

MnDOT's TSP will better define the criteria and process that will be used to identify, prioritize and design management projects. At this time, MnDOT is committed to a number of short-term management projects. The funding of these projects will be the subject of MnDOT's Cost Participation Policy and, as such, a significant local share of costs is assumed. These will be the first priority for management as defined in this plan and MnDOT's TSP.

Committed Management Projects:

I-35 at CR 70
I-694 at Rice St.
TH 10 at Hanson Blvd.
TH 36 at McKnight
TH 52 at CR 46
TH 169 at CR 6/CR 64
TH 169 at CR 81/85th Ave.
TH 169 at 93rd Ave.

Expansion of the Metropolitan Highway System

Expansion is the third investment priority once preservation and management investments have been funded. These projects, which produce significant increases of principal arterial capacity, include the addition of one or more through lanes (including new tolled lanes or FAST lanes), expressways rebuilt to freeway design standards, new principal arterials on new alignments or the construction or substantial increase of transit services. These expansion projects are needed when capacity needs clearly cannot be met through corridor management strategies.

There are 15 projects that are either under contract or are programmed for contract letting in the 2005-2008 period. They are estimated to cost $1.650 billion. The TH 36 St. Croix Bridge project has only $5 million allocated. However, if an agreement can be reached on the alignment, design, and mitigation, the project will need to be fully funded at a cost estimate ranging from $248-$333 million.

A significant portion of the committed projects use "advance federal construction funding." These funds are "borrowed" from future years' resources and thus have been debited from the annual highway allocation recorded in Table 2.

Table 3 includes the expansion projects that were recommended in the previous 2001 TPP and continue to be recommended in this plan. Together with the projects in the TIP, these projects represent a major investment in the mobility needs of the region. The total cost of these projects is estimated to be about $2.035 billion, or about 30%of the total $6.237 billion in funds available to MnDOT for 2009 to 2030.

Table 3 defines the specific project scope and cost recommended for various highways or corridors

based upon the analysis conducted by MnDOT for the update of the Metro District TSP. The regionally agreed upon project description and cost provide the basis for a fiscally constrained plan that meets federal air quality conformity requirements. Any project that exceeds the cost estimate recorded in this plan by 20% or more (after adjusting these 2004 costs by the Minnesota Construction Cost Index and increased right-of-way costs) at the time of contract advertisement, or that adds more capacity than described in this plan, will be considered inconsistent with this plan and will require a plan amendment. The plan amendment process must resolve the question of funding resources, recalculate air quality conformance and provide adequate public input.

While no additional expansion projects are recommended as part of the 2030 Constrained Plan Scenario, three modifications have been made as described below.

The planned improvement project on I-35W north of 46th Street to I-94 has been modified to include an additional "transit priority/HOV lane" and Lake Street access. This is the logical extension of the Crosstown/I-35W common area expansion project. The 2001 TPP included $185 million for this project. Inclusion of this project assumes a large portion of the additional funds needed will come from federal high priority project allocation or other non-MnDOT sources. The timing of this project is uncertain, but it will not be added to MnDOT's work plan during the next five years unless new funds materialize that are not currently assumed in the Constrained Scenario.

The TH 36/St. Croix Bridge project had been fully funded at one time, but due to delays, the allocated funds were used for other projects. The funding was a partnership between the Metro Division and MnDOT Central Office, since TH 36 is of more than regional significance connecting Minnesota to Wisconsin and other parts of the U.S. and Canada. The 2004-2006 TIP included $5 million as a placeholder. This project is not programmed to move into MnDOT's 10-year plan at this time. The mediation process is not complete. The region has assumed it will be responsible for one-half of the Minnesota share of the bridge and highway project. The cost of mitigation is significant and is not assumed to come from traditional sources.

MnDOT annually prepares a 10-year Highway Work Plan. Table 4 records the projects from the 2004-2013 10-year work plan that cost $10 million or more and that are not included in the region's TIP. These are the next projects to move into the TIP as funds become available since project development activities such as environmental assessment and final design are currently being undertaken on these projects. Table 5 lists the priority expansion projects to move into the 10-year Work Plan prior to the next revision of this plan.

The 2001 TPP made recommendations on future bridge needs across the major rivers in the region. At present, there is $5 million allocated for right-of-way preservation for a crossing of the Minnesota River near Chaska. This plan also adds $5 million for a crossing of the Mississippi River north of Anoka. A specific alignment has not yet been selected, although several alternatives are being examined within the corridor shown on Figure 4. The general location of these crossings must also continue to be shown in local comprehensive plans until a specific alignment is chosen through the environmental process.

The Lafayette and Hastings bridges suffer from "critical fractures." They are inspected frequently to evaluate their condition and may need to be advanced quickly and moved into the TIP ahead of other projects. The Hastings bridge replacement is assumed to be a four-lane structure to replace the present two-lane bridge. The Lafayette bridge project will replace the four-lane bridge that exists today with adequate lane and shoulder width. The cost for these bridges are included in the preservation costs, but are mentioned in this section due to their importance and unique situation of requiring funding in short notice. The region recognizes there may be other emergencies that require moving projects into the TIP.

In many instances, corridor studies will need to be conducted prior to entering the design phase for these expansion projects. As each corridor study moves forward, a number of factors should be considered or included:

1. Reflect the regional policy direction in the *Framework* and this *Transportation Policy Plan*.
2. Reflect adopted local comprehensive plans.
3. Evaluate at least the following alternatives:

- No build
- Travel demand management
- Transportation system management
- Transit improvements identified in the Transit System Plan.
- Expansion based on the project scope recorded in this plan and the TSP.

4. Define all "build" alternatives with the objective of holding cost to the level recorded in this plan and the TSP.
5. Evaluate a range of alternative financing mechanisms, including but not limited to FAST or toll lanes, or other value pricing techniques.
6. Define and evaluate minor arterial system to provide for short to moderate-length trips if it does not exist or is not planned for within the corridor or subarea.
7. Evaluate access management and develop an access management plan as a study product.
8. Evaluate timing of the corridor improvements based on the timing of the urbanization of the travel shed.

The adopted study recommendations will be incorporated into this policy plan in future revisions. The affected local units of government will be required to modify their comprehensive plans accordingly.

Figure 6

2030 Constrained Metropolitan Highway System Plan Investment Priorities

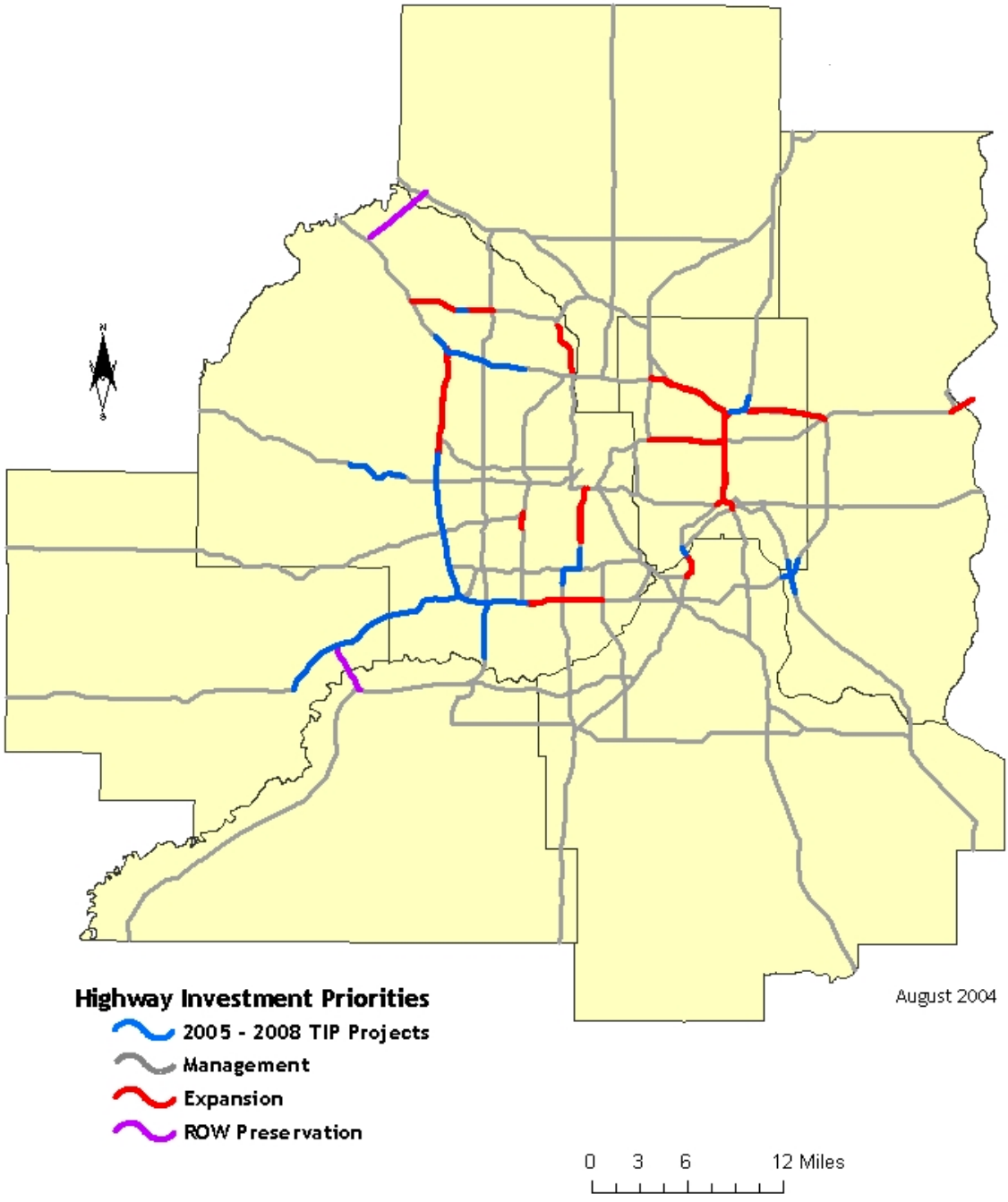


Table 3
Metropolitan Highway System Expansion Projects
2009-2030

Highway	From	To	Length (miles)	Total (millions)	2001 TPP Comment	Recommended Facility Improvement
I-35E	TH 110	TH 5	2.3	39	Improvement to be Defined	Bridge Under Construction. Add 3rd Lane.
I-35E**	I-94	I-694	5.6	197	Subarea Study Needed	Add 3rd and 4th Lane. Connect Phalen Corridor, Reconstruct Cayuga Bridge
I-35W**	46th St.	I-94	5.3	309	Improvement Corridor	Add HOV/ transit priority lane and Lake Street interchange
I-494	TH 55	I-94	5.5	176	Description was I-394 to I-94	Add 3rd Lane
I-494	TH 77	TH 100	5.1	628	Description was from TH 77 to TH 100	Build in Accordance with EIS Completed in 1997
I-694**	I-35W	W. Jct. I-35E	5.6	180		Add 3rd Lane
I-694	E Jct.I-35E	TH 36	5.5	86	Corridor Study Needed	Add 3rd Lane
TH 36 St. Croix Bridge*			1.0	201		New four lane bridge and mitigation
TH 36**	I 35W	I-35E	5.3	118	Description was I35W to I35E	Add 3rd Lane
TH 41	TH 169	TH 212	3.0	10	Right-of-Way Preservation	Preserve Right-of-Way after alignment is defined
New Miss. River Crossing	TH 10	I-94 or TH 610	2.0	10	River crossing need recorded	Preserve R/W after alignment is defined
TH 100**	36th St.	Cedar Lake Rd.	1.0	104		Add 3rd Lane
TH 252	73rd Av.	TH 610	2.9	127	Corridor Needs Unclear	Convert to 4-Lane Freeway
TH 610	CR 130	I-94	5.0	148		Complete 4-Lane Freeway
TOTAL			46.8	$2,322		

* The region assumes it is responsible for one-half of the state's share.
**All or part of these projects are in the MnDOT 10-year (2004-2013) Work Plan

Table 4
MnDOT Highway Work Plan, 2009-2013
Major Construction, Reconstruction and Bridge Replacement Greater Than $10 Million

				Project Cost Estimates				
Highway	**Project Description**	**Program**	**Construction Fiscal Year**	**Design Estimate ($000)**	**R/W Estimate ($000)**	**Year-of-Construction Estimate ($000)**	**Construction Engineering Estimate ($000)**	**Total Project Cost ($000)**
35E	I-94 to Maryland Ave. in St. Paul, grading, surfacing, brs., etc., including Cayuga Br. and Phalen Blvd. connection	MC	2010	7,687	Limited	76,755	6,140	90,571
35W	At Lake St. in Minneapolis, reconstruct inter-change (Ph. 1)	MC	2009	1,160	Contin-uous/ Major	11,600	928	13,688
35W	At Lake St. in Minneapolis, reconstruct inter-change (Ph. 2)	MC	2010	1,785	Contin-uous/ Major	17,850	1,428	21,063
36	At Lexington Ave.. in Roseville, replace Br. 5723 and reconstruct interchange	MC	2009	1,380	Limited	13,804	1,104	16,289
100	36th St. to Cedar Lake Rd. in St. Louis Park, grading, surfacing, Brs., etc. for 6-lane freeway	MC	2011	6,150	Contin-uous/ Major	61,500	4,920	72,570
169	Near CSAH 6 in Belle Plaine, grading, surfacing, Br., etc. for new interchange	MC	2010	1,904	Limited	19,040	1,523	22.467
694	E of I35W in Arden Hills to E of Lexington Ave.. in Shoreview, grading, surfacing, Brs., etc. to add third lane and correct weave at TH 10/51	MC	2012	6,960	Minimal/ Spot	69,596	5,568	82,123
TOTALS				27,015		270,145	21,611	318,771

Table 5
Regional Priority Projects to Move into
10-Year Highway Work Plan, 2005-2009

Highway	Project Description
I-35E	TH 110 to TH 5, add one through lane
I-494	TH 55 to I-94, add one through lane
TH 610	CSAH 81 to I-94, Complete four-lane freeway
Total: $ 300 million	

Plan for Non-Motorized Modes

Walking and bicycling are important modes of transportation in the Twin Cities region that are available to people of all ages and socio-economic levels. These non-motorized modes provide key alternatives to the auto, especially for short trips in urban areas. Like driving an automobile, walking and bicycling provide people with a high degree of independence and flexibility regarding travel schedule and destination. Bicycling and walking facilities provide important access to transit for the region's residents.

Ensuring safe routes for bicyclists and pedestrians is key to creating safe, high-quality bicycle and pedestrian systems that travelers feel comfortable using. These travel modes provide many benefits to users as well as the whole region. Benefits to the environment include zero emissions of air or noise pollutants, no consumption of fuel resources, smaller pavement and parking space requirements than other travel modes, and congestion relief. Providing for the access and mobility needs of bicyclists and pedestrians expands travel choices and helps free resources for other needs. These modes also offer many health benefits for users and can be used for both transportation and recreational trips.

As the Council works with communities to promote centers of development and redevelopment along transportation corridors, walking and bicycling become increasingly important as effective means of travel within and between compact, mixed-use neighborhoods. Systems of safe, continuous, barrier-free bicycle and pedestrian facilities are integral to the success of these developments. To ensure the most efficient investment of public resources, regional bikeway and walkway facilities shall be located where potential use is highest. These locations are travel corridors that link major bicycling and walking destinations such as central business districts, transit centers, schools or college campuses, shopping centers, residential areas, office parks and regional parks.

Along with improvements to facilities, education and promotion are important fundamentals in increasing bicycling and walking while also improving safety. The Council supports building upon the existing education and promotion activities of community and county bicycle/pedestrian advisory boards and regional and local Transportation Management Organizations (TMOs). In addition, following federal direction, the Council will support local Safe Routes to Schools programs that address bicycling and walking safety issues for students.

Pedestrian and bicycle access to transit is a key component of a regional intermodal transportation system, since linking these modes provides travelers access to a larger service area. Pedestrians can best access transit service in the urban core where higher frequency service and facilities such as sidewalks are provided. Bicycle trips also provide easy access to transit and can be especially useful in the suburbs and developing parts of the region where the distribution and frequency of transit service is less dense. As light rail, commuter rail and busway corridors are developed, bicycle and pedestrian connections will be important aspects of planning for local access to regional transit systems.

Recreational bicycling and walking are very popular activities among the region's residents. The region has 170 miles of regional trails and 101 miles of state trails open to the public, which are popular for recreational walkers and bicyclists as well as commuters. The Council is currently developing or acquiring another 31 miles of regional trails and has plans or proposals for an additional 483 miles of regional trails in the future. Regional recreational trail plans are detailed in the Council's Regional Recreation Open Space Policy Plan.

Freight

The development of a high-capacity, cost-effective regional freight transportation network to ensure freight mobility is important to the region's long-term economic vitality. Freight mobility is now recognized as a major economic development issue in an era of regional, national and global competition. Changes in the demand for goods and services alter patterns of trade and places demands on the supporting transportation systems. The challenge is to effectively plan, program and coordinate regional transportation investments with a full understanding of the patterns of freight flows serving the region, their linkages by freight modes (truck, rail, water, and air), and their relationships to state, national and international flows of goods. The understanding of freight flows and the dependence of these movements on transportation infrastructure improvements are ongoing regional planning priority.

Freight planning and investments have been given a greater national importance at the federal level due to global competition and homeland security requirements. Although freight modes are privately owned, they use publicly owned facilities and waterways such as roads, navigable rivers and airports. TEA-21 broadened the planning role of the Council to incorporate freight mobility in the regional transportation planning process. The additional planning responsibilities must be done with the active participation of the business community, agencies, communities and other freight stakeholders that are part of the Council's planning and decision-making processes.

The logistics industry continues to change in response to the demands of the marketplace for service that is reliable, cost-effective and secure with reduced transit times. Coordinated logistics have merged as a management tool that promotes a seamless system of freight movement between modes. The tandem development of ITS by the public sector and E-commerce by the private sector can become integrated into an important logistic management tool. The evolution of efficient internet communications between customers and businesses promote expectations of fast and reliable delivery of goods and services, making multi-modal transportation a more important freight system planning concept. Distribution center capacity, location (with respect to present and future markets) and operations that allow integrated product movement across freight modes are critical business decisions in providing the most cost-efficient delivery of services. The addition of ITS real-time traffic and travel information can be applied to devise trip routes to expedite freight movement, estimate transit times and plan around traffic delays.

The Council will encourage communities with significantly sized clusters of freight facilities and that have suitable sites for the development, redevelopment and expansion of clusters, to support mixed industrial uses at those locations. A cluster of related mixed industrial uses located in close proximity to one another – such as production, distribution centers, logistics and other added value services – can increase employment and provide an opportunity to improve operating efficiencies to the businesses in the complex. The benefits of industrial mixed-uses are similar to the Mixed-Use Centers described in Strategy 21g. The integration of land uses and job concentrations can reduce commercial vehicle travel times, trip frequency and length. The proposed Regional Distribution Center to consolidate the movement of air cargo can present an opportunity to implement an industrial mixed-use complex.

Roadway congestion will remain a problem to the efficient movement of freight. The Council will create a regional freight database to enhance the effectiveness of its truck-travel forecasting model. The model will help evaluate roadway access to major freight clusters, and identify the congested highway

corridors and choke points that cause the greatest reduction to freight mobility. This information will be considered when determining priorities for future highway investments.

The Council supports the integration of public sector ITS and the private sector information technology used to manage the shipment of goods. Such integration provides an opportunity to share real-time travel information on road conditions, travel times route selection, and implement security procedures.

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 and 2000, 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 2006-2008 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT 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. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

The region has implemented all of 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.

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 2006 to 2008. 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 2006-2008

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 alternative mode projects are approximately $1,954 million over the 2006 to 2008 period (See Tables 6, 7 and 8). These funds include capital investments for highway, transit and alternative modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 76% of the funds available, while Federal Title III and other state and local taxes represent the remaining 24%. 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 7 are the traditional highway funding sources available to the region. The total for three years is $1,650 million. The region's "target" for Federal Title I and state trunk highway funds is $970 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 three-year total is $970 million. This includes $429 million of Federal Formula funds, $210 million of additional federal apportionments and $357 million of State Trunk Highway funds.

For the purposes of this TIP preparation, the full apportionment amount of federal funds as provided in TEA-21 is assumed. While obligation levels (spending authority) of the apportionment are typically less than the apportionment level (around 90%), federal guidance does allow programming up to the full apportionment level. Using the full apportionment amount recognizes that some projects may not proceed in the year currently programmed, and therefore there will be some slippage of projects. Minnesota has not historically programmed to this level, but this year, since it is highly probable that a reauthorization act will be passed with a higher level of funding than under TEA-21, programming at this level is reasonable. This higher level of funding is assumed to be available to the Metro area, since other ATPs are balanced at this time. It should be noted that a higher level of funding, as anticipated, is necessary in order to fully fund the currently proposed program.

In 2003, the Minnesota Legislature adopted the Pawlenty/Molnau Transportation Financing Package. This added approximately $550 million for the Metro area and the portion to be spent in the 2006 to 2008 period is labeled Additional MnDOT Allocation in Table 7. The region assumes $53 million of projects will lapse or additional funds (bonds) will be available due legislative action. High priority projects have received federal earmarked funds by Congress. At present, $9 million is available over the three-year period for specific projects.

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 AC level of $1 billion are feasible. MN/DOT believes 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.

While $343 million is recorded in Table 7 for Advance Construction as funds available to the region during the TIP period 2006 to 2008, approximately $95 million is from years beyond 2009. The specific amounts to be paid by year is as follows:

	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	130 M	88M
2007	180 M	132 M
2008	33 M	190 M
2009	0	103 M
Totals	**$ 866 M**	**$ 771 M**

The last category of funds included in Table 7 is Transportation Revolving Loan Fund (TRLF) and 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. In most cases, these funds represent 20 percent of the project cost although this can be significantly higher. This represents $121 million over three years. The TRL funds are allocated annually by MN/DOT.

Table 6
Twin Cities Transportation Program
Source of Funds
3 Year Summary

Federal Title I		$ 643 Million
• *Target*	*$ 429*	
• *High Priority Funds*	*9*	
• *Misc. Federal Funds*	*31*	
• *Additional Apportionment*	*210*	
• *Adjustments (Payback, BAP Reductions)*	*-36*	
Federal Title III		208 Million
• *Formula/Discretionary*	*208*	
Property Tax and Other State Taxes		217 Million
• *Local and TRLF*	*121*	
• *Regional Transit Bonds*	*96*	
Trunk Highway		490 Million
• *Target*	*357*	
• *Additional MnDOT Allocation*	*123*	
• *District 1 Payback*	*10*	
Legislative Allocation (bonds) and Anticipated Lapsed Projects	*53*	53 Million
SUB TOTAL:		$ 1,611 Million
Advance Construction-additional authorization available against future funds		343 Million
TOTAL:		$1,954 Million

Table 7
Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2006-2008
(Millions)

	2006	2007	2008	Total
Federal Title I Funds	143	143	143	429
District 1 Payback	5	5		10
BAP Reduction		-8	-28	-36
Additional apportionment	70	70	70	210
State Funds	119	119	119	357
Target for Region	**337**	**329**	**304**	**970**
Additional MnDOT Allocations	5	51	67	123
Legislative Allocation(Bonds) & anticipated lapsed projects	39	8	6	53
High Priority Projects	1	8	0	9
Misc Federal Funds	16	15	0	31
Total Funds	**398**	**411**	**377**	**1186**
Advance Construction (Additional authorization available against future funds)	130	180	33	343
Local Funds	65	30	26	121
Total	**593**	**621**	**436**	**1650**

Includes $3M of Federal, $3M of State, and $1M of local funds for Chisago/Sibley Co. Projects

Table 8
FEDERAL TITLE III AND MATCHING FUNDS AVAILABLE
AND REQUESTED BY REGION 2006-2008
(Millions)

	2006	2007	2008	Total
Section 5307 Formula	58.5	42.5	40.0	141.0
Section 5309	28.4	18.0	18.0	64.4
Section 5310	0.6	0.6	0.6	1.8
Section 5311	0.2	0.2	0.2	0.6
Total Federal Funds	**87.7**	**61.3**	**58.8**	**207.8**
Regional Capital Bonds	32.0	32.0	32.0	96.0
Total Local	**32.0**	**32.0**	**32.0**	**96.0**
Total Local and Federal	**119.7**	**93.3**	**90.8**	**303.8**

Transit funds available to the region in 2006-2008 are recorded in Table 8. 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 $208 million in Title III funds will be received by the region in the next three 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. The total 5307 formula funds are approximately $141 million. The region estimates $40 million is the minimum available in 2008.

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 2006 is the regions best estimate of what might be available and reflective of the Regional Capital Improvement Program. The $18 million in 2007 and 2008 is based on historic averages.

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.

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 of $96 million will be used to match federal Title I and Title III funds as well as fund 100% of various capital transit investments. The region has assumed $32 million per year can be reasonably expected in the future from regional bonding authority.

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	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
• Railroad Safety and Hazard Elimination/Safety funds	Competitive regional solicitation process conducted by MN/DOT and TAB
• National Highway System Interstate Maintenance, STP Non-Urban Guarantee, Intelligent Transportation System	MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)
Federal Title III Funds	
• Sections 5307 and 5309	Metropolitan Transit Selected
• Section 5310	MN/DOT Office of Transit/Statewide Competitive Process
• Section 5311	MN/DOT Office of Transit/Categorical Allocation
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)	Statewide competitive solicitation process conducted by MN/DOT

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 40 percent of the 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 - Other
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Safety

Subcommittees of the TAC's Funding and Programming Committee (F&PC) 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 2005-2008 TIP. There was no predetermined distribution of funds by category or geographic subarea other than the level of funding identified for enhancements and CMAQ.

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 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 Blueprint 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).
- 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.
- City/County efforts to provide affordable housing.
- 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 9 is a summary of the projects selected by category through the regional competitive process in 2001/2002 and 2003/2004. This table only records the federal funds allocated to the projects. The 2001/2002 process selected projects for 2005 and 2006. The 2003/2004 process selected projects to be programmed in 2007 and 2008. 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 10 and 11 for a number of reasons. Only federal amounts are shown in Table 9 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 than 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 9
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY IN 2002 and 2003
(Federal Funds/in millions)

	2005	2006	2007	2008	Total
	Selected 2001/2002	Selected 2001/2002	Selected 2003/2004	Selected 2003/2004	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HES)	2.295	1.840	1.206	3.242	8.583
Railroad Surface & Signals (RRSS)	1.700	1.275	1.530	1.440	5.945
Bridge Improvement/Replacement (BIR)	4.965	5.560	0.716	8.048	19.289
Enhancements (EN)	3.128	5.478	3.937	5.176	17.719
Congestion Mitigation Air Quality (CMAQ)	7.302	13.302	11.450	18.455	50.509
Surface Transportation Program (STP)	17.122	29.393	19.320	32.061	97.896
TOTALS	**36.512**	**56.848**	**38.159**	**68.422**	**199.941**

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

TEA 21 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 2006 to 2008 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 10 for the three-year 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 10 with the resource recorded in Table 7 illustrates the use of Title I and State Trunk Highway funds.

The total Title I, Trunk Highway and Local funds allocated over three years is $1,650 million. The use of the advance construction process in the 2006-2008 period (total $343 million) advances the authorization of $95 million of projects that will be repaid beyond 2009. The high priority project funds allocated by Congress represent $9 million in resources but they do not fully fund the projects.

In Table 11 the 2006 funds are allocated to various expenditures categories. By comparing this total to the 2006 figure from Table 7 it can be seen revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The 2006 projects funded with Title III have a total value of approximately $87.7 million (Table 8). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables attached).

Table 10
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2006-2008

	TOTAL	FEDERAL	STATE	AC	OTHER(+ BONDS)
CMAQ	69	55	0	0	14
Enhancements	36	24	0	2	10
STP Urban Guarantee	178	128	1	17	32
STP Non-Urban	34	27	5	0	2
MnDOT & State Aid Bridge	24	18	2	0	4
HPP	13	9	0	0	4
MN Interstate Maintenance	627	293	42	266	26
ITS	2	0	2	0	0
NHS	286	182	20	58	26
Misc FED	42	31	1	0	10
Chisago County	7	3	3	0	1
Transit Advantage	22	0	0	0	22
100% State Funded	310	0	300	0	10
TOTAL	1650	770	376	343	161

Table 11
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2006 Annual Element

	TOTAL	FEDERAL	STATE	AC	OTHER(+ BONDS)
CMAQ	26	21	0	0	5
Enhancements	23	13	0	2	8
STP Urban Guarantee	89	59	0	11	19
STP Non-Urban	17	14	1	0	2
MnDOT & State Aid Bridge	7	5	0	0	2
HPP	1	1	0	0	0
MN Interstate Maintenance	191	75	3	87	26
ITS	1	0	1	0	0
NHS	77	34	8	30	5
Misc FED	26	16	0	0	10
Chisago County	4	3	0	0	1
Transit Advantage	18	0	0	0	18
100% State Funded	113	0	107	0	6
TOTAL	593	241	120	130	102

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 in Chapter 2. The priorities for transit are to serve four primary markets: alleviate congestion, provide better accessibility to jobs, promote higher density development and revitalize the core area of the region.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 12.) Funds assigned to preservation projects are $304 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 25.6 percent 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 Mn/DOT and other agencies. Approximately $61 million or 5.1% 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 13 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 45.6% or $541 million of the three-year target. 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 included in the expansion project category. This category has increased significantly over the last TIP due to the passage of the Pawlenty/Molnau Transportation Financing Package that provided approximately $560 million to the region.

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 in the $138 million 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 "other" category in Table 12 includes agreements with local governments, enhancements and transit projects. These projects represent 12% or $142 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, all transit and TDM projects funded with Title I funds are recorded. The region is committed to providing regional transit service consistent with the regional Blueprint 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 12
2006-2008 ALLOCATION OF FEDERAL TITLE I AND STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2006	2007	2008	Total	
				$$	%
Preservation	103	108	93	304	25.6%
Manage	21	17	23	61	5.1%
Expansion	139	214	188	541	45.6%
Setasides for R/W, Cost Overruns, Supplemental Agreements	60	36	42	138	11.6%
Other(agreements, enhancements, transit)	75	36	31	142	12.0%
TOTAL FED/STATE FUNDS	**398**	**411**	**377**	**1186**	**100.0%**
Advance Construction	130	180	33	343	
Local Funds	65	30	26	121	
TOTALS	593	621	436	1650	

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 project's authorized in the last fiscal year, 2005(Table A-11). Over the past ten 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 13. 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 two major projects were opened to traffic:

- I-35 E from TH 13 to Shepard Rd. Bridge over Mississippi River, reconstruction and widening.
- I-94 from Weaver Lake Road to Humboldt Ave., reconstruction and widening to 6 lanes with auxiliary lanes.

The Hiawatha LRT began servivce in June 2004. In December, the Hiawatha line was extended to the Mall of America in Bloomington with service to the Minneapolis International Airport. Stations are located at both the Lindberg and Humphrey Terminals.

The status of major transit capital projects appears in Table 14. This table records Federal Title I and Title III funded projects, which exceed $4,000,000. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 14. Also included is a new garage for Metro Transit. Northstar Corridor commuter rail line design and construction, Cedar Avenue BRT and Central Corridor Transitway are new major transit projects added this year. Part of Bottineau Blvd. Busway (NW Busway) construction is included in this TIP.

All of the major projects are either specifically included in the TPP and recorded Chapter 2 or are consistent with TPP policies. The tables and maps in Chapter 2 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 2004.

Another measure of plan implementation are the projects and project value authorized in the previous fiscal year. These projects were in the 2005-2008 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 13 and 14), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2005 are recorded in Table A-11. The total value of these project authorizations is approximately $627 million, with $184 million of federal funds, $19 million federal demonstration funds, $118 million state funds, $111 million advance construction, and $186 million other sources. For the most part, these are bond funds associated with BAP projects.

The legislative authorized additional funds used in 2005 are included in the project totals in Table A-11 but do not have a separate column due to limitation of the electronic spread sheet use. These funds are approximately $9 million.

Table 13
STATUS OF MAJOR HIGHWAY PROJECTS

Project Highway and Bridge	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
1. TH 12	$ 62,000 $ 55,000 R/W	2003, 2006	No change	2006	Construct new limited access 2-lane highway between Wayzata Blvd. to CR 6 in Orono. Parallel to existing TH 12.
2. I-35W, HOV lane, 66th St. to 42nd St.	$233,000	2006	No change	2010	Reconstruct TH 62 and I-35W and add the HOV lane. Stage 1 (I-494 to 60th St.) contracts let 4/99
3.. TH 36, St. Croix Bridge	$150,000 to $227,000				New 4-lane bridge and approaches. Cost share with Wisc. Request for high priority funding has been made. No funds are included in this TIP.
4. TH 55, Hiawatha Av.	$129,000	2003	No change	2004	Reconstruct the 4-lane arterial from Crosstown to I-94.
5. TH 100, Glenwood Av. to CSAH 152	$148,000 $ 39,200 R/W	2003	No change	2005	Construction underway to rebuild as 6 lane freeway. Contracts let.
6. I-494/TH 61 interchange, TH 61/ local access	$250,000	2002	No change	2008	Replace and widen I-494 bridge, reconstruct interchange, reconstruct TH 61. Provide local access. All contracts let..
7. I-494 TH 12 to TH 100	$ 74,000	2003	No change	2005	Add 3rd lane, under construction.
8. TH 610 at CSAH 81, etc.	$ 35,600 $ 8,500 R/W	2005	No change	2006	Continue construction of new 4-lane freeway on new alignment
9. TH 169 N of 77th, thru 610	$ 31,500 $ 3,000 R/W	2006	New	2009	Convert expressway to freeway.

Table 13 (continued)
STATUS OF MAJOR HIGHWAY PROJECTS

Project Highway and Bridge	Construction Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
10. TH 169 from Minnesota River to south of Highwood Drive	$104,000	2005	No change	2008	Reconstruction two intersections as interchanges
11. I-494 from TH 212 to Carlson Parkway	$135,000	2004	No change	2006	Widen I-494 to six lanes, contract let.
12. TH 212 from CSAH 4 to ¾ mile west of CSAH 147	$238,000	2005	No change	2008	Construct new four lane freeway on new alignment
13. I-694 from west to east Junction I-35E (unweave the weave)	$145,280	2004	No change	2007	Reconstruct and add lanes to eliminate bottleneck
14. TH 65 and TH 242/CSAH 14 Interchange	$ 30,000 $ 10,000 R/W	2007	New	2008	BAP Safety Project MnDOT has $12 M available

***Table 14**
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
New Bus Purchases	25,000,000	20,000,000	*To be applied*	5307/5309	Annual Expense
Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	*To be applied*	5307/5309	Annual Expense
New Bus Garage/Mpls FTH-2	45,000,000	36,000,000	*To be applied*	5307/5309	Program Year 2006
I-94 East Park and Ride Lot - 500 Cars, Co Rd. 19 & I-94	4,000,000	3,200,000	*To be applied*	CMAQ	Program Year 2007
10 Hybrid Electric Buses for I-94 East Park and Ride Service Expansion Plan	5,362,000	4,290,000	*To be applied*	CMAQ	Program Year 2008
CR 81/Northwest Corridor Park and Ride Lot - 800 Cars, Brooklyn Park	6,875,000	5,500,000	*To be applied*	CMAQ	Program Year 2007
10 Hybrid Electric Buses for Northwest Corridor/Sector 8 Service Expansion Plan	5,362,000	4,290,000	*To be applied*	CMAQ	Program Year 2008
Northstar Corridor, Commuter Rail Line, Big Lake to Mpls., extension of LRT to Commuter Rail Station	88,274,000	10,612,000	*To be applied*	5309 State Bonding, Local Match	Program Year 2006
Phase I Bottineau Blvd. Busway Design and Construction	4,302,000	3,442,000	*To be applied*	5309	Program Year 2006
Cedar Ave Bus Rapid Transit (BRT)	10,000,000			State Bond Funds	Program Year 2006
Central Corridor Transitway	5,250,000			State Bond Funds	Program Year 2006

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 $ 4,000,000 committed to the project

Appendix A.

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

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 Division Construction Projects
2005-2008 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 55	Hiawatha Corridor	Light Rail Transit	Yes	NA	NA
5	TH 55	Hiawatha Avenue	Reconstruct Road	Yes	4	6
6	TH 100	I-394 to Indiana Avenue	Upgrade Per EIS Recommendation	Yes	4	6
7	TH 169	At Anderson Lake Pkwy. & at Pioneer Trail	New Interchanges	Yes	4	4
8	TH 169	At I-494	Replace interchange	Yes	4	4
9	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
10	I-494	Wakota Bridge/Newport	New River Crossing, Freeway	Yes	4	6
11	I-494	TH 100 to TH 5	Reconstruct – Add lane	Yes	4	6
12	I-494	TH 5 to I-394	Reconstruct – Add lane	Yes	4	6
13	TH 610	I-94 to TH 10	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.

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CMAQ	141-595-01	TR	DOWNTOWN CIRCULATOR TRANSIT TERMINAL, HVAC, ELEVATOR, WAITING AREAS (AFFORDABLE HOUSING PROJECT)	1,003,594	802,875	0	0	200,719	MINNEAPOLIS	T8
2006		CMAQ	90-595-05	TR	AT TH 36 AND RICE ST IN ROSEVILLE & LITTLE CANADA-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	2,951,000	2,360,800	0	0	590,200	MET COUNCIL - MT	E6
2006		CMAQ	91-595-18	TR	NEAR TH 101/TH 212, PASSENGER STATION, PARK/RIDE STALLS, ETC	1,864,500	1,491,600	0	0	372,900	SOUTHWEST METRO TRANSIT COMMISSION	E6
2006		CMAQ	CM-15	TR	TWIN CITIES METRO TRANSIT - PURCHASE 40-FOOT BUSES	672,350	537,880	0	0	134,470	MET COUNCIL - MT	T10
2006		CMAQ	CM-23A	TR	2005 T & TE REGIONAL FLEET EXPANSION - PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,813,750	3,051,000	0	0	762,750	MET COUNCIL-T & TE	A10
2006		CMAQ	CM-25A	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,690,813	2,152,650	0	0	538,163	MET COUNCIL	AQ1
2006		CMAQ	CM-36A	TM	DOWNTOWN MPLS TMO	423,750	339,000	0	0	84,750	MINNEAPOLIS	AQ1
2006	4	CMAQ	TRS-LRT-06	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,428,750	2,743,000	0	0	685,750	MET COUNCIL - MT	T1
2006		CMAQ	TRS-TCMT-05	TR	SECTOR 5C-I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,866,560	2,293,248	0	0	573,312	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05A	TR	SECTOR 5B-HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	462,134	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05B	TR	SECTOR 5A-WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	109,213	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05DA	TR	T & TE 2006 REGIONAL FLEET EXPANSION-PURCHASE BUSES	3,672,500	2,938,000	0	0	734,500	MET COUNCIL-T & TE	T10
2007		CMAQ	CM-2-03	TM	RTDM & COMMUTER ALT PROGRAMS INCL FUNDS FOR METRO COMMUTER SERV, DOWNTOWN MPLS TMO, ST PAUL TMO, ST PAUL MIDWAY TMO, AND I-494 CORRIDOR COALITION	3,781,250	3,025,000	0	0	756,250	MET COUNCIL	AQ1
2007		CSAH 19	90-595-10	TR	CSAH 19 AND I-94 IN LAKE ELMO-CONSTRUCT NEW 500, CAR PARK/RIDE LOT	4,400,000	3,520,000	0	0	880,000	MET COUNCIL - MT	E6
2007		CSAH 81	90-595-08	TR	CSAH 81 AND BROOKLYN BLVD IN BROOKLYN PARK, CONSTRUCT NEW 800-CAR PARK/RIDE LOT	7,562,500	6,050,000	0	0	1,512,500	MET COUNCIL - MT	E6
2008		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	2,356,250	1,885,000	0	0	471,250	MINNEAPOLIS	E2

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CMAQ	CM-1-03	TR	2008 TWIN CITIES REGIONAL FLEET EXPANSION: PURCHASE 21 TRANSIT BUSES TO EXPAND THE REGIONAL FLEET AND INCREASE TRANSIT SERVICE FOR OPT-OUT TRANSIT PROVIDERS.	7,975,000	6,380,000	0	0	1,595,000	MET COUNCIL - MTS	A10
2008		CMAQ	CM-12-03	TR	NEW EXPRESS COMMUTER SERVICE FROM LK ELMO/WOODBURY TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR I-94 E PARK/RIDE SERVICE EXPANSION	6,220,616	4,976,493	0	0	1,244,123	MET COUNCIL - MT	A10
2008		CMAQ	CM-14-03	TR	NEW EXPRESS COMMUTER SERVICE FROM BROOKLYN PK TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR NW CORRIDOR/SECTOR 8 SERVICE EXPANSION	6,220,616	4,976,493	0	0	1,244,123	MET COUNCIL - MT	A10
2008		CMAQ	CM-2-03A	TM	RTDM & COMMUTER ALTERNATIVES PROGRAMS INCLUDING FUNDS FOR METRO COMMUTER SERVICES, THE DOWNTOWN MPLS TMO, THE ST PAUL TMO, THE ST PAUL MIDWAY TMO, AND THE I-494 CORRIDOR COALITION	3,987,500	3,190,000	0	0	797,500	MET COUNCIL	AQ1
				Totals		68,748,030		0		13,749,607		
							54,998,423		0			

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CSAH 153	27-753-11	EN	LOWRY AVE CORRIDOR STREETSCAPE, SIDEWALKS, BIKE LANES, PED LIGHTING, & LANDSCAPING (AFFORDABLE HOUSING PROJECT)	893,570	714,856	0	0	178,714	HENNEPIN COUNTY	O9
2006		CSAH 3	27-603-33	EN	DUPONT AVE TO BLAISDELL AVE IN MINNEAPOLIS, LAKE STREET STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,623,790	0	837,270	0	786,520	HENNEPIN COUNTY	O9
2006		CSAH 3	27-603-34	EN	HIAWATHA AVE TO W RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,624,240	0	837,720	0	786,520	HENNEPIN COUNTY	O9
2006		EN	141-090-23	EN	HIAWATHA AVE TO MISS RIVER IN MPLS, MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASE 3 (LIVABLE COMMUNITIES PROJECT) (SUNSET DATE REMAINS 9/30/04)	354,520	283,616	0	0	70,904	MINNEAPOLIS	O9
2006		EN	160-020-17	EN	LONG LAKE RD TO LEXINGTON AVE IN ROSEVILLE, STREETSCAPE CONSTRUCTION	2,156,153	1,130,000	0	0	1,026,153	ROSEVILLE	O6
2006		EN	164-595-01	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,060	1,130,000	0	0	635,060	ST PAUL	O6
2006		EN	164-595-02	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,000	1,130,000	0	0	635,000	ST PAUL	O6
2006		EN	164-595-03	EN	HARVEST STATES HEAD HOUSE & SACK HOUSE, ADAPTIVE REUSE OF GTA	1,702,580	1,090,000	0	0	612,580	ST PAUL	O9
2006		EN	164-595-04	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	635,060	406,800	0	0	228,260	ST PAUL PARK/REC	O9
2006		EN	164-595-05	EN	CHESTNUT PLAZA MISSISSIPPI RIVER CONNECTION	1,702,580	1,090,000	0	0	612,580	ST PAUL PARK/REC	O6
2006		PED/BIKE	127-090-04	EN	TH 47 TO BNSF RR IN FRIDLEY, 85TH AVE TRAIL	1,130,000	904,000	0	0	226,000	FRIDLEY	AQ2
2006		PED/BIKE	141-080-27	EN	GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS, BICYCLE STATION	358,830	287,064	0	0	71,766	MINNEAPOLIS	O9
2006		PED/BIKE	141-090-15	EN	NEAR NORTHSIDE REDEVELOPMENT PROJECT IN MPLS, PEDESTRIAN/BICYCLE TRAILS	1,151,878	837,270	0	0	314,608	MINNEAPOLIS	O9
2006		PED/BIKE	151-090-01	EN	OVER TH 36 BETWEEN 3RD ST AND MARGARET, PEDESTRIAN BRIDGE 62096	1,163,575	930,860	0	0	232,715	NORTH ST PAUL	O9

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		PED/BIKE	19-090-06	EN	N SIDE TH 110 FROM TH 149 IN MENDOTA HEIGHTS TO CHARLTON RD IN WEST ST PAUL, NORTH URBAN REGIONAL TRAIL (PHASE 2)	663,835	531,068	0	0	132,767	DAKOTA COUNTY	O9
2006		PED/BIKE	91-090-31	EN	37TH AVE NE TO STINSON PKWY IN MPLS, ST ANTHONY PKWY BIKE TRAIL	1,076,890	861,512	0	0	215,378	MPLS PARK/REC BOARD	AQ2
2006		PED/BIKE	91-090-33	EN	PHALEN CR TRL, SWEDE HOLLOW PK, INDIAN MOUNDS PK TO LOWERTOWN/GRR RD TRL IN ST PAUL, CONST LOWER PHALEN CR TRL (LIV COMM PROJ)	1,895,488	1,315,710	0	0	579,778	ST PAUL PARK/REC	O9
2006		PED/BIKE	91-090-34	EN	COMO REGIONAL PARK PED/BIKE TRAIL, CONSTRUCT TRAIL & MISC IMPROVEMENTS	872,000	697,600	0	0	174,400	ST PAUL PARK/REC	AQ2
2006		PED/BIKE	92-090-22	EN	OVER CSAH 12 IN GRANT TOWNSHIP, GATEWAY STATE TRAIL BRIDGE 62J12 & APPROACHES	389,850	311,880	0	0	77,970	MN DNR	AQ2
2007		CSAH 19	27-090-13	EN	BAKER PARK RESERVE TO MAPLE PARK IN MEDINA, CONSTRUCT CSAH 19 MULTI-USE TRAIL (PHASE I)	495,880	396,704	0	0	99,176	HENNEPIN COUNTY	AQ2
2007		CSAH 3	27-603-33AC	EN	DUPONT AVE TO BLAISDELL AVE IN MINNEAPOLIS, LAKE STREET STREETSCAPE IMPROVEMENT (AC PAYBACK)	837,720	837,720	0	0	0	HENNEPIN COUNTY	O9
2007		CSAH 3	27-603-34AC	EN	HIAWATHA AVE TO W RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT (AC PAYBACK)	837,720	837,720	0	0	0	HENNEPIN COUNTY	O9
2007		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	885,500	708,400	0	0	177,100	DAKOTA COUNTY	O9
2007		PED/BIKE	91-090-35	EN	36TH AVE N IN NEW HOPE & PLYMOUTH, CONSTRUCT PEDESTRIAN/BICYCLE BRIDGE 27R33	1,034,000	827,200	0	0	206,800	THREE RIVERS PARK DISTRICT	AQ2
2007		PED/BIKE	91-090-37	EN	HARDWOOD CREEK REG TRAIL NEAR FOREST LAKE, CONSTRUCT A TRAILHEAD FACILITY ADJ TO TRAIL WITH PARKING, RESTROOMS, LIGHTING AND INFO KIOSKS	275,000	220,000	0	0	55,000	WASHINGTON COUNTY	O9
2007		PED/BIKE	91-090-40	EN	FRANKLIN AVE TO FULTON ST/E RIVER PKWY IN MPLS, RECONSTRUCT E RIVER PKWY PED & BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,375,000	1,100,000	0	0	275,000	MPLS PARK/REC BOARD	O9

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		PED/BIKE	92-090-28	EN	LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	352,000	281,600	0	0	70,400	DNR	O9
2008		CSAH 19	27-090-14	EN	FROM MAPLE PARK IN MEDINA TO CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL (PHASE 2)	525,596	420,477	0	0	105,119	HENNEPIN COUNTY	O9
2008		CSAH 19	27-090-15	EN	FROM CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT CSAH 19 MULTI-USE TRAIL (PHASE 3)	472,236	377,789	0	0	94,447	HENNEPIN COUNTY	O9
2008		CSAH 19	82-619-14	EN	I-94 S FR RD IN WOODBURY TO LAKE ELMO PARK IN LAKE ELMO, RECONSTRUCT TRAIL ALONG CSAH 19 & CONSTRUCT TRAIL LINK S FR RD TO N FR RD AT I-94	261,000	208,800	0	0	52,200	WASHINGTON COUNTY	O9
2008		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	1,450,000	1,160,000	0	0	290,000	EDINA	O9
2008		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE IN NININGER TO EXISTING TRAILS IN HASTINGS-CONSTRUCT EASTERN SEGMENT OFMISS RIVER REGIONAL TRAIL	870,000	696,000	0	0	174,000	DAKOTA COUNTY	O9
2008		PED/BIKE	82-090-01	EN	ON HARDWOOD CREEK REGIONAL TRAIL IN FOREST LAKE-CONSTRUCT PED/BIKE BRIDGE 82523 OVER CSAH 2 (BROADWAY AVE)	794,600	635,680	0	0	158,920	WASHINGTON COUNTY	O9
2008		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	1,450,000	1,160,000	0	0	290,000	MPLS PARK/REC BOARD	O9
2008		PED/BIKE	92-090-29	EN	OVER CSAH 15 (MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE 82524 & APPROACHES	1,044,000	835,200	0	0	208,800	DNR	O9
2008		TH 61	1913-61	EN	TH 61 (VERMILLION ST) HISTORIC RETAINING WALL REHAB IN HASTINGS-REPAIR & REBUILD 0.27 MI OF WALL ALONG TH 61	266,800	213,440	0	53,360	0	MN/DOT	O9
				Totals		36,151,951		1,674,990		9,854,635		
							24,568,966		53,360			

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CSAH 14	02-614-24	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC (AC PROJECT-PAYBACK IN 2007)	7,630,000	0	5,995,000	0	1,635,000	ANOKA COUNTY	E1
2006		CITY	107-020-51	RC	E BUSH LK RD FROM GR VALLEY DR TO 84TH & ON 84TH FROM E BUSH LK RD TO 8500 84TH, GEOMETRIC, TRAF CONTROL, TRAF MGMT, ETC	4,934,077	3,947,262	0	0	986,815	BLOOMINGTON	E2
2006		PED/BIKE	141-090-19	BT	11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS, BIKE TRAIL	905,958	724,766	0	0	181,192	MINNEAPOLIS	AQ2
2006		PED/BIKE	141-090-18	BT	19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE, NORTHEAST MINNEAPOLIS BIKE TRAIL	2,521,379	2,017,103	0	0	504,276	MINNEAPOLIS	AQ2
2006		PED/BIKE	141-090-13	BT	HIAWATHA TO W RIVER RD, MIDTOWN GREENWAY TRAIL IN MPLS (PHASE III) (MPO SUNSET DATE REMAINS 9/30/04)	1,372,566	1,098,053	0	0	274,513	MINNEAPOLIS	AQ2
2006		MSAS 399	107-399-29	RC	W 79TH ST FROM FREMONT AVE TO BLAISDELL AVE IN BLOOMINGTON, RECONSTRUCT, WIDEN, TURN LANES, TRAFFIC SIGNAL, ETC	4,773,546	3,818,837	0	0	954,709	BLOOMINGTON	E1
2006		CSAH 8	82-608-07	MC	WASHINGTON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES, RECONSTR TO 4-LANE RDWY, PARK/RIDE, ETC	5,311,800	4,249,440	0	0	1,062,360	WASHINGTON COUNTY	A10
2006		CSAH 78	02-678-16	RC	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER, RECONSTRUCT TO 4 LANES, SIGNALS, ETC	5,650,000	4,520,000	0	0	1,130,000	ANOKA COUNTY	A10
2006		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY IN MPLS, CEDAR LAKE TRAIL (PHASE 3)	2,943,000	2,354,400	0	0	588,600	MINNEAPOLIS	AQ2
2006		CSAH 19	27-619-17	RC	TH 55 TO CO RD 117-	6,622,404	5,297,923	0	0	1,324,481	HENNEPIN COUNTY	S10
2006		PED/BIKE	164-030-05	BT	SIGNING & STRIPING, REMOVAL OF PARKING ON VARIOUS STREETS IN ST PAUL TO EXTEND THE COMO AVE BIKEWAY	1,000,189	800,151	0	0	200,038	ST PAUL	AQ2
2006		CSAH 13	82-613-22	RC	ON RADIO DR (CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD (CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH (AC PROJECT-PAYBACK	6,159,600	0	4,927,680	0	1,231,920	WASHINGTON COUNTY	A10
2006		CSAH 12	02-612-11	RC	TH 65 TO E OF CSAH 52 IN BLAINE, RECONSTRUCT, SIGNALS, ETC	3,390,000	2,712,000	0	0	678,000	ANOKA COUNTY	E1
2006		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	6,441,000	5,152,800	0	0	1,288,200	HENNEPIN COUNTY	S2

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CSAH 10	10-610-30	RC	CO RD 110 TO CSAH 11, RECONSTRUCTION, SHLDS, ETC	6,219,720	4,975,776	0	0	1,243,944	CARVER COUNTY	S10
2006		CSAH 1	27-601-35	RC	W OF W JCT CSAH 4 TO E OF E JCT CSAH 4 IN EDEN PRAIRIE, RECONSTRUCT, SIGNALS, ETC	3,616,000	2,892,800	0	0	723,200	HENNEPIN COUNTY	E2
2006		CR C	62-623-41	RC	SNELLING AVE TO OXFORD ST IN ROSEVILLE, RECONSTRUCTION (MPO SUNSET DATE REMAINS 3/31/05)	2,659,600	2,127,680	0	0	531,920	RAMSEY COUNTY	E1
2006		CMAQ	TRS-TCMT-05DB	TR	T & TE REGIONAL FLEET EXPANSION-PURCHASE BUSES	1,873,375	1,498,700	0	0	374,675	MET COUNCIL	T10
2006		CITY	141-080-30	RC	HERITAGE PARK VAN WHITE MEMORIAL BLVD-LIGHTING, SIGNALS, PED/BIKE FACILITIES, ETC (AFFORDABLE HOUSING PROJECT)	1,609,375	1,287,500	0	0	321,875	MINNEAPOLIS	AQ2
2006		CSAH 35	157-020-19	RC	PORTLAND AVE FROM 64TH TO 68TH ST & 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD, RECONSTRUCT & CHANNELIZE, ETC (LIVABLE COMMUNITIES PROJECT)	2,511,810	2,009,448	0	0	502,362	RICHFIELD	E1
2006		TH 36	151-248-13	RC	3RD ST TO CHARLES ST IN N ST PAUL, GRADING, SURFACING, MARGARET ST BR 62097 OVER TH 36, BR 62J12, FRONTAGE RDS, ETC	9,478,550	6,578,550	0	0	2,900,000	NORTH ST PAUL	E1
2006		PED/BIKE	141-090-21	BT	ALONG THE DINKYTOWN RAIL CORRIDOR FROM OAK ST TO MISS RIVER, U OF M TRANSITWAY TRAIL	872,000	697,600	0	0	174,400	MINNEAPOLIS	AQ2
2007		CSAH 11	114-010-14	RC	HANSON BLVD (CSAH 11/ 78) AT TH 10 INTERCHANGE IN COON RAPIDS, RECONSTRUCT TO A SINGLE-POINT DIAMOND, REPLACE TH 10 BRIDGE, AND 0.39 MI OF CSAH 11	7,562,500	6,050,000	0	0	1,512,500	COON RAPIDS	E3
2007		CSAH 14	02-614-24AC	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC (AC PAYBACK)	5,995,000	5,995,000	0	0	0	ANOKA COUNTY	E1
2007		CSAH 15	82-615-20	RC	TH 36 TO 0.3 MI N OF CSAH 12 IN WASHINGTON CO, RECONSTRUCT, SIGNALS, ETC	5,763,000	4,610,400	0	0	1,152,600	WASHINGTON COUNTY	E2
2007		CSAH 51	02-651-04	RC	CSAH 51 (UNIV AVE) FROM 92ND AVE TO CSAH 10 IN COON RAPIDS & BLAINE, RECONSTRUCT, MEDIAN, TURN LANES, ETC	2,365,000	1,892,000	0	0	473,000	ANOKA COUNTY	S10
2007		CSAH 70	19-670-08	RC	CSAH 70 FROM 0.6 MI W OF I-35 TO 0.4 MI E OF I-35 IN LAKEVILLE, RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FR RDS, ETC	7,562,500	6,050,000	0	0	1,512,500	DAKOTA COUNTY	A10
2007		PED/BIKE	164-090-09	BT	MARSHALL AVE AT PASCAL ST TO VICTORIA ST AT PALACE AVE IN ST PAUL, AYD MILL RD BIKE/PED TRAIL ALONG E SIDE OF THE CP RR	1,512,500	1,210,000	0	0	302,500	SAINT PAUL	AQ2

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		TH 149	195-010-07	RC	WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC (TIED TO 1916-25)	6,050,000	6,050,000	0	0	0	EAGAN	A10
2008		CSAH 10	182-020-22	RC	ON BASS LAKE RD (CSAH 10) FROM ZEALAND AVE TO 1700 FT E IN NEW HOPE-RECONSTRUCT, TURN LANES, MEDIAN, PED/BIKE, ETC	1,793,360	1,434,688	0	0	358,672	NEW HOPE	E1
2008		PED/BIKE	27-090-12	BT	OVER THE MISSISSIPPI RIVER AT 29TH ST IN MPLS-CONSTRUCT PED/BIKE BRIDGE ON INPLACE CP RR BRIDGE & APPROACHES	2,030,000	1,624,000	0	0	406,000	HENNEPIN COUNTY	AQ2
2008		CSAH 86	70-686-01	RC	280TH ST E FROM TH 19 TO TEXAS AVE (CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	2,900,000	2,320,000	0	0	580,000	SCOTT COUNTY	E1
2008		CSAH 65	62-665-44	RC	WHITE BEAR AVE FROM N OF RADATZ AVE TO N OF CO RD D IN MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	7,395,000	5,916,000	0	0	1,479,000	RAMSEY COUNTY	E1
2008		CSAH 42	19-642-42	RC	ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MGMT, ETC	7,975,000	6,380,000	0	0	1,595,000	DAKOTA COUNTY	A10
2008		CSAH 25	82-625-02	RC	ON CENTURY AVE (CSAH 25) FROM WOODBINE AVE TO VALLEY CREEK RD (CSAH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH, SIGNALS, ETC	4,099,150	3,279,320	0	0	819,830	WASHINGTON COUNTY	A10
2008		CSAH 18	82-618-11	RC	ON 40TH ST N (CSAH 18) FROM TH 95 TO CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,072,760	3,258,208	0	0	814,552	WASHINGTON COUNTY	S10
2008		CSAH 13	82-613-22AC	RC	ON RADIO DR (CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD (CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH (AC PAYBACK)	4,927,680	4,927,680	0	0	0	WASHINGTON COUNTY	A10
2008		CSAH 109	189-020-16	RC	ON WEAVER LK RD (CSAH 109) FROM I-94 TO VINEWOOD LN IN MAPLE GROVE, ECONSTRUCT AS 6-LANE DIVIDED RDWY WITH ADJACENT PED/BIKE PATH	2,088,000	1,670,400	0	0	417,600	MAPLE GROVE	E2
2008		TH 169	2750-57UG	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC (URBAN GUARANTEE PORTION-AC PROJECT-PAYBACK IN 2009)	7,500,000	0	6,000,000	1,500,000	0	MN/DOT	A10

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 116	02-652-05	RC	ON BUNKER LK BLVD (CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD (CSAH 52) FROM BUNKER LK BLVD TO CSAH 14 IN HAM LAKE AND BLAINE-RECONSTRUCT SEGMENTS FROM 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	7,975,000	6,380,000	0	0	1,595,000	ANOKA COUNTY	A10
				Totals		178,062,399		16,922,680		31,831,234		
							127,808,485		1,500,000			

TABLE A-4
STP Non Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		BB	62-030-09	TR	CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDIES	5,625,000	4,500,000	0	0	1,125,000	RAMSEY COUNTY	O1
2006		CITY	195-114-04	SH	DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC	502,285	452,057	0	0	50,228	EAGAN	S2
2006		CITY	62-665-41	SH	WHITE BEAR AVE AT MINNEHAHA AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	847,500	762,750	0	0	84,750	RAMSEY COUNTY	S2
2006		CITY	62-665-42	SH	WHITE BEAR AVE AT MARYLAND AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	654,000	588,600	0	0	65,400	RAMSEY COUNTY	E1
2006		CSAH 116	02-716-07	SH	ANOKA CSAH 116 (INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	598,050	538,245	0	0	59,805	ANOKA COUNTY	S2
2006		CSAH 17	166-020-11	SH	AT 10TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC	565,000	508,500	0	0	56,500	SHAKOPEE	S2
2006		CSAH 17	166-020-12	SH	4TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC (POSSIBLE WITHDRAW)	528,250	475,425	0	0	52,825	SHAKOPEE	E1
2006		CSAH 23	02-623-14	SH	ANOKA CSAH 23 (NAPLES ST/LAKE DR) AT ANOKA CO RD 105 (NAPLES ST)/I-35W RAMP IN BLAINE, SIGNAL INSTALL, TURN LANES, ETC	538,246	484,421	0	0	53,825	ANOKA COUNTY	S2
2006		RR	27-00259	SR	CSAH 150, MAIN ST IN ROGERS-INSTALL NEW SIGNALS & GATES	196,630	176,967	0	0	19,663	MN/DOT	S1
2006		RR	27-00264	SR	NOBLES AVE, MSAS 298, ROBBINSDALE, INSTALL CANTILEVERS	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	27-00266	SR	DAKOTA AVE, MSAS 280, ST LOUIS PARK, INSTALL NEW SIGNALS	169,500	152,550	0	0	16,950	MN/DOT	S1
2006		RR	62-00186	SR	NORTHWEST AVE, CO 89, WHITE BEAR LAKE, ADD GATES & UPGRADE CIRCUITRY	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	62-00187	SR	LEXINGTON AVE, CSAH 51, SHOREVIEW, ADD CANTILEVERS & NEW CIRCUITRY	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	62-00188	SR	MCMENEMY ST, CSAH 57, VADNAIS HEIGHTS, UPGRADE CIRCUITRY &	56,500	50,850	0	0	5,650	MN/DOT	S1
2006		RR	62-00189	SR	ARLINGTON AVE, MSAS 109, ST PAUL, INSTALL NEW SIGNALS AND GATES	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	82-00135	SR	OTCHIPWE AVE N, CSAH 11, WASH CO, INSTALL SIGNALS AND GATES	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		TH 47	0205-81	SH	OSBORNE RD IN FRIDLEY-REBUILD TRAFFIC SIGNAL, TURN LANES, ETC	720,000	648,000	0	72,000	0	MN/DOT	S2
2006		TH 5	2701-43	SH	DELL RD IN EDEN PRAIRIE, TRAFFIC SIGNAL REVISION	200,000	180,000	0	20,000	0	MN/DOT	S2
2006		TH 61	6222-152	SC	AT TH 36 IN MAPLEWOOD-REPLACE LIGHTING SYSTEM	500,000	400,000	0	100,000	0	MN/DOT	S18

TABLE A-4
STP Non Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 65	0208-116	RS	0.2 MI S OF 153RD AVE IN HAM LAKE TO 217TH AVE NE IN EAST BETHEL, MILL & BIT OVERLAY	4,475,000	3,580,000	0	895,000	0	MN/DOT	S10
2007		CSAH 9	02-609-14	SH	ROUND LK BLVD (CSAH 9) AT NORTHDALE BLVD (CR 79) IN COON RAPIDS, DUAL LEFT TURN LANES, TRAF SIGNAL REVISION, ETC	165,000	148,500	0	0	16,500	ANOKA COUNTY	S2
2007		MSAS 165	141-165-27	SH	CHICAGO AVE (MSAS 165) FROM 24TH ST TO 31ST ST IN MPLS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS AT 5 INTERSECTIONS	209,000	188,100	0	0	20,900	MINNEAPOLIS	S2
2007		RR	02-00133	SR	BNSF@CSAH 57, SUNFISH LAKE BLVD NW, ANOKA COUNTY, RELOCATE GATES, INSTALL CANTILEVERS & UPGRADE CIRCUITRY	275,000	247,500	0	0	27,500	MN/DOT	S1
2007		RR	19-00134	SR	UP@CNTY 73, AKRON AVE, ROSEMOUNT, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	27-00268	SR	UP@ZANE AVE, MSAS 408, GOLDEN VALLEY, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	27-00269	SR	PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	165,000	148,500	0	0	16,500	MN/DOT	S1
2007		RR	27-00270	SR	BNSF@27TH AVE NE, MPLS, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	27-00271	SR	UP@MEDICINE LAKE DR, PLYMOUTH, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	62-00192	SR	MNNR@TERMINAL RD., ROSEVILLE, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	62-00193	SR	CP@JAMES AVE, ST. PAUL, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	82-00136	SR	ZEP@CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	275,000	247,500	0	0	27,500	MN/DOT	S1
2007		TH 51	6216-116	SH	NB SNELLING AVE IN ROSEVILLE FROM HARMAR ENT TO EB TH 36 ENT RAMP, ADD 3RD LANE, TRAF SIGNAL REV AT CR B, ETC	2,000,000	900,000	0	850,000	250,000	MN/DOT	E3
2007		TH 55	2751-49	RS	E OF TH 100 TO I-94 IN MINNEAPOLIS-MILL & BITUMINOUS OVERLAY	1,035,000	828,000	0	207,000	0	MN/DOT	S10
2007		TH 7	1003-30	RS	FROM MACLEOD/CARVER CO LINE TO ST BONIFACIUS-BITUMINOUS MILL & OVERLAY, ROUNDABOUTS AT TH 25 & AT CSAH 10, ETC	4,350,000	3,480,000	0	870,000	0	MN/DOT	S10
2008		CSAH 18	02-618-25	SH	ON CROSSTOWN BLVD (CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC	1,160,000	1,044,000	0	0	116,000	ANOKA COUNTY	S2

TABLE A-4
STP Non Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 47	19-686-08	SH	ON NORTHFIELD BLVD (CSAH 47) AT 280TH ST (CSAH 86) IN SCIOTA & CASTLE ROCK TWP-INTERSECTION IMPROVEMENTS INCLUDING TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC	837,778	754,000	0	0	83,778	DAKOTA COUNTY	S2
2008		MSAS 164	155-164-11	SH	ON FERNBROOK LN (MSAS 164) FROM 27TH AVE TO TH 55 IN PLYMOUTH-CHANNELIZATION, ADDITIONAL LANES, TRAFFIC SIGNAL, ETC	1,020,800	918,720	0	0	102,080	PLYMOUTH	S2
2008		RR	19-00135	SR	CP@210TH ST W, LAKEVILLE-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	27-00272	SR	CP@W 111TH ST, BLOOMINGTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	62-00194	SR	MNNR@4TH ST., WHITE BEAR LAKE-UPGRADE CIRCUITRY	87,000	78,300	0	0	8,700	MN/DOT	S1
2008		RR	62-00195	SR	MNNR@8TH ST NW, NEW BRIGHTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	62-00197	SR	UP@WITHAM AVE, ST. PAUL-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	62-00198	SR	MNNR@LONG LAKE RD., ROSEVILLE-INSTALL CANTILEVERS & GATES	290,000	261,000	0	0	29,000	MN/DOT	S1
2008		RR	70-00117	SR	UP@ATWOOD ST, SHAKOPEE-INSTALL SIGNALS	174,000	156,600	0	0	17,400	MN/DOT	S1
2008		TH 52	1907-68	SH	FROM INVER GROVE TRAIL TO CLARK RD IN INVER GROVE HTS-CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC ($950,000 OF FY 2007 ACCESS MANAGEMENT FUNDS & $100,000 OF SC FUNDS INCLUDED)	2,575,000	1,044,000	0	1,531,000	0	MN/DOT	S2
2008		TH 65	0208-125	SC	FROM BUNKER LAKE BLVD TO ISANT-ANOKA CO LINE IN BLAINE, HAM LAKE, & EAST BETHEL-SIGNING REPLACEMENT	495,000	396,000	0	99,000	0	MN/DOT	O8
				Totals		34,245,289		0		2,602,029		
							26,999,260		4,644,000			

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:
2006		CITY	141-080-23	BI	ST ANTHONY PARKWAY OVER BN RR, REHAB BR 90664	5,090,300	2,925,560	0	0	2,164,740	MINNEAPOLIS	S19
2006		CSAH 5	27-605-22	BR	CSAH 5, MINNETONKA BLVD OVER HUTCHINSON SPUR TRAIL, REPLACE BR 27501	226,000	180,800	0	0	45,200	HENNEPIN COUNTY	S19
2006		CSAH 61	27-661-37	BR	SHADY OAK RD OVER HCRRA CORRIDOR, REPLACE BR 90596	904,000	723,200	0	0	180,800	HENNEPIN COUNTY	S19
2006		CSAH 73	27-673-08	BR	HOPKINS CROSSROAD OVER BNSF RR, REPLACE BR 27518	1,073,500	858,800	0	0	214,700	HENNEPIN COUNTY	S19
2007		CSAH 31	164-020-95	BI	EB MARYLAND AVE (CSAH 31) OVER SOO LINE & OVER BN RR IN ST PAUL, REDECK BRS 6599 & 6600	605,000	484,000	0	0	121,000	SAINT PAUL	S19
2007		CSAH 49	02-649-01	BR	CSAH 49 OVER RICE CREEK IN LINO LAKES, REPLACE BR 4711	379,500	303,600	0	0	75,900	ANOKA COUNTY	S19
2007		TH 12	2713-85	BR	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	6,580,000	5,264,000	0	1,316,000	0	MN/DOT	S19
2007		TH 51	6215-62011A	BI	OVER PIERCE BUTLER, BNSF RR, ENERGY PARK DR,COMO AVE, & TH 36 IN ST PAUL & ROSEVILLE, REPAIR DECKS ON BRS 62011, 62012, 62014, 62015, 9012, & 9013; DECK REPAIR/PAINT BR 62013	2,185,000	1,748,000	0	437,000	0	MN/DOT	S19
2008		CSAH 152	27-752-18	BR	CEDAR AVE (CSAH 152) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90437	1,415,200	1,132,160	0	0	283,040	HENNEPIN COUNTY	S19
2008		CSAH 22	27-622-03	BR	LYNDALE AVE (CSAH 22) OVER MINNEHAHA CREEK IN MPLS-REPLACE BR 90444	1,496,400	1,197,120	0	0	299,280	HENNEPIN COUNTY	S19
2008		CSAH 3	27-603-43	BR	EXCELSIOR BLVD (CSAH 3) OVER MINNEHAHA CREEK IN ST. LOUIS PARK-REPLACE BR 90455	742,400	593,920	0	0	148,480	HENNEPIN COUNTY	S19
2008		CSAH 35	27-635-26	BR	PORTLAND AVE (CSAH 35) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR	1,554,400	1,243,520	0	0	310,880	HENNEPIN COUNTY	S19
2008		TH 36	8214-9115	BR	EB TH 36 OVER TH 95, REPLACE BR	2,000,000	1,600,000	0	400,000	0	MN/DOT	S19
				Totals		24,251,700		0		3,844,020		
							18,254,680		2,153,000			

TABLE A-6
Demo/High Priority Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CITY	98-080-14	RC	4TH AVE FROM 17TH ST TO 2ND ST, RECONSTRUCTION & CONST ENG	1,320,000	1,056,000	0	0	264,000	NEWPORT	A10
2007		MSAS 363	157-363-19L	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION	11,519,500	7,400,000	0	0	4,119,500	RICHFIELD	S19
				Totals		12,839,500	8,456,000		0			
								0		4,383,500		

TABLE A-7
Mn/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		I 35	1980-74	BI	OVER 205TH, UNDER 195TH, & OVER DAKOTA CSAH 50 IN LAKEVILLE, PAINT BRS 19843, 19844, 19841, 19807 & 19808	690,000	621,000	0	69,000	0	MN/DOT	S10
2006	2	I 35E	6280-304	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PROJECT, PAYBACK IN 2007, 2008, 2009)	104,777,479	0	86,500,000	0	18,277,479	MN/DOT	A10
2006		I 35E	6280-321	SC	GRAND AVE TO UNIVERSITY AVE IN ST PAUL-REPLACE SIGNING	184,585	166,126	0	18,459	0	MN/DOT	O8
2006		I 35W	2782-281R	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS-RAILROAD AGREEMENT ASSOCIATED WITH 2782-281	650,000	585,000	0	65,000	0	MN/DOT	A10
2006		I 35W	2783-9340D	BI	MISSISSIPPI RIVER TO JOHNSON ST IN MPLS, REPAIR BR 9340, 27887, 27888; PAINT BRS 27989,27994,27999, 27885, 27886, 27985, 27990, 27988	3,690,000	3,321,000	0	369,000	0	MN/DOT	S19
2006		I 394	2789-124	SC	FROM PLYMOUTH RD TO PENN AVE IN MINNETONKA, ST LOUIS PARK, GOLDEN VALLEY, MPLS-SIGNING REPLACEMENT	575,000	517,500	0	57,500	0	MN/DOT	O8
2006	12	I 494	2785-304AC2	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	50,000,000	50,000,000	0	0	0	MN/DOT	A10
2006	10	I 494	8285-80AC3	MC	TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING,SURFACING,BRS, ETC - WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2006		I 494	8285-88	BI	AT VALLEY CREEK RD (FORMERLY TH 120) IN WOODBURY-RECONSTRUCT INTERCHANGE & BRS 9883 & 82017 (MNDOT SHARE)	10,500,000	0	0	3,000,000	7,500,000	MN/DOT	E3
2007	2	I 35E	6280-304AC1	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	22,800,000	22,800,000	0	0	0	MN/DOT	A10
2007	3	I 35W	2782-281	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS, GRADING, SURFACING, BRS, ETC & HOV LANE (AC PROJECT, PAYBACK IN 2008 THRU 2010)	242,550,000	26,167,500	180,000,000	36,382,500	0	MN/DOT	A10
2007		I 35W	2783-27873A	BI	TH 55, WASHINGTON AVE, & 3RD IN MPLS-REPAIR RAILING & DECK ON BRS 27873, 27874, 27879, 27879A, 27902, 27903, 27880	1,890,000	1,701,000	0	189,000	0	MN/DOT	S19
2007		I 394	2789-125	SC	FROM PENN AVE TO DOWNTOWN MPLS-SIGNING REPLACEMENT	265,000	238,500	0	26,500	0	MN/DOT	O8

TABLE A-7
Mn/DOT Interstate Maintenance Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007	12	I 494	2785-304AC3	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	11,500,000	11,500,000	0	0	0	MN/DOT	A10
2007		I 494	2785-346	RS	34TH AVE TO FRANCE AVE IN BLOOMINGTON, MILL & OVERLAY	1,700,000	1,530,000	0	170,000	0	MN/DOT	S10
2007	10	I 494	8285-80AC4	MC	TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING,SURFACING,BRS, ETC - WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2007		I 94	2781-27726AA	BI	OVER GLENWOOD AVE & RR, RAMPS, & UNDER TH 55 IN MPLS, PAINT BRS 27726A, 27726B, 27728, 27727A, 27727B, 27727, & 27785	2,890,000	2,601,000	0	289,000	0	MN/DOT	S19
2007		I 94	2781-27726BA	BI	UNDER DUNWOODY, I-394, RAMPS@394, OVER LYNDALE & RR; I-394 UNDER PENN & OVER DUNWOODY & FILL-DECK REPAIR ON BRS 27726B, 27792,27793,27794,27799R,27831, 27831 (ABCD), & 27758.	930,000	837,000	0	93,000	0	MN/DOT	S19
2007		I 94	2781-408	RS	CEDAR AVE IN MPLS TO KELLOGG BLVD EXIT IN ST PAUL-BITUMINOUS MILL & OVERLAY, ETC	7,700,000	6,930,000	0	770,000		MNDOT	S10
2007		I 94	2781-9420A	BI	UNDER 25TH AVE, RIVERSIDE, PED BR @ 22ND AVE & OVER CEDAR AVE-PAINT BRS 9420, 9421, 9892, 27863	1,350,000	1,215,000	0	135,000	0	MN/DOT	S19
2008	2	I 35E	6280-304AC2	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	42,600,000	42,600,000	0	0	0	MN/DOT	A10
2008	3	I 35W	2782-281AC1	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE (AC PAYBACK)	60,000,000	60,000,000	0	0	0	MN/DOT	A10
2008	10	I 494	8285-80AC5	MC	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC - WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
				Totals		627,242,064		266,500,000		25,777,479		
							293,330,626		41,633,959			

TABLE A-8
Intelligent Transportation Systems Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 999	880M-ITS-06	TM	METRO SETASIDE - ITS PROJECTS - FY 2006	500,000	0	0	500,000	0	MN/DOT	S7
2007		TH 999	880M-ITS-07	TM	METRO SETASIDE - ITS PROJECTS - FY 2007	500,000	0	0	500,000	0	MN/DOT	S7
2008		TH 999	880M-ITS-08	TM	METRO SETASIDE FOR ITS PROJECT FOR FY 2008	500,000	0	0	500,000	0	MN/DOT	S7
				Totals		1,500,000		0		0		
							0		1,500,000			

TABLE A-9
National Highway System Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		I 35E	6280-319	RB	TH 13 IN LILYDALE TO SHEPARD RD IN ST PAUL, LANDSCAPING	300,000	240,000	0	60,000	0	MN/DOT	O6
2006		TH 10	0202-80	RS	ANOKA-SHERBURNE CO LINE TO FAIROAK AVE, MILL & BIT OVERLAY, TURN LANES, REHAB SHLDS, ETC	3,425,000	2,740,000	0	685,000	0	MN/DOT	S10
2006		TH 12	2713-27009	BI	OVER CSAH 15 & RAMP IN WAYZATA-PAINT BR 27009	800,000	640,000	0	160,000		MNDOT	S19
2006	1	TH 12	2713-75AC2	MC	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC, STAGE 1 (AC PAYBACK)	8,000,000	8,000,000	0	0	0	MN/DOT	A10
2006	1	TH 12	2713-83	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC (AC PROJECT, PAYBACK IN 2007 & 2008)	27,475,000	7,580,000	14,400,000	5,495,000	0	MN/DOT	A10
2006		TH 12	2713-83R	MC	CO RD 6 TO WAYZATA BLVD-RR AGREEMENT, ETC	600,000	480,000	0	120,000	0	MN/DOT	A10
2006		TH 169	2772-43	BI	OVER TH 55, UP RR, & 13TH AVE N IN PLYMOUTH, REPLACE DECK OVERLAY ON BRS 27014, 27539, & 27540	1,060,000	848,000	0	212,000	0	MN/DOT	S19
2006	7	TH 169	2776-02AC2	MC	ANDERSON LAKES PKWY & PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	4,032,000	4,032,000	0	0	0	MN/DOT	NC
2006		TH 169	7008-45	MC	AT CR 64/TH 25 IN BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC (AC PROJECT, PAYBACK IN 2010 & 2011)	20,865,000	0	16,000,000	0	4,865,000	MN/DOT	O4
2006		TH 52	1906-48	MC	AT CSAH 47 IN HAMPTON-GRADE SEPARATION, FRONTAGE RD CONSTRUCTION, ETC-TIED TO 19-647-16	3,500,000	2,480,000	0	620,000	400,000	MN/DOT	NC
2006	10	TH 61	8205-100AC2	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC (AC PAYBACK)	6,000,000	6,000,000	0	0	0	MN/DOT	A10
2006		TH 65	0208-124	SC	FROM MISSISSIPPI ST TO BUNKER LAKE BLVD IN FRIDLEY, SPRING LK PARK, BLAINE AND HAM LAKE-SIGNING REPLACEMENT	151,997	121,598	0	30,399	0	MN/DOT	O8
2006		TH 999	8825-101	SC	METROWIDE REPLACE CROSS STREET & RAMP SIGNING AT NUMEROUS LOCATIONS ON THE I-494/I-694 RING	1,000,000	800,000	0	200,000	0	MN/DOT	O8
2007	11	I 494	2785-337	RB	TH 5 TO TH 169 IN BLOOMINGTON, LANDSCAPING	300,000	240,000	0	60,000	0	MN/DOT	O6
2007	11	I 494	2785-339	RB	W BUSH LAKE RD TO E BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	165,000	132,000	0	33,000	0	MN/DOT	O6
2007	11	I 494	2785-340	RB	E BUSH LAKE RD TO TH 100 IN BLOOMINGTON, LANDSCAPING	300,000	240,000	0	60,000	0	MN/DOT	O6

TABLE A-9
National Highway System Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007	6	TH 100	2735-180	MC	39TH AVE N TO TWIN LAKES, LANDSCAPING	415,000	332,000	0	83,000	0	MN/DOT	O6
2007	6	TH 100	2755-80	MC	TWIN LAKES TO 50TH AVE N, LANDSCAPING	260,000	208,000	0	52,000	0	MN/DOT	O6
2007	1	TH 12	2713-83AC1	MC	CO RD 6 TO WAYZATA BLVD, CONSTRUCT INTERCHANGES, ETC (AC PAYBACK)	7,200,000	7,200,000	0	0	0	MN/DOT	A10
2007		TH 12	2713-87	RB	WAYZATA BLVD IN WAYZATA TO CSAH 6 IN ORONO, LANDSCAPING	450,000	360,000	0	90,000	0	MN/DOT	O6
2007		TH 169	2750-57R	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES-RR AGREEMENT	1,000,000	800,000	0	200,000	0	MN/DOT	A10
2007		TH 212	1013-80	RS	2.2 MI E OFTH 284 IN COLOGNE TO TH 41 IN CHASKA-BITUMINOUS MILL & OVERLAY	2,100,000	1,680,000	0	420,000		MNDOT	S10
2007	9	TH 212	1017-12AC1	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY (BAP PAYBACK)	60,700,000	60,700,000	0	0	0	MN/DOT	A10
2007		TH 36	6211-81	AM	MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGE, BRS 62094 & 62095, ETC	7,500,000	6,000,000	0	1,500,000	0	MN/DOT	E3
2007	10	TH 61	8205-100AC3	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC (AC PAYBACK)	2,100,000	2,100,000	0	0	0	MN/DOT	A10
2007		TH 65	0208-123	MC	AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC (SAPP PROJECT)	24,000,000	9,600,000	0	2,400,000	12,000,000	MN/DOT	NC
2007		TH 999	8825-113	SC	VARIOUS LOCATIONS ON THE I-94/I-494/I-694 RING, REPLACE CROSS-STREET AND RAMP SIGNING	1,115,000	892,000	0	223,000	0	MN/DOT	O8
2008	1	TH 12	2713-83AC2	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC (AC PAYBACK)	7,200,000	7,200,000	0	0	0	MN/DOT	A10
2008		TH 169	2750-57	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC (AC PROJECT-PAYBACK IN 2009 & 2010)	43,320,000	0	27,456,000	6,864,000	9,000,000	MN/DOT	A10
2008	9	TH 212	1017-12AC2	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY (BAP PAYBACK)	50,253,000	50,253,000	0	0	0	MN/DOT	A10
				Totals		285,586,997		57,856,000		26,265,000		
							181,898,598		19,567,399			

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		I 35E	6280-304RR	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-RAILROAD AGREEMENT	307,560	0	0	307,560	0	MN/DOT	A05
2006		I 35E	6280-332	SC	ON I-35E FROM I-94 TO PENNSYLVANIA & ON I-94 FROM ST PETER TO I-35E-SIGN REPLACEMENT & PAVEMENT	675,000	0	0	675,000	0	MNDOT	O8
2006		I 35W	0280-55	AM	AT CSAH 23 (LAKE DRIVE) IN LINO LAKES-RAMP REALIGNMENT, TRAFFIC SIGNAL & INTERCHANGE	400,000	0	0	400,000	0	MN/DOT	E3
2006		I 35W	1981-100	SC	TH 13 INTERCHANGE IN BURNSVILLE, REPLACE LIGHTING SYSTEM	703,436	0	0	703,436	0	MN/DOT	S18
2006		I 35W	1981-101	AM	AT THE CLIFF ROAD INTERCHANGE IN BURNSVILLE-INTERSECTION RECONFIGURATION	296,500	0	0	296,500	0	MN/DOT	E1
2006		I 35W	2782-277A	MC	79TH/80TH ST OVER I-35W, CONSTRUCT BRIDGE 27R05 (DEBT MGMT PAYBACK FOR 2004/2005 CONSTRUCTION)	957,500	0	0	957,500	0	MN/DOT	NC
2006		I 35W	6284-133	AM	CLEVELAND & CO RD B IN ROSEVILLE, TURN LANES ON SB RAMP FROM 35W & WIDEN NB ON RAMP TO 35W	112,000	0	0	112,000	0	RAMSEY COUNTY	E1
2006		I 494	2785-328	MC	PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC (DEBT MGMT PAYBACK)	4,700,000	0	0	4,700,000	0	MN/DOT	A05
2006		I 494	2785-333	MC	NEAR E JCT TH 5, STORM WATER POND AGREEMENT WITH MAC (DEBT MANAGEMENT)	2,300,000	0	0	2,300,000	0	MN/DOT	NC
2006		I 494	8825-195A	TM	FROM I-35E TO I-94 IN EAGAN, MENDOTA HTS, INVER GROVE HTS, W ST PAUL, S ST PAUL, & WOODBURY-PURCHASE EQUIPMENT FOR TRAFFIC MANAGEMENT SYSTEM	1,000,000	0	0	1,000,000	0	MN/DOT	S7
2006		I 94	2780-67	PM	FROM 1.0 MI E OF TH 101 IN ROGERS TO 3.0 MI E OF TH 101-ULTRA THIN BONDED OVERLAY	498,296	0	0	498,296	0	MN/DOT	S10
2006		I 94	8282-100	MC	NEAR THE I494/I694 RAMPS IN WOODBURY-NOISE WALL (PART OF 6283-170) (SAPP PROJECT)	300,000	0	0	300,000	0	MN/DOT	O3
2006		TH 10	0202-81	SC	RAMSEY BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	162,000	0	0	128,000	34,000	MN/DOT	E2
2006		TH 10	0202-85	SC	SUNFISH LAKE BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	210,000	0	0	200,000	10,000	MN/DOT	E2
2006		TH 10	0202-86	SC	FAIROAK AVE IN ANOKA, REBUILD TRAFFIC SIGNAL	210,000	0	0	200,000	10,000	MN/DOT	E2
2006		TH 10	8202-27	PM	FROM TH 61 IN DENMARK TWP TO ST CROIX RIVER NEAR PRESCOTT, WI-MICROSURFACING	329,077	0	0	329,077	0	MN/DOT	S10

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 10	8216-03	BI	OVER ST CROIX RIVER NEAR PRESCOTT, REPAIR BR 82010	900,000	0	0	900,000	0	MN/DOT	S19
2006		TH 100	2755-82	SC	BROOKLYN BLVD IN BROOKLYN CENTER, REBUILD TRAFFIC SIGNAL	105,870	0	0	105,870	0	MN/DOT	E2
2006		TH 101	1009-17	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, CREEK REALIGNMENT	200,000	0	0	200,000	0	MN/DOT	NC
2006		TH 101	2738-20	BI	OVER CROW RIVER & I-94 OVER CROW RIVER-REPAIR DECK ON BRS 27020, 27942, & 27943	911,335	0	0	911,335	0	MN/DOT	S19
2006		TH 12	2713-77	SC	HENNEPIN CSAH 29 (TOWNLINE RD) IN MAPLE PLAIN, CHANNELIZE, SIGNAL, ETC ($0.75M OF ACCESS MGMT $$)	1,500,000	0	0	1,500,000	0	MN/DOT	E1
2006		TH 12	2713-90	RS	0.2 MI E OF HENN/WRIGHT CO LINE TO HENNEPIN CSAH 90, MILL & OVERLAY	1,138,201	0	0	1,138,201	0	MN/DOT	S10
2006		TH 13	7001-96	RD	BETWEEN DAKOTA AVE AND QUENTIN AVE IN SAVAGE, CONNECT FRONTAGE RD ON SOUTH SIDE OF TH 13 (ACCESS MANAGEMENT PROJECT)	2,450,000	0	0	1,300,000	1,150,000	MN/DOT	NC
2006		TH 169	2750-57RW	RW	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, RIGHT OF WAY NECESSARY TO CONSTRUCT INTERCHANGE, BRIDGES, PARK/RIDE, ETC	3,000,000	0	0	3,000,000	0	MN/DOT	O4
2006		TH 169	2750-65	SC	AT TH 55 IN GOLDEN VALLEY-REPLACE LIGHTING SYSTEM	125,000	0	0	125,000	0	MNDOT	S18
2006		TH 169	7008-48	MC	BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2006		TH 19	4003-18	SC	AT CSAH 37 IN NEW PRAGUE-CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION AND AT 1ST AVE (CSAH 60) IN NEW PRAGUE-REBUILD TRAFFIC SIGNAL (DIST C IS ATP 7)	1,550,000	0	0	1,350,000	200,000	MN/DOT	E1
2006		TH 20	1903-06	PM	N OF TH 19 TO TH 50, MILL & BIT OVERLAY (METRO ATP PORTION IS $950,000-REMAINDER OF PROJECT IS $950,000 IN DIST C UNDER SP 2504-12; $575,000)	1,515,994	0	0	1,515,994	0	MN/DOT	S10
2006		TH 25	1006-25	AM	7TH ST NE TO 5TH ST NE IN MAYER, SIDEWALK REPLACE & BIKE TRAIL CONSTRUCTION	650,000	0	0	650,000	0	MAYER	AQ2
2006		TH 280	8825-193	RD	DOSWELL AVE IN ST PAUL TO I-35W IN ROSEVILLE-BITUMINOUS MILL & OVERLAY, GUARDRAIL, DRAINAGE, ETC	1,150,000	0	0	1,150,000	0	MN/DOT	S10
2006		TH 36	6211-83	AM	TO 12TH AVE IN NORTH ST PAUL-CONSTRUCT SLIP RAMP	420,000	0	0	420,000	0	MN/DOT	E1
2006		TH 47	0205-84	BI	OVER CSAH 10 IN COON RAPIDS, REPLACE DECK OVERLAY ON BRS 9725 & 9726	380,000	0	0	380,000	0	MN/DOT	S19

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 47	0206-55	RS	TH 10 TO COOLIDGE & 180TH TO CSAH 24-BIT MILL & OVERLAY; REPLACE TRAFFIC SIGNAL AT PLEASANT AVE (CSAH 30) IN ANOKA & TURN LANE @ MCKINLEY,AT TH 47/169@TH 10 RAMPS IN ANOKA-REBUILD TRAFFIC SIGNAL & INTERCONNECT	1,894,693	0	0	1,894,693	0	MN/DOT	E2
2006		TH 5	8214-143	AM	AT GRANADA AVE IN OAKDALE-TRAFFIC SIGNAL INSTALLATION	100,000	0	0	100,000	0	MN/DOT	E2
2006		TH 51	6215-88	AM	AT ST ANTHONY AVE & CONCORDIA AVE IN ST PAUL-TRAFFIC SIGNAL MODIFICATIONS	315,000	0	0	315,000	0	MN/DOT	E2
2006		TH 55	2722-64	SC	CSAH 19 IN MEDINA, REBUILD TRAFFIC SIGNAL	260,000	0	0	130,000	130,000	MN/DOT	E2
2006		TH 55	2723-113	PM	FROM I-494 IN PLYMOUTH TO TH 100 IN GOLDEN VALLEY-ULTRA THIN BONDED WEARING COURSE	1,114,779	0	0	1,114,779	0	MN/DOT	S10
2006	5	TH 55	2725-58	MC	54TH ST IN MINNEAPOLIS TO TH 62, LANDSCAPING	273,719	0	0	273,719	0	MN/DOT	06
2006		TH 61	6222-149	AM	CSAH 15 (CO RD E), RECONSTRUCT TURN LANES, CLOSE ACCESSES, CONSTRUCT NEW ENTRANCE, ETC	467,600	0	0	467,600	0	GEM LAKE	E1
2006		TH 61	6222-150	AM	CO RD D IN MAPLEWOOD, INTERSECTION REALIGNMENT & TRAFFIC SIGNAL INSTALLATION	1,043,000	0	0	1,043,000	0	MAPLEWOOD	E1
2006		TH 61	6222-153	AM	FROM CSAH 65 TO TH 96 IN WHITE BEAR LAKE-CORRIDOR ACCESS IMPROVEMENT, SIGNAL INSTALLATION	324,000	0	0	324,000	0	MN/DOT	E2
2006		TH 61	8205-112	AM	FROM 80TH ST TO JAMAICA AVE IN COTTAGE GROVE-STORMWATER IMPROVEMENTS TO HAMLET PARK POND (PHASE 1)	121,000	0	0	121,000	0	MN/DOT	NC
2006		TH 61	8205-113	AM	FROM 80TH ST TO JAMAICA AVE IN COTTAGE GROVE-STORMWATER IMPROVEMENTS TO HAMLET PARK POND (PHASE 2)	246,000	0	0	246,000	0	MN/DOT	NC
2006		TH 62	2763-41	RS	SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100-REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT)	1,982,482	0	0	1,982,482	0	MN/DOT	S10
2006		TH 65	0207-84	AM	NEAR 49TH AVE IN COLUMBIA HEIGHTS-REHAB STORM SEWER SYSTEM	107,260	0	0	107,260	0	MN/DOT	NC
2006		TH 65	0208-121	RD	109TH AVE TO PAUL PKWY NE IN BLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT PROJECT)	5,800,000	0	0	1,500,000	4,300,000	MN/DOT	NC
2006		TH 7	2706-211	AM	FROM HIGHLAND RD TO WILLISTON RD IN MINNETONKA-CONSTRUCT FRONTAGE RD, REVISE TRAFFIC SIGNAL	675,000	0	0	675,000	0	MN/DOT	E2

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 999	880M-BI-06	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2006	2,160,000	0	0	2,160,000	0	MN/DOT	S19
2006		TH 999	880M-CA-06	CA	METRO SETASIDE - CONSULTANT DESIGN -2006	11,100,000	0	0	11,100,000	0	MN/DOT	NC
2006		TH 999	880M-PF-06	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2006	40,000	0	0	40,000	0	MN/DOT	O6
2006		TH 999	880M-RB-06	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2006	100,000	0	0	100,000	0	MN/DOT	O6
2006		TH 999	880M-RS-06	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2006	1,600,000	0	0	1,600,000	0	MN/DOT	S10
2006		TH 999	880M-RW-06	RW	METRO SETASIDE - RIGHT OF WAY - FY 2006 (INCLUDES $15.0M FOR I-35W/TH 62 RW)	24,200,000	0	0	24,200,000	0	MN/DOT	NC
2006		TH 999	880M-RX-06	RX	METRO SETASIDE - ROAD REPAIR - FY 2006	5,100,000	0	0	5,100,000	0	MN/DOT	S10
2006		TH 999	880M-SA-06	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2006	16,000,000	0	0	16,000,000	0	MN/DOT	NC
2006		TH 999	880M-SC-06	SC	METRO SETASIDE - SAFETY CAPACITY - FY 2006	168,000	0	0	168,000	0	MN/DOT	NC
2006		TH 999	880M-TE-06	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) - FY 2006	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2006		TH 999	880M-TM-06	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2006	550,000	0	0	550,000	0	MN/DOT	NC
2006		TH 999	880M-TR-06	TM	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2006	600,000	0	0	600,000	0	MN/DOT	S7
2006		TH 999	8825-191	SC	RELAMP LIGHTING FIXTURES IN ONE QUADRANT, DISTRICTWIDE	400,000	0	0	400,000	0	MN/DOT	S18
2006		TH 999	8825-192	RD	VARIOUS LOCATIONS METROWIDE-GUARDRAIL REPLACEMENT	159,986	0	0	159,986	0	MNDOT	S9
2006		TH 999	8825-197	PM	ON TH 5 FROM CARVER CO LINE TO TH 212 & ON TH 21 FROM CSAH 37 TO 0.5 MI N OF CR 64-BITUMINOUS CHIP SEAL	397,249	0	0	397,249	0	MN/DOT	S10
2006		TH 999	8825-198	PM	METROWIDE-BITUMINOUS CRACK SEALING	557,729	0	0	557,729	0	MN/DOT	S10
2006		TH 999	8825-216	RD	ON TH 13 E OF LILYDALE RD IN MENDOTA HTS & N OF I-494/E OF TH 52 IN INVER GROVE HTS-DRAINAGE STRUCTURES	150,000	0	0	150,000	0	MNDOT	NC
2006		TH 999	TRLF-RW-06	RW	REPAYMENT IN FY 2006 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,900,000	0	0	3,900,000	0	MN/DOT	NC
2007		I 35W	0280-54	NO	ON THE E SIDE FROM OPAL ST NE TO SUNSET AVE NE IN BLAINE-CONSTRUCT NOISE WALL	575,000	0	0	575,000	0	MN/DOT	O3
2007		I 35W	2782-276	MC	NEAR 60TH ST IN MPLS, MNDOT PORTION OF PONDING AREA	1,400,000	0	0	1,400,000	0	MN/DOT	NC

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		I 494	2785-328B	MC	PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC (DEBT MGMT PAYBACK)	2,000,000	0	0	2,000,000	0	MN/DOT	NC
2007		I 694	8286-61	NO	ON THE E SIDE FROM 50TH ST TO HEATH AVE IN OAKDALE-CONSTRUCT NOISE WALL	625,000	0	0	625,000	0	MN/DOT	O3
2007		I 694	8286-62	SC	AT TH 36 IN PINE SPRINGS-REPLACE LIGHTING SYSTEM	505,000	0	0	505,000	0	MN/DOT	S18
2007		I 94	2781-409	NO	ON THE S SIDE ALONG 63RD LANE N & W OF DUPONT AVE N IN BROOKLYN CENTER-CONSTRUCT NOISE WALL	300,000	0	0	300,000	0	MN/DOT	O3
2007		MSAS 363	157-363-19	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (MNDOT PORTION-SP IS 2785-342)	5,500,000	0	0	5,500,000	0	RICHFIELD	S19
2007		MSAS 363	157-363-19R	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076)-RR AGREEMENT	500,000	0	0	500,000	0	RICHFIELD	S19
2007		TH 10	0202-88	AM	AT ARMSTRONG BLVD IN RAMSEY-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL, ETC	300,000	0	0	300,000	0	RAMSEY	E2
2007		TH 10	0214-35	NO	FROM CO RD J TO I-35W IN MOUNDS VIEW-EXTENSION OF NOISE WALLS	300,000	0	0	300,000	0	MNDOT	O3
2007		TH 10	6205-36	SC	AT CSAH 96 IN ARDEN HILLS-TRAFFIC SIGNAL REBUILD	275,000	0	0	137,500	137,500	MN/DOT	E2
2007		TH 100	2733-85	SC	AT 70TH ST RAMPS IN EDINA-TRAFFIC SIGNAL REBUILD	350,000	0	0	175,000	175,000	MN/DOT	E2
2007		TH 100	2734-41A	BI	EXCELSIOR BLVD (CSAH 3) OVER TH 100 IN ST. LOUIS PARK, DEBT MGMT PAYBACK FOR 2004 CONSTRUCTION	1,030,000	0	0	1,030,000	0	MN/DOT	NC
2007		TH 101	1009-16	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, REALIGNMENT & CONSTRUCT TO 4-LANES	2,730,000	0	0	630,000	2,100,000	MN/DOT	E1
2007		TH 12	2713-88	RC	CSAH 83 TO BOUNDARY AVE IN MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC ($1.5M-ACCESS MGMT PROJECT)	1,710,000	0	0	1,710,000	0	MN/DOT	S16
2007		TH 120	6227-63	SC	AT I-694 RAMPS IN OAKDALE, MAHTOMEDI, & WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	250,000	0	0	250,000	0	MN/DOT	E2
2007		TH 13	7001-97	SC	AT CSAH 12 (170TH ST SW) IN PRIOR LAKE-RECONSTRUCT INTERSECTION, CHANNELIZE, ACCESS CLOSURES, ETC (ACCESS MANAGEMENT PROJECT)	860,000	0	0	860,000	0	MNDOT	E1
2007		TH 149	1916-25	RC	WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT TO A 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC ($0.6M OF FY 2007 ACCESS MANAGEMENT FUNDS)MATCH FOR 195-010-07	1,600,000	0	0	1,600,000	0	EAGAN	E1

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		TH 47	0205-89	SC	AT 81ST AVE IN FRIDLEY-TRAFFIC SIGNAL REBUILD & EXTEND TURN LANE ($50K-SC, $125K-TRAF PRES)	300,000	0	0	175,000	125,000	MN/DOT	E2
2007		TH 5	8825-184	RS	MUNSTER AVE IN ST PAUL TO TH 120 IN MAPLEWOOD-BITUMINOUS MILL & OVERLAY, ETC	3,600,000	0	0	3,600,000		MNDOT	S10
2007		TH 61	1913-5895B	BI	OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS, REPAIR DECK & PARTIAL PAINT BR 5895	500,000	0	0	500,000	0	MN/DOT	S19
2007		TH 61	1913-63	SC	AT 10TH ST IN HASTINGS-TRAFFIC SIGNAL REBUILD	275,000	0	0	137,500	137,500	MN/DOT	S7
2007		TH 61	6222-151	SC	AT CO RD F/ASH ST IN WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	280,000	0	0	140,000	140,000	MN/DOT	E2
2007		TH 62	2774-7264	BI	OVER VALLEY VIEW RD, TH 77, & 28TH AVE; UNDER PED AT 14TH AVE, PED AT 40TH AVE, & 43RD AVE; TH 121 UNDER PED AT 61ST IN EDINA, RICHFIELD, & MPLS-PAINT BRS 7264,7265,27021,27022,27521,27061,27535 ,27530, & 27524	1,165,000	0	0	1,165,000	0	MN/DOT	S19
2007		TH 65	0208-115	SC	AT CROSSTOWN BLVD (CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD & INTERCONNECT	250,000	0	0	125,000	125,000	MN/DOT	E2
2007		TH 999	1000-09	RW	NEAR TH 5/CO RD 18 IN THE CITY OF CHANHASSEN-CONSTRUCT 2 WETLAND MITIGATION SITES	750,000	0	0	750,000	0	MNDOT	O6
2007		TH 999	880M-AM-07	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2007	4,280,000	0	0	4,280,000	0	MN/DOT	NC
2007		TH 999	880M-BI-07	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2007	5,400,000	0	0	5,400,000	0	MN/DOT	S19
2007		TH 999	880M-CA-07	CA	METRO SETASIDE - CONSULTANT DESIGN -2007	8,000,000	0	0	8,000,000	0	MN/DOT	NC
2007		TH 999	880M-PF-07	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2007	40,000	0	0	40,000	0	MN/DOT	O6
2007		TH 999	880M-RB-07	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2007	100,000	0	0	100,000	0	MN/DOT	O6
2007		TH 999	880M-RS-07	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2007	3,300,000	0	0	3,300,000	0	MN/DOT	S10
2007		TH 999	880M-RW-07	RW	METRO SETASIDE - RIGHT OF WAY - FY 2007 (DOES NOT INCLUDE $7.5M FOR 65/242)	7,300,000	0	0	7,300,000	0	MN/DOT	NC
2007		TH 999	880M-RX-07	RX	METRO SETASIDE - ROAD REPAIR - FY 2007	4,600,000	0	0	4,600,000	0	MN/DOT	S10
2007		TH 999	880M-SA-07	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2007	16,000,000	0	0	16,000,000	0	MN/DOT	NC
2007		TH 999	880M-SC-07	SC	METRO SETASIDE - SAFETY CAPACITY PROJECTS - FY 2007	1,675,000	0	0	1,675,000	0	MN/DOT	NC

TABLE A-10
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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		TH 999	880M-TE-07	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) - FY 2007	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2007		TH 999	880M-TM-07	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2007	625,000	0	0	625,000	0	MN/DOT	NC
2007		TH 999	880M-TR-07	TM	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2007	1,550,000	0	0	1,550,000	0	MN/DOT	S7
2007		TH 999	8825-210	SC	METROWIDE-RELAMP ONE QUADRANT	400,000	0	0	400,000	0	MN/DOT	S18
2007		TH 999	8825-212	SC	METROWIDE-RELOCATE LIGHTING POLES	150,000	0	0	150,000	0	MN/DOT	S18
2007		TH 999	TRLF-RW-07	RW	REPAYMENT IN FY 2007 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,900,000	0	0	3,900,000	0	MN/DOT	NC
2008		I 35	1980-19842	BI	UNDER CSAH 70 IN LAKEVILLE-REPLACE BR 19842 (COST SHARING WITH DAKOTA COUNTY INTERCHANGE	1,000,000	0	0	1,000,000		MNDOT	NC
2008		I 35E	1982-136	SC	FROM NB I35E TO I-494 CD RD IN MENDOTA HEIGHTS & EAGAN-WIDEN & ADD LANE ON EXIT RAMP	300,000	0	0	300,000	0	MN/DOT	E3
2008		I 35E	8825-207	SC	ON I-35E FROM I-694 TO N JCT I-35/I-35W-REPLACE SIGNS	265,000	0	0	265,000	0	MN/DOT	O8
2008		I 35E	8825-209	SC	AT CSAH 96 IN WHITE BEAR LAKE, AT CR J & AT CSAH 14 IN LINO LAKES-REPLACE INTERCHANGE LIGHTING	210,000	0	0	210,000	0	MN/DOT	S18
2008		I 35W	1981-102	SC	FROM BURNSVILLE PKWY TO CSAH 42 IN BURNSVILLE-ELIMINATE SB LANE DROP & EXTEND SB LANE	1,000,000	0	0	1,000,000	0	MN/DOT	E1
2008		I 35W	2782-290	SC	AT W 94TH ST RAMPS IN BLOOMINGTON-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2008		I 35W	2783-107	RS	MISSISSIPPI RIVER BR 9340 TO STINSON BLVD IN MPLS-BITUMINOUS OVERLAY, LIGHTING, GUARDRAIL, ETC	4,265,000	0	0	4,265,000		MNDOT	S10
2008		I 35W	2783-9340E	BI	OVER MISSISSIPPI RIVER IN MPLS-REPLACE OVERLAY, JOINTS, REPAIR ANTI-ICING, ETC ON BR 9340	3,000,000	0	0	3,000,000		MNDOT	S19
2008		I 35W	6284-136	SC	INDUSTRIAL BLVD IN MPLS TO I-694 IN NEW BRIGHTON & ARDEN HILLS-REPLACE SIGNS	575,000	0	0	575,000	0	MN/DOT	O8
2008		I 694	6285-130	RC	ON COUNTY DR FROM RICE ST TO TWIN LAKES BLVD IN LITTLE CANADA-GRADING, SURFACING, BR OVER I-694, ETC ($1.31M OF FY 2007 ACCESS MANAGEMENT FUNDS)	2,500,000	0	0	2,500,000	0	MN/DOT	S19
2008		I 694	8286-60	NO	ON THE E SIDE FROM 44TH ST N TO 46TH ST N IN OAKDALE-CONSTRUCT NOISE WALL	600,000	0	0	600,000	0	MN/DOT	O3

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		I 94	2781-27715	BI	UNDER LYNDALE AVE NB, 4TH ST RAMP, 7TH ST N, & PLYMOUTH AVE IN MPLS-PAINT BRS 27715, 27781, 27782, &	4,000,000	0	0	4,000,000		MNDOT	S19
2008		TH 10	0215-64	SC	AT 7TH AVE RAMPS IN ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2008		TH 12	2714-139	RS	0.5 MI W OF WAYZATA BLVD TO 0.5 MI E OF I-494-BITUMINOUS MILL & OVERLAY	4,685,000	0	0	4,685,000		MNDOT	S10
2008		TH 21	7002-41	SC	AT 2ND ST NW IN NEW PRAGUE-REBUILD TRAFFIC SIGNAL	200,000	0	0	200,000	0	MN/DOT	E2
2008		TH 212	2744-59	SC	AT SINGLE TREE LANE IN EDEN PRAIRIE-REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2008		TH 36	6212-148RW	RW	OVER LEXINGTON AVE IN ROSEVILLE-RIGHT OF WAY NECESSARY FOR REPLACING BR 5723 & RECONSTRUCTING INTERCHANGE	2,000,000	0	0	2,000,000	0	MN/DOT	O4
2008		TH 47	0205-86	NO	ON THE E SIDE FROM 73RD AVE NE TO OSBORNE RD NE IN FRIDLEY-CONSTRUCT NOISE WALL	900,000	0	0	900,000	0	MN/DOT	O3
2008		TH 52	1905-9425A	BI	OVER CANNON RIVER, UNDER CSAH 88, AND OVER VERMILLION RIVER IN DAKOTA CO-REPAIR BRS 9425, 9426, 19033; REPAIR & PAINT BR 9488	2,360,000	0	0	2,360,000		MNDOT	S19
2008		TH 52	1908-73	SC	LOTHENBACH AVE IN W ST PAUL, REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2008		TH 55	2722-72	RS	EB FROM CSAH 116 IN MEDINA TO OLD ROCKFORD RD IN PLYMOUTH & WB FROM CSAH 116 IN MEDINA TO FERNBROOK IN PLYMOUTH-BITUMINOUS MILL & OVERLAY	1,935,000	0	0	1,935,000		MNDOT	S10
2008		TH 61	6222-154	SC	AT FROST AVE/PARKWAY DRIVE IN MAPLEWOOD-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2008		TH 61	8207-57	RS	0.5 MI S OF N JCT TH 97 TO TH 8 IN FOREST LAKE-BITUMINOUS MILL & OVERLAY, ETC	2,050,000	0	0	2,050,000		MNDOT	S10
2008		TH 65	0207-80	SC	OSBORNE RD IN SPRING LAKE PARK, REBUILD TRAFFIC SIGNAL	260,000	0	0	130,000	130,000	MN/DOT	E2
2008		TH 7	2706-212	SC	AT AQUILA ST IN ST LOUIS PARK-ACCESS CLOSURE, ACCELERATION LANE, TRAFFIC SIGNAL REVISION, ETC ($250K-SC,$50K-TRAF PRES)	350,000	0	0	300,000	50,000	MN/DOT	E1
2008		TH 95	8208-32	RS	CSAH 18 (BAILEY RD) IN WOODBURY/AFTON TO TH 61 IN COTTAGE GROVE/DENMARK TWP-BITUMINOUS MILL & OVERLAY	2,830,000	0	0	2,830,000		MNDOT	S10
2008		TH 97	8201-15	RS	I-35 IN COLUMBUS TWP TO TH 95 IN NEW SCANDIA TWP-BITUMINOUS MILL & OVERLAY	3,085,000	0	0	3,085,000		MNDOT	S10
2008		TH 999	2700-46	RW	NE QUADRANT OF CR 92 & CR 11 IN INDEPENDENCE-CONSTRUCT WETLAND	215,000	0	0	215,000	0	MNDOT	O6

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 999	880M-ACM-08	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2008	2,200,000	0	0	2,200,000	0	MN/DOT	NC
2008		TH 999	880M-AM-08	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2008	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2008		TH 999	880M-BI-08	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2008	2,000,000	0	0	2,000,000	0	MN/DOT	S19
2008		TH 999	880M-CA-08	CA	METRO SETASIDE -CONSULTANT DESIGN -2008	8,000,000	0	0	8,000,000	0	MN/DOT	NC
2008		TH 999	880M-PF-08	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2008	40,000	0	0	40,000	0	MN/DOT	O6
2008		TH 999	880M-RB-08	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2008	100,000	0	0	100,000	0	MN/DOT	O6
2008		TH 999	880M-RS-08	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2008	13,400,000	0	0	13,400,000	0	MN/DOT	S10
2008		TH 999	880M-RW-08	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2008	11,900,000	0	0	11,900,000	0	MN/DOT	NC
2008		TH 999	880M-RX-08	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2008	4,600,000	0	0	4,600,000	0	MN/DOT	S10
2008		TH 999	880M-SA-08	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2008	16,000,000	0	0	16,000,000	0	MN/DOT	NC
2008		TH 999	880M-SC-08	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2008	640,000	0	0	640,000	0	MN/DOT	NC
2008		TH 999	880M-TE-08	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION ($100K FOR SIGNALS, $300K FOR GUARDRAIL, $500K FOR HYDRAULICS)	900,000	0	0	900,000	0	MN/DOT	NC
2008		TH 999	880M-TM-08	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2008	175,000	0	0	175,000	0	MN/DOT	NC
2008		TH 999	880M-TR-08	TM	METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2008	2,000,000	0	0	2,000,000	0	MN/DOT	S7
2008		TH 999	8825-208	SC	VARIOUS LOCATIONS METROWIDE-UPDATE SIGNAL STANDARDS	100,000	0	0	100,000	0	MNDOT	S18
2008		TH 999	8825-211	SC	METROWIDE-RELAMP IN ONE QUADRANT	400,000	0	0	400,000	0	MN/DOT	S18
2008		TH 999	TRLF-RW-08	RW	REPAYMENT IN FY 2008 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,900,000	0	0	3,900,000	0	MN/DOT	NC
				Totals		309,705,266		0		9,679,000		
							0		300,026,266			

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		CITY	141-165-15	BR	CHICAGO AVE OVER HCRRA RR, REPLACE BR 92349 (MPO SUNSET DATE REMAINS 9/30/03)	2,106,451	993,451	0	0	1,113,000	MINNEAPOLIS	S19
2005		CITY	141-595-02	EN	FRANKLIN PORTLAND GATEWAY, SIDEWALKS, PLAZAS, LIGHTING, TRAFFIC CALMING MEASURES (AFFORDABLE HOUSING PROJECT)	837,455	355,644	0	0	481,811	MINNEAPOLIS	O9
2005		CITY	161-080-01	MC	39TH AVE FROM STINSON BLVD TO SILVER LAKE RD IN ST ANTHONY, GRADE, SURF, ETC (2004 APPROPRIATION ACT)	2,000,000	0	0	0	1,250,000	SAINT PAUL	NC
2005		CITY	164-080-09	TR	W END AREA OF DOWNTOWN ST PAUL, MULTI-MODAL HUB (SUNSET DATE REMAINS 3/31/05)	12,617,550	6,787,550	0	0	5,830,000	SAINTT PAUL	E6
2005		CITY	164-288-05	MC	PAYNE AVE TO ARCADE ST IN ST PAUL (PHALEN BLVD), GRADE, SURF, RIGHT OF WAY, ETC (2004 APPROPRIATION ACT)	2,000,000	0	0	0	0	SAINT PAUL	A10
2005		CMAQ	CM-25	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,364,468	1,891,574	0	0	472,894	MET COUNCIL	AQ1
2005		CMAQ	CM-36	TM	DOWNTOWN MPLS TMO	381,366	305,093	0	0	76,273	MINNEAPOLIS	AQ1
2005	4	CMAQ	TRS-LRT-05	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,871,250	3,097,000	0	0	774,250	MET COUNCIL - MT	T1
2005		CMAQ	TRS-SWMT-05	TR	SOUTHWEST METRO TRANSIT SERVICE EXPANSION, PURCHASE 57-PASSENGER VEHICLES	3,921,164	3,136,931	0	0	784,233	SOUTHWEST METRO TRANSIT AUTH	A10
2005		CMAQ	TRS-TCMT-04	TR	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,741,780	2,193,424	0	0	548,356	MET COUNCIL - MT	A10
2005		CMAQ	TRS-TCMT-04A	TR	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	462,134	MET COUNCIL - MT	A10
2005		CMAQ	TRS-TCMT-04B	TR	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	109,213	MET COUNCIL - MT	A10
2005		CMAQ	TRS-TCMT-05C	TR	METRO TRANSIT - 2005 T & TE REGIONAL FLEET EXPANSION, PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,679,844	2,943,875	0	0	735,969	MET COUNCIL-T & TE	A10
2005		CMAQ	TRS-TCMT-05D	TR	T & TE REGIONAL FLEET EXPANSION, PURCHASE BUSES	2,006,963	1,605,570	0	0	401,393	MET COUNCIL	T10

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		CR 16	02-596-03	SH	ANOKA CO RD 16 (ANDOVER BLVD) AT TH 65 IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES,	598,050	538,245	0	0	59,805	ANOKA COUNTY	S2
2005		CR 8	19-596-04	SH	WENTWORTH AVE FROM HUMBOLDT AVE TO TH 52 IN WEST ST PAUL, MILL & OVERLAY, TURN LANES, SIGNAL REV, ETC (MPO SUNSET DATE REMAINS 9/30/04)	418,636	376,772	0	0	41,864	DAKOTA CO	S2
2005		CSAH 101	27-701-10	MC	TH 7 TO HENNEPIN CSAH 5 IN MINNETONKA, RECONSTRUCT TO 4-LANE RDWY (MPO SUNSET DATE REMAINS 9/30/04)	3,947,130	3,157,704	0	0	789,426	HENNEPIN COUNTY	A10
2005		CSAH 116	02-716-06	SH	ANOKA CSAH 116 (BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	867,582	538,245	0	0	329,337	ANOKA COUNTY	S2
2005		CSAH 116	27-716-03	BR	HENNEPIN CSAH 116 OVER CROW RIVER, REPLACE BR 6273 (SUNSET DATE REMAINS	6,219,800	1,329,800	0	0	4,890,000	HENNEPIN COUNTY	S19
2005		CSAH 21	70-621-22	RW	ON CSAH 21 FROM CSAH 18 TO CSAH 42 IN PRIOR LAKE-RIGHT OF WAY ACQUISITION (2005 APPROPRIATIONS ACT)	1,250,000	0	0	0	250,000	SCOTT COUNTY	O4
2005		CSAH 3	27-603-31	RC	LAKE ST FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS, RECONSTRUCT, ETC	8,223,188	6,578,550	0	0	1,644,638	HENNEPIN COUNTY	E1
2005		CSAH 3	27-603-32	EN	5TH AVE TO HIAWATHA AVE IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT	1,623,790	837,270	0	0	786,520	HENNEPIN COUNTY	O9
2005		CSAH 31	19-631-31	MC	CSAH 46 TO CSAH 42 IN APPLE VALLEY, RECONSTRUCT TO 4-LANE RDWY, TRANSIT CENTER, ETC (LIVABLE COMMUNITIES PROJECT) (MPO SUNSET DATE REMAINS 9/30/04)	3,125,000	2,500,000	0	0	625,000	DAKOTA CO	A05
2005		CSAH 51	02-610-11	SH	ANOKA CSAH 51/CSAH 3 (UNIVERSITY EXTENSION) AT FUTURE CSAH 10 (OLD TH 10) IN BLAINE, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC (MPO SUNSET DATE REMAINS 9/30/04)	598,050	538,245	0	0	59,805	ANOKA COUNTY	S2

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		CSAH 60	19-660-05	RC	ON DAKOTA CSAH 60 FROM W CO LINE TO W RAMPS AT I-35 IN LAKEVILLE-RECONSTRUCT TO 4-LN RDWY, ETC	3,270,000	2,616,000	0	0	654,000	DAKOTA CO	A10
2005		CSAH 9	02-609-13	SH	ROUND LAKE BLVD AT CSAH 20 (157TH AVE NW) IN ANDOVER, TRAFFIC SIGNAL INSTALL, TURN LANES, ETC	478,440	430,596	0	0	47,844	ANOKA COUNTY	S2
2005		EN	141-090-24	EN	HENNEPIN AVE TO LYNDALE AVE IN MPLS, URBAN VILLAGE ALONG MIDTOWN, GREENWAY TRAIL (LIVABLE COMMUNITIES PROJECT) (SUNSET DATE REMAINS 9/30/04)	500,000	400,000	0	0	100,000	MINNEAPOLIS	O9
2005		EN	27-595-01	EN	IN MINNEAPOLIS, COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS (MPO SUNSET DATE REMAINS 12/31/04)	657,855	526,284	0	0	131,571	MINN TRANSPORTATION MUSEUM	O9
2005		I 35	1980-67	AM	CSAH 60 INTERCHANGE IN LAKEVILLE, RECONSTRUCT INTERCHANGE, ETC	2,481,000	0	0	2,481,000	0	MN/DOT	E3
2005		I 35	1980-70	AM	CSAH 50 INTERCHANGE IN LAKEVILLE, WIDEN SB OFF RAMP, SIGNAL INSTALL ATION AT CSAH 5 TO NB I-35 ON RAMP	490,630	0	0	490,630	0	LAKEVILLE	E2
2005	2	I 35E	6280-317	MC	I-35E UNDER EDGERTON IN VADNAIS HEIGHTS, APPROACHES TO BR 62906 BAP PROJECT)	2,515,908	420,000	0	0	2,095,908	MN/DOT	A05
2005		I 35E	6280-326	BI	IN ST PAUL, OVER MISSISSIPPI RIVER & UP RR-INSTALL ANTI-ICING SYSTEM ON BR 62912	1,200,000	1,080,000	0	120,000	0	MN/DOT	S19
2005	2	I 35E	6280-327AC	MC	I-35E UNDER EDGERTON (REPL BR 9561) & EB I-694 OVER TH 61 IN VADNAIS HEIGHTS-BR 62906 & WIDEN BR 62852 (BAP PAYBACK)	2,647,000	2,647,000	0	0		MN/DOT	S19
2005		I 35E	6280-62902A	MC	I-35E NB TO I-694 WB RAMP & RAMP FROM I-35E SB TO I-694EB IN VADNAIS HEIGHTS-FURNISH STEEL FOR BRS 62902 & 62910 (PART OF 6280-304)	7,922,521	0	0	0	7,922,521	MN/DOT	S19
2005		I 35W	0280-52	RD	95TH AVE TO LEXINGTON AVE IN BLAINE, CULVERT JACKING	1,136,721	0	0	1,136,721	0	MN/DOT	NC

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $		State $	Other $	Agency:	AQ:
2005		I 35W	2782-27872A	BI	UNDER FRANKLIN IN MPLS, MILL & PATCH BR 27872	287,407	0	0	0	287,407	0	MN/DOT	S19
2005		I 35W	6284-134	BI	UNDER EB CSAH 88 & CSAH 88 OVER MN COMM RR IN NEW BRIGHTON; UNDER CR H & CSAH 10 IN ARDEN HILLS, DECK REPAIR ON BRS 9492,9473,9474; RAIL REPAIR ON BR 9582; SOFFIT REPAIR ON BRS 9585 & 9586	888,919	800,027	0	0	88,892	0	MN/DOT	S19
2005	11	I 494	2785-301AC2	MC	E OF W BUSH LAKE RD TO TH 100-GRAD, SURF, BRS 27V33, 27V34, 27V37, 27V38, 27V47, 27X04, ETC (3RD LANE EA DIR) (AC PAYBACK)	7,500,000	7,500,000	0	0	0	0	MN/DOT	A10
2005	12	I 494	2785-304AC1	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCT OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	16,500,000	16,500,000	0	0	0	0	MN/DOT	A10
2005		I 494	2785-317	RS	34TH AVE TO TH 100, GUARDRAIL, CULVERTS, ETC	696,761	0	0	0	696,761	0	MN/DOT	S19
2005	11	I 494	2785-327AC2	MC	TH 5 TO E OF W BUSH LAKE RD, GRADE, SURF, BRS 27V35, 27713, 27714, ETC (3RD LANE EA DIR) (AC PAYBACK)	10,000,000	10,000,000	0	0	0	0	MN/DOT	A10
2005	11	I 494	2785-336	RB	GOLDMAN POND/I-494, LANDSCAPING IN BLOOMINGTON	99,344	89,410	0	0	9,934	0	MN/DOT	O6
2005		I 494	2785-343	TR	PENN AVE IN RICHFIELD, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	0	300,000	MET COUNCIL - MT	E6
2005	10	I 494	8285-79AC2	MC	WAKOTA BR AREA, N RING RD, BAILEY, MAXWELL, TH 61, 11 BRIDGES (AC PAYBACK)	11,800,000	11,800,000	0	0	0	0	MN/DOT	A10
2005	10	I 494	8285-80AC2	MC	TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING, SURFACE, BRS, ETC - WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2005		I 494	8825-195	TM	FROM I-35E TO I-94 IN EAGAN, MENDOTA HTS, INVER GROVE HTS, W ST PAUL, S ST PAUL, & WOODBURY-INSTALL TRAFFIC MANAGEMENT SYSTEM	1,097,262	0	0	0	1,097,262	0	MN/DOT	S7

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		I 94	6283-170	MC	0.1 MI E OF RUTH ST TO 0.3 MI E OF CO LINE IN MAPLEWOOD, GRADING, SURFACING, BRIDGE WIDENING, ETC INCLUDING 3RD LANE EA DIRECTION (SAPP PROJECT)	8,744,159	0	0	8,744,159	0	MN/DOT	A10
2005		I 94	6283-9143B	MC	BRS AT MCKNIGHT RD AND TH 120-PIER MODIFICATION	703,771	0	0	703,771	0	MN/DOT	S19
2005		MSAS 363	157-363-20	RC	LYNDALE AVE FROM 76TH TO 77TH ST IN RICHFIELD, RECONSTRUCTION	1,812,867	0	761,284	0	1,051,583	RICHFIELD	S19
2005		MSAS 363	157-363-23	RC	LYNDALE AVE FROM 76TH TO 77TH ST IN RICHFIELD, CONSTRUCTION ENGINEERING FOR RECONSTRUCTION	129,054	0	65,418	0	63,636	RICHFIELD	S19
2005		PED/BIKE	107-090-04	EN	ALONG E BUSH LAKE RD FROM 84TH ST TO 106TH ST IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL (SUNSET DATE REMAINS 9/30/04)	1,417,090	837,270	0	0	579,820	BLOOMINGTON	O9
2005		PED/BIKE	141-090-16	EN	GROVELAND TO VINELAND AND THE WEDGE TRIANGLE, LORING PARK BIKEWAY IN MPLS (PHASE 2) (LIVABLE COMMUNITIES PROJECT)	1,644,638	1,315,710	0	0	328,928	MINNEAPOLIS	O9
2005		PED/BIKE	160-090-07	BT	ALONG CO RD B2 FROM LEXINGTON AVE TO WALNUT ST THEN N TO BURLINGTON NORTHERN RAIL CORRIDOR IN ROSEVILLE, CONSTRUCT PATHWAY (MPO SUNSET DATE REMAINS 3/31/05)	1,381,495	1,105,196	0	0	276,299	ROSEVILLE	AQ2
2005		PED/BIKE	209-090-02	EN	ALONG CENTERVILLE RD FROM HORIZON AVE S TO EDGERTON ST IN VADNAIS HTS, CONSTRUCT CENTERVILLE RD TRAIL (MPO SUNSET DATE REMAINS 9/30/04)	908,251	726,601	0	0	181,650	VADNAIS HEIGHTS	O9
2005		PED/BIKE	27-090-02	BT	HENNEPIN COUNTY BIKEWAY, MIDTOWN 29TH ST GREENWAY PED/BIKE IMPROVEMENT	1,125,000	0	900,000	0	225,000	HENNEPIN COUNTY	AQ2
2005		PED/BIKE	27-090-05	BT	HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS, CONSTRUCT SKYWAY (MPO SUNSET DATE REMAINS 9/30/04)	1,244,440	995,552	0	0	248,888	HENNEPIN COUNTY	AQ2

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		PED/BIKE	91-090-32	EN	LOWRY AVE TO 45TH AVE TO LYNDALE AVE IN MPLS, RECONSTRUCT VICTORY MEM PKWY BIKE TRAIL	1,046,400	837,120	0	0	209,280	MPLS PARK/REC BOARD	O9
2005		PED/BIKE	91-090-36	RW	TH 61 TO PRESCOTT BKWY IN DENMARK TWP, ACQUIRE ABANDONED RR ADJACENT TO THE MISS RIVER FOR FUTURE CONSTRUCTION OF PT DOUGLAS TRAIL (PHASE 1A)	550,000	440,000	0	0	110,000	WASHINGTON COUNTY	O9
2005		RR	27-00249	SR	N SHORE DRIVE AT CP RR IN GREENFIELD, INSTALL SIGNALS & GATES (SUNSET DATE IS 9/30/2004)	9,600	9,600	0	0	0	MN/DOT	S1
2005		RR	27-00255	SR	N SHORE DRIVE AT CP RR IN GREENFIELD, INSTALL SIGNALS & GATES (SUNSET DATE IS 9/30/2004)	141,047	141,047	0	0	0	MN/DOT	S1
2005		RR	27-00261	SR	BENJAMIN ST, MUN 292, CITY OF MINNEAPOLIS, SAFETY IMPROVEMENTS	190,750	171,675	0	0	19,075	MN/DOT	S1
2005		RR	27-00262	SR	37TH AVE, MSAS 272, CITY OF MINNEAPOLIS, INSTALL CANTILEVERS & CIRCUITRY	218,000	196,200	0	0	21,800	MN/DOT	S1
2005		RR	27-00263	SR	JOHNSON ST, MSAS 103, MINNEAPOLIS, INSTALL CANTILEVERS AND CIRCUITRY	190,750	171,675	0	0	19,075	MN/DOT	S1
2005		RR	27-00265	SR	W 79TH ST, MSAS 399, BLOOMINGTON, INSTALL CANTILEVERS AND GATES	226,000	203,400	0	0	22,600	MN/DOT	S1
2005		RR	62-00185	SR	PORTLAND AVE, CSAH 71, WHITE BEAR LAKE, INSTALL SIGNALS AND GATES	190,750	171,675	0	0	19,075	MN/DOT	S1
2005		RR	70-00114	SR	UP CORRIDOR SAFETY STUDY, SHAKOPEE AND SAVAGE-PHASE 1-INCLUDES VERNON/YOSEMITE & SPENCER/SOMMERVILLE	545,000	490,500	0	0	54,500	MN/DOT	O1
2005		RR	70-00115	SR	MARSHALL RD, CSAH 17, SHAKOPEE, SCOTT CO, ADD GATES	136,250	122,625	0	0	13,625	MN/DOT	S1
2005		RR	82-00132	SR	MSAS 121, HADLEY AVE, OAKDALE-INSTALL NEW GATES AND CANTS	196,630	176,967	0	0	19,663	MN/DOT	S1

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $		State $	Other $	Agency:	AQ:
2005		RR	82-00134	SR	122ND ST N (CSAH 7) 0.5 MI E OF HUGO IN MAY TOWNSHIP-INSTALL SIGNALS AND GATES	190,750	171,675	0	0	0	19,075	MN/DOT	S1
2005		TH 10	199-010-05	PL	ARMSTRONG BLVD TO SUNFISH LAKE BLVD IN RAMSEY, SCOPING STUDY (2004 APPROPRIATIONS ACT-DISCRETIONARY)	235,105	0	0	0	0	47,021	RAMSEY	O2
2005		TH 100	2734-40	NO	44TH AVE TO EXCELSIOR BLVD IN ST LOUIS PARK-ACCELERATION LANE & NOISE ABATEMENT ON WEST SIDE	2,565,368	0	0	0	1,588,615	976,753	MN/DOT	O3
2005		TH 100	2734-42	BI	UNDER PED BRS, EDEN, 50TH, MINNEHAHA CREEK, & 44TH IN EDINA & ST LOUIS PARK, PAINT BRS 9895, 9896, 27029, 27102, 27103, 27104, 27105	1,140,169	912,135	0	0	228,034	0	MN/DOT	S10
2005	6	TH 100	2735-178	MC	GLENWOOD AVE TO DULUTH ST, LANDSCAPING	437,945	350,356	0	0	87,589	0	MN/DOT	O6
2005	6	TH 100	2735-182	MC	DULUTH ST TO BASSET CREEK, LANDSCAPING	173,358	138,686	0	0	34,672	0	MN/DOT	O6
2005	6	TH 100	2755-75AC	MC	INDIANA AVE TO 50TH AVE N, GRADE, SURF, BRS, ETC-UPGRADE TO FREEWAY (AC PAYBACK)	7,100,000	7,100,000	0	0	0	0	MN/DOT	A05
2005		TH 101	1009-14	SC	PIONEER TRAIL IN CHANHASSEN, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	726,461	0	0	0	429,665	296,796	MN/DOT	E1
2005	1	TH 12	2713-75AC1	MC	CO RD 6 TO WAYZATA BLVD, RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1 (AC PAYBACK)	13,700,000	13,700,000	0	0	0	0	MN/DOT	A10
2005		TH 12	2713-91	AM	E OF TOWNLINE RD IN MEDINA, CLOSE ACCESS AND CONSTRUCT SPRUCE WAY	121,000	0	0	0	121,000	0	MEDINA	NC
2005		TH 120	6227-60	RS	4TH ST N IN OAKDALE TO 0.2 MI N OF CO RD D IN MAHTOMEDI, BIT MILL & OVERLAY	1,377,094	0	0	0	1,377,094	0	MN/DOT	S10
2005		TH 120	6227-62	AM	7TH ST IN N ST PAUL, TURN LANES, TRAF SIGNAL REVISION, REALIGN 7TH ST APPROACH, ETC	176,025	0	0	0	176,025	0	NORTH SAINT PAUL	E1
2005		TH 120	8220-9883A	BI	OVER I-494 IN WOODBURY, REHAB BRS 9883 & 82017	2,000,000	0	0	0	2,000,000	0	MN/DOT	S19

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2005		TH 13	7001-91	SC	2.0 MI N OF TH 19 AT CSAH 2, CHANNELIZATION & ROUNDABOUT	724,511	0	0	0	493,721	230,790	MN/DOT	E1
2005	7	TH 169	2776-02AC1	MC	ANDERSON LAKES PKWY & AT PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	1,629,000	1,629,000	0	0	0	0	MN/DOT	NC
2005		TH 169	7008-48RW	RW	BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, PURCHASE RIGHT OF WAY (ACCESS MANAGEMENT PROJECT)	1,000,000	0	0	0	1,000,000	0	MN/DOT	O4
2005		TH 21	7002-40	AM	CSAH 66 TO SAWMILL RD IN JORDAN, INTERSECTION IMPROVEMENTS & REALIGNMENTS	337,500	0	0	0	337,500	0	JORDAN	E1
2005		TH 21	7002-9123A	BI	OVER UP RR AND OVER SAND CREEK IN JORDAN, REPAIR BRS 9123 & 9124	327,396	0	0	0	327,396	0	MN/DOT	S19
2005		TH 212	1013-73	RS	NORWOOD-YOUNG AMERICA TO COLOGNE, MILL & BIT	1,936,399	1,549,119	0	0	387,280	0	MN/DOT	S10
2005	9	TH 212	1017-12	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY (BAP PROJECT, PAYBACK IN 2006, 2007, & 2008)	237,893,000	0	0	110,993,000	0	126,900,000	MN/DOT	A10
2005	9	TH 212	2762-16	MC	CSAH 4 TO 0.5 MI E OF MITCHELL RD, LANDSCAPING	159,522	0	0	0	159,522	0	MN/DOT	O6
2005		TH 212	98-080-29	RW	CO RD 134 IN NORWOOD YOUNG AMERICA, RIGHT OF WAY FOR INTERSECTION REVISION (2003 OMNIBUS APPROPRIATION)	130,000	0	0	0	0	0	CARVER CO	O4
2005		TH 242	0212-46	AM	FLINTWOOD AVE IN COON RAPIDS, TURN LANES, MEDIAN CLOSURE, ETC	174,500	0	0	0	174,500	0	COON RAPIDS	E1
2005		TH 25	1006-23	RS	TH 212 TO TH 7, BIT MILL & OVERLAY	2,940,602	2,352,482	0	0	588,120	0	MN/DOT	S10
2005		TH 3	1921-78	AM	CONNEMARA TO CSAH 38 IN ROSEMOUNT, SIGNAL, ACCESS MODIFICATION, TURN LANES, ETC	483,300	0	0	0	483,300	0	ROSEMOUNT	E2

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $		State $	Other $	Agency:	AQ:
2005		TH 36	6212-9212	BI	UNDER CP RAIL,EDGERTON, & ARCADE IN LITTLE CANADA-PAINT BRS 9212, 62006, 62007	395,549	316,439	0	0	79,110	0	MN/DOT	S10
2005		TH 36	8214-140	AM	OSGOOD & OAKGREEN/GREENLEY AVE IN OAK PARK HTS, INSTALL EVP	16,200	0	0	0	16,200	0	OAK PARK HEIGHTS	S7
2005		TH 36	8214-141	BI	REHABILITATION OF BRIDGE 4654 OVER ST CROIX RIVER NEAR STILLWATER	5,146,662	0	0	0	78,831	78,831	MN/DOT	S19
2005		TH 41	1008-61	BR	OVER MINNESOTA RIVER AT THE SCOTT/CARVER CO LINE IN CHASKA-BRIDGE 10012 (REPLACE BR 9010)	7,375,000	5,900,000	0	0	1,475,000	0	MN/DOT	S19
2005		TH 41	7010-20	SH	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC (INCLUDES SP 7010-21)	4,453,954	3,819,090	0	0	595,762	39,102	MN/DOT	E2
2005		TH 41	92-090-30	EN	ALONG NEW TH 41 BRIDGE 10012 OVER MINN RIVER AT CHASKA, CONSTRUCT MINN VALLEY PED/BIKE TRAIL CONNECTION TO TRAIL WHICH EXTENDS TO SHAKOPEE	797,500	638,000	0	0	55,000	104,500	DNR	O9
2005		TH 5	1002-48	RC	TH 5 E OF WACONIA NEAR LAKE WACONIA, RECONSTRUCT, RELOCATE, ETC (CARVER SP 10-596-01)	8,790,209	6,166,574	0	0	1,541,643	1,081,992	MN/DOT	E4
2005		TH 5	8214-138	PM	TH 120 IN OAKDALE TO CSAH 15 IN LAKE ELMO, BITUMINOUS OVERLAY	1,987,023	1,589,618	0	0	397,405	0	MN/DOT	S10
2005		TH 50	1904-18	AM	NEAR WATER ST IN HAMPTON-CLOSE ALLEYWAY	10,700	0	0	0	10,700	0	HAMPTON	NC
2005		TH 51	6215-87	RD	HEWITT AVE IN ST PAUL TO TH 36 IN ROSEVILLE, REHABILITATE NB & SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	307,643	0	0	0	0	307,643	MN/DOT	S4
2005		TH 52	1907-65	MC	117TH ST INTERCHANGE IN INVER GROVE HEIGHTS, LANDSCAPING	73,176	0	0	0	73,176	0	MN/DOT	O6
2005		TH 52	1928-48	PM	I-494 TO TH 156, BITUMINOUS MILL & OVERLAY	2,460,546	1,968,437	0	0	492,109	0	MN/DOT	S10
2005		TH 52	8825-196	TM	FROM I-94 IN ST PAUL TO S JCT TH 55 IN ROSEMOUNT-TRAFFIC MANAGEMENT SYSTEM	1,055,288	0	0	0	0	527,644	MN/DOT	S7

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		TH 55	1910-39	RS	0.3 MI W OF HASTINGS CITY LIMITS TO TH 61, BIT MILL & OVERLAY	1,015,400	812,320	0	203,080	0	MN/DOT	S10
2005		TH 55	2722-69	SC	GREENFIELD RD IN GREENFIELD, INTERSECTION IMPROVEMENTS, CLOSE RAIL CROSSINGS, ETC (ACCESS MANAGEMENT PROJECT)	272,468	0	0	272,468	0	MN/DOT	S1
2005		TH 55	2723-112	AM	NEAR GENERAL MILLS & BOONE AVE IN GOLDEN VALLEY, TURN LANES, ACCESS CLOSURES ON GENERAL MILLS & BOONE	527,250	0	0	527,250	0	GOLDEN	E1
2005		TH 55	2724-115	PM	32ND ST TO 46TH ST IN MINNEAPOLIS, MILL & BIT OVERLAY	859,489	687,591	0	171,898	0	MN/DOT	S10
2005		TH 56	1911-19	PM	N OF CO RD 88 TO TH 50, BITUMINOUS MILL & OVERLAY	672,342	0	0	672,342	0	MN/DOT	S10
2005		TH 61	6220-67	RX	WARNER RD TO BURNS AVE IN ST PAUL, RESURFACING	593,289	0	0	593,289	0	MN/DOT	S10
2005		TH 61	6222-147	RD	RAMSEY-WASHINGTON JUDICIAL DITCH NO 1 MI N OF MEEHAN DR ON TH 61, LINE CULVERT	52,416	0	0	52,416	0	MN/DOT	NC
2005	10	TH 61	8205-100AC1	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS, BRS 82025, 82026, 82027, ETC (AC	6,000,000	6,000,000	0	0	0	MN/DOT	A10
2005	13	TH 610	2771-31	MC	REALIGN HENN CSAH 81 IN THE VICINITY OF TH 610, GRADE, SURF, BRS 27235, 27238, 27A79, 27A90, 27A96, 27R15, 27R17, RR AGREEMENT,ETC	31,700,000	0	16,880,900	2,737,600	12,081,500	MN/DOT	A10
2005	13	TH 610	2771-39	MC	ELM CREEK INTERCEPTOR IN MAPLE GROVE, RELOCATE SEWER INTERCEPTOR	4,250,000	0	0	724,000	3,526,000	MN/DOT	A10
2005		TH 62	2775-12	RS	PORTLAND AVE TO 43RD AVE BR IN MPLS, MILL & OVERLAY, REHABILITATE SHLDS FROM PORTLAND AVE TO TH 77 (BAP TRANSIT ADVANTAGE PROJECT)	2,775,313	2,220,250	0	555,063	0	MN/DOT	S10
2005		TH 62	2775-12C	RS	PORTLAND AVE TO 43RD AVE BR IN MPLS, MILL & OVERLAY, REHABILITATE SHLDS FROM PORTLAND AVE TO TH 77 (BAP TRANSIT ADVANTAGE PROJECT PORTION OF 2775-12)	240,398	0	0	0	240,398	MN/DOT	S10

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $		State $	Other $	Agency:	AQ:
2005		TH 62	2775-27021B	BI	OVER TH 77 & OVER 28TH AVE IN MINNEAPOLIS-REPAIR DECKS ON BRS 27021, 27022,	471,720	377,376		0		94,344	0	MN/DOT	S19
2005		TH 65	2710-35	SC	FROM 11TH ST EXIT RAMP TO S JCT TH 55 IN MPLS-REMOVE COMPONENTS FROM OLD TMC & REINSTALL	39,895	0		0		39,895	0	MNDOT	S7
2005		TH 77	2758-27291	AM	UNDER 66TH ST IN RICHFIELD, CONSTRUCT BR 27291	1,227,812	0		0		1,227,812	0	METRO AIRPORT COMMISSION	E3
2005		TH 77	2758-62	RC	AT 66TH ST IN RICHFIELD-RECONSTRUCTION OF INTERCHANGE (OTHER FUNDS ARE MAC=$950,000; DIST CONTINGENCY=$1,055,000)	3,009,266	0		0		1,000,000	2,009,266	MN/DOT	E4
2005		TH 77	2758-65	RD	I-494 TO TH 62 IN RICHFIELD, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	74,884	0		0		0	74,884	MN/DOT	S4
2005		TH 77	2758-9195A	AM	UNDER 66TH ST, OVERLAY, BRIDGE 9195, REPLACE JOINTS, REPAIR RAILINGS, ETC	250,912	0		0		250,912	0	METRO AIRPORT COMMISSION	S19
2005		TH 8	8213-21	SH	TH 61 N RAMPS IN FOREST LAKE, RECONSTRUCT MEDIAN, TRAFFIC SIGNAL, ETC	338,750	304,875		0		33,875	0	MN/DOT	E2
2005		TH 95	8208-31	PM	I-94 TO BAILEY RD (CSAH 18) IN WOODBURY & AFTON, MILL & OVERLAY	500,000	0		0		500,000	0	MN/DOT	S10
2005		TH 999	880M-AM-05	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2005	194,000	0		0		194,000	0	MN/DOT	NC
2005		TH 999	880M-BI-05	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2005	0	0		0		0	0	MN/DOT	S19
2005		TH 999	880M-CA-05	CA	METRO SETASIDE - CONSULTANT AGREEMENTS - 2005	19,200,000	0		0		19,200,000	0	MN/DOT	NC
2005		TH 999	880M-ITS-05	TM	NEW ITS PROJECTS FOR FY 2005	500,000	0		0		500,000	0	MN/DOT	S7
2005		TH 999	880M-PF-05	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2005	40,000	0		0		40,000	0	MN/DOT	O6
2005		TH 999	880M-RB-05	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2005	100,000	0		0		100,000	0	MN/DOT	O6
2005		TH 999	880M-RS-05	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2005	0	0		0		0	0	MN/DOT	S10

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2005		TH 999	880M-RW-05	RW	METRO SETASIDE - RIGHT OF WAY - FY 2005	30,000,000	0	0	0	30,000,000	0	MN/DOT	NC
2005		TH 999	880M-RX-05	RX	METRO SETASIDE - ROAD REPAIR - FY 2005	2,706,711	0	0	0	2,706,711	0	MN/DOT	S10
2005		TH 999	880M-SA-05	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2005	16,000,000	0	0	0	16,000,000	0	MN/DOT	NC
2005		TH 999	880M-SC-05	SC	METRO SETASIDE - SAFETY CAPACITY - FY 2005	157,000	0	0	0	157,000	0	MN/DOT	NC
2005		TH 999	880M-TE-05	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING, SIGNING, SIGNALS, CULVERTS, TMS, ETC) - FY 2005	430,000	0	0	0	430,000	0	MN/DOT	NC
2005		TH 999	880M-TM-05	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2005	430,000	0	0	0	430,000	0	MN/DOT	NC
2005		TH 999	880M-TR-05	TR	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2005	500,000	0	0	0	500,000	0	MN/DOT	S7
2005		TH 999	8825-112	SC	TH 52/TH 50, TH 10/HANSON BLVD, TH 8/35 & TH 8/61-INTERCHANGE LIGHTING	242,982	0	0	0	242,982	0	MN/DOT	S18
2005		TH 999	8825-146	PM	VARIOUS LOCATIONS ON TH'S 13, 47, 169 & 242, MICROSURFACING	904,210	0	0	0	904,210	0	MN/DOT	S10
2005		TH 999	8825-151	SC	METRO SETASIDE FOR CORRIDOR GUARDRAIL PRESERVATION PROJECTS FOR FY 2005	664,927	0	0	0	664,927	0	MN/DOT	S9
2005		TH 999	8825-154	SC	RELAMP LIGHTING FIXTURES IN ONE QUADRANT, DISTRICTWIDE	526,164	0	0	0	526,164	0	MN/DOT	S18
2005		TH 999	8825-155	PM	METROWIDE BITUMINOUS CRACK SEALING	731,479	0	0	0	731,479	0	MN/DOT	S10
2005		TH 999	8825-157	SC	METROWIDE TRAFFIC CONTROL SYSTEM CABINET REPLACEMENTS	132,666	0	0	0	132,666	0	MN/DOT	S7
2005		TH 999	8825-164	TM	ON TH 100 FROM CSAH 10 TO I694, AND ON I-394 FROM TH 100 TO I-94-FIBER NETWORK INSTALLATION	315,570	0	0	0	315,570	0	MN/DOT	S7
2005		TH 999	8825-175	TM	METROWIDE-TRAFFIC MANAGEMENT SYSTEM CABINET ORDERS	250,000	0	0	0	250,000	0	MN/DOT	S7

TABLE A-11
Projects Obligated in Previous Fiscal Year

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2005		TH 999	8825-176	TM	METROWIDE-NETWORK/FIBER PRESERVATION	150,000	0	0	150,000	0	MN/DOT	S7
2005		TH 999	8825-177	TM	METROWIDE-TRAFFIC MGMT SYSTEM SHELTER PRESERVATION	240,000	0	0	240,000	0	MN/DOT	S7
2005		TH 999	TRLF-RW-05	RW	REPAYMENT IN FY 2005 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100, 212, OR 610	3,700,000	0	0	3,700,000	0	MN/DOT	NC
				Totals		627,013,726	18,607,602		118,437,459			
							183,616,480	110,993,000		185,774,457		

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		BB	TRF-9028-03	B3	SECT 5309: NORTHSTAR CORRIDOR-PRELIMINARY ENGINEERING, RIGHT OF WAY, ETC (2003 APPROPRIATION)	6,250,000	0	5,000,000	0	1,250,000	MN/DOT	O2
2006		BB	TRF-9028-04	B3	SECT 5309: NORTHSTAR CORRIDOR - FINAL DESIGN, ETC (2004 APPROPRIATION)	7,073,785	0	5,659,028	0	1,414,757	MN/DOT	O2
2006		BB	TRF-RCRRA-05	B3	SECT 5309: STUDY UNION DEPOT IN ST PAUL TO A MULTI-MODAL TRANSIT HUB-PLANNING & ENVIRONMENTAL WORK (2005 APPROPRIATIONS ACT)	1,250,000	0	1,000,000	0	250,000	RAMSEY COUNTY	O1
2006		BB	TRF-RLTF-03A	B3	SECT 5309: RUSHLINE CORRIDOR-PARK & POOL LOT (2002/2003	339,705	0	271,764	0	67,941	MNDOT	E6
2006		BB	TRF-TCMT-06AA	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-MINNEAPOLIS CIRCULATOR-NORTH TERMINAL	2,459,196	0	1,967,357	0	491,839	MET COUNCIL-MT	T8
2006		BB	TRF-TCMT-06BB	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-NORTHWEST CORRIDOR BUSWAY DEVELOPMENT	3,073,996	0	2,459,197	0	614,799	MET COUNCIL-MT	O2
2006		BB	TRF-TCMT-06J	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-PURCHASE ARTICULATED & 40-FT BUSES-GROWTH	2,500,000	0	2,000,000	0	500,000	MET COUNCIL - MT	T10
2006		BB	TRF-TCMT-06K	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRV MAJOR COMPONENT REPLACEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL - MT	T10
2006		BB	TRF-TCMT-06U	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRV'S-FIXED GUIDWAY	6,600,000	0	5,280,000	0	1,320,000	MET COUNCIL - MT	T10
2006		BB	TRF-TCMT-06W	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-GSA PARK & RIDE	7,400,000	0	5,920,000	0	1,480,000	MET COUNCIL - MT	T7
2006		BB	TRF-TCMT-06Y	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRT SIGNALIZATION FOR SINGLE TRACK REVERSE-DIRECTION OPERATION	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T6
2006		BB	TRF-TCMT-06Z	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-63RD & CSAH 81 PARK & RIDE (NW)	1,229,611	0	983,689	0	245,922	MET COUNCIL-MT	E6
2007		BB	TRF-9028-05	B3	SECT 5309: NORTHSTAR CORRIDOR - CONSTRUCTION/VEHICLE PURCHASE, ETC (2005 APPROPRIATION)	6,200,000	0	4,960,000	0	1,240,000	MN/DOT	T10
2007		BB	TRF-TCMT-07	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-494/35W PARK & RIDE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL-MT	E6
2007		BB	TRF-TCMT-07R	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-PURCHASE BUSES-GROWTH	2,500,000	0	2,000,000	0	500,000	MET COUNCIL - MT	T10
2007		BB	TRF-TCMT-07S	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-RAIL FACILITIES	6,000,000	0	4,800,000	0	1,200,000	MET COUNCIL - MT	T11
2007		BB	TRF-TCMT-07X	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-SUPPORT EQUIPMENT FOR GARAGE STARTUP	1,875,000	0	1,500,000	0	375,000	MET COUNCIL-MT	T4

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Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		BB	TRF-TCMT-07Y	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OPERATOR	250,000	0	200,000	0	50,000	MET COUNCIL-MT	T1
2008		BB	TRF-TCMT-08L	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS GROWTH	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T10
2008		BB	TRF-TCMT-08M	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-FORT SNELLING PARK & RIDE EXPANSION	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	E6
2008		BB	TRF-TCMT-08N	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-RAIL FACILITIES	6,000,000	0	4,800,000	0	1,200,000	MET COUNCIL-MT	T11
				Totals		84,001,293		67,201,035		16,800,258		
							0		0			

TABLE A-13
Transit Sections 5307 and 3037

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		BB	TRF-TCMT-06	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PURCHASE 40-FOOT & ARTICULATED BUSES	31,250,000	0	25,000,000	0	6,250,000	MET COUNCIL - MT	T10
2006		BB	TRF-TCMT-06A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T3
2006		BB	TRF-TCMT-06B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS GARAGE-FTH 2	7,650,000	0	6,120,000	0	1,530,000	MET COUNCIL - MT	T8
2006		BB	TRF-TCMT-06C	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
2006		BB	TRF-TCMT-06D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% TRANSIT ENHANCEMENTS (ADA & SHELTERS)	512,500	0	410,000	0	102,500	MET COUNCIL - MT	T7
2006		BB	TRF-TCMT-06E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% SAFETY/SECURITY PROJECTS (PARK AND RIDE & PED/BIKE SECURITY)	512,500	0	410,000	0	102,500	MET COUNCIL - MT	T8
2006		BB	TRF-TCMT-06F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% TRANSIT STAFF TRAINING	256,250	0	205,000	0	51,250	MET COUNCIL - MT	T4
2006		BB	TRF-TCMT-06G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T4
2006		BB	TRF-TCMT-06H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,125,000	0	4,100,000	0	1,025,000	MET COUNCIL - MTS	T1
2006		BB	TRF-TCMT-06L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET BUS PURCHASE	2,250,000	0	1,800,000	0	450,000	MET COUNCIL - MTS	T10
2006		BB	TRF-TCMT-06M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LRV PAINT BOOTH UPGRADE	500,000	0	400,000	0	100,000	MET COUNCIL - MT	T3
2006		BB	TRF-TCMT-06N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS	1,375,000	0	1,100,000	0	275,000	MET COUNCIL - MT	T4
2006		BB	TRF-TCMT-06P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING FOR SERVICE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MTS	T1
2006		BB	TRF-TCMT-06Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MVTA GARAGE	1,062,500	0	850,000	0	212,500	MET COUNCIL - MTS	T8
2006		BB	TRF-TCMT-06R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SMTC COP	500,000	0	400,000	0	100,000	MET COUNCIL - MTS	E6
2006		BB	TRF-TCMT-06S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RIDGEDALE CENTER PARK & RIDE	2,700,000	0	2,160,000	0	540,000	MET COUNCIL - MT	E6
2006		BB	TRF-TCMT-06T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LRT PEDESTRIAN WALKOVER EXTENSION	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	E6
2006		BB	TRF-TCMT-06V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LRV APC'S	750,000	0	600,000	0	150,000	MET COUNCIL - MT	T5

TABLE A-13
Transit Sections 5307 and 3037

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		BB	TRF-TCMT-06X	JA	SECT 3037: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL - MTS	T1
2007		BB	TRF-TCMT-07A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL	2,437,500	0	1,950,000	0	487,500	MET COUNCIL - MT	T10
2007		BB	TRF-TCMT-07B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING BUS GARAGE	2,250,000	0	1,800,000	0	450,000	MET COUNCIL - MT	T8
2007		BB	TRF-TCMT-07C	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
2007		BB	TRF-TCMT-07D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% TRANSIT ENHANCEMENTS (SIGNS, ART, SHELTERS)	537,500	0	430,000	0	107,500	MET COUNCIL - MT	T8
2007		BB	TRF-TCMT-07E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% SAFETY/SECURITY PROJECTS (PARK AND RIDE SECURITY)	537,500	0	430,000	0	107,500	MET COUNCIL - MT	T8
2007		BB	TRF-TCMT-07F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% TRANSIT STAFF TRAINING	268,750	0	215,000	0	53,750	MET COUNCIL - MT	T1
2007		BB	TRF-TCMT-07G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-MODULAR OVERHAUL OF COMPONENTS	300,000	0	240,000	0	60,000	MET COUNCIL - MT	T4
2007		BB	TRF-TCMT-07H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RAIL STATION MAINTENANCE-OVERHAUL EQUIPMENT	250,000	0	200,000	0	50,000	MET COUNCIL - MT	T4
2007		BB	TRF-TCMT-07J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL - MT	T1
2007		BB	TRF-TCMT-07K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T10
2007		BB	TRF-TCMT-07L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING FOR SERVICE	1,875,000	0	1,500,000	0	375,000	MET COUNCIL - MTS	T1
2007		BB	TRF-TCMT-07M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MVTA GARAGE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MTS	T8
2007		BB	TRF-TCMT-07N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SMTC PARK & RIDE	500,000	0	400,000	0	100,000	MET COUNCIL - MTS	E6
2007		BB	TRF-TCMT-07P	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-494/35W PARK & RIDE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL - MT	E6
2007		BB	TRF-TCMT-07Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ANNUNCIATORS FOR BUSES	1,500,000	0	1,200,000	0	300,000	MET COUNCIL - MT	E6
2007		BB	TRF-TCMT-07T	JA	SECT 3037: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL - MTS	T10
2007		BB	TRF-TCMT-07U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-PURCHASE 40-FOOT & ARTICULATED BUSES	7,500,000	0	6,000,000	0	1,500,000	MET COUNCIL - MT	T10
2007		BB	TRF-TCMT-07V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-OPERATOR SIMULATOR	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T1

TABLE A-13
Transit Sections 5307 and 3037

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		BB	TRF-TCMT-07W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SOUTH GARAGE ADDITION	1,625,000	0	1,300,000	0	325,000	MET COUNCIL-MT	T8
2008		BB	TRF-TCMT-08	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	T10
2008		BB	TRF-TCMT-08A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL	2,437,500	0	1,950,000	0	487,500	MET COUNCIL-MT	T3
2008		BB	TRF-TCMT-08B	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
2008		BB	TRF-TCMT-08C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T3
2008		BB	TRF-TCMT-08D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-UST UPGRADES & REPLACEMENTS	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAD/AVL UPDATE	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT INFO CENTER SYSTEM UPDATES	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T4
2008		BB	TRF-TCMT-08G	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
2008		BB	TRF-TCMT-08H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SWMT COP	625,000	0	500,000	0	125,000	MET COUNCIL-MTS	T1
2008		BB	TRF-TCMT-08J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING SERVICES	1,875,000	0	1,500,000	0	375,000	MET COUNCIL-MTS	T1
2008		BB	TRF-TCMT-08K	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-BUS REPLACEMENT	5,000,000	0	4,000,000	0	1,000,000	MET COUNCIL-MTS	T10
2008		BB	TRF-TCMT-08P	JA	SECT 3037: TWIN CITIES MET COUNCIL MT-JOB ACCESS/REVERSE COMMUTE PROJECTS	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL-MT	T1
			Totals			178,912,500	0	141,330,000	0	37,582,500		

Twin Cities Metropolitan Area
2006 - 2008 Transportation Improvement Program

TABLE A-15
Transit Section 5311

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		BB	TRF-3703-06	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	262,959	0	41,303	0	221,656	MN/DOT	T1
2006		BB	TRF-0051-06	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	716,976	0	95,790	0	621,186	MN/DOT	T1
2006		BB	TRF-0009-06	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	404,458	0	85,490	0	318,968	MN/DOT	T1
2007		BB	TRF-3703-07	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	262,959	0	41,303	0	221,656	MN/DOT	T1
2007		BB	TRF-0051-07	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	716,976	0	95,790	0	621,186	MN/DOT	T1
2007		BB	TRF-0009-07	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	404,458	0	85,490	0	318,968	MN/DOT	T1
2008		BB	TRF-3703-08	OB	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	262,959	0	41,303	0	221,656	MN/DOT	T1
2008		BB	TRF-0051-08	OB	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	716,976	0	95,790	0	621,186	MN/DOT	T1
2008		BB	TRF-0009-08	OB	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	404,458	0	85,490	0	318,968	MN/DOT	T1
				Totals		4,153,179	0	667,749	0	3,485,430		

TABLE A-16
Bond Transit Advantages Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		I 394	2789-122	TR	CSAH 73/RIDGEDALE LANE IN MINNETONKA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	6,000,000	0	0	0	6,000,000	MET COUNCIL -MT	E6
2006		I 494	2785-344	TR	84TH/CHALET RD IN BLOOMINGTON, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	1,200,000	0	0	0	1,200,000	MET COUNCIL -MT	E6
2006		I 94	2781-406	RD	TH 252 IN BROOKLYN CENTER TO BROADWAY AVE IN MPLS, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	450,000	0	0	0	450,000	MN/DOT	S4
2006		TH 100	2733-84	TR	HANSEN RD/VERNON AVE IN EDINA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	300,000	MET COUNCIL -MT	E6
2006		TH 169	2750-63	TR	HENNEPIN CSAH 81 & BROOKLYN BLVD IN BROOKLYN PARK, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	5,500,000	0	0	0	5,500,000	MET COUNCIL -MT	E6
2006		TH 36	6212-154	TR	RICE ST IN ROSEVILLE, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	875,000	0	0	0	875,000	MET COUNCIL -MT	E6
2006		TH 55	2723-111	TR	HENNEPIN CSAH 73 IN PLYMOUTH, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	2,500,000	0	0	0	2,500,000	MET COUNCIL -MT	E6
2006		TH 61	6220-66	TR	LOWER AFTON RD IN ST PAUL, EXPAND PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	270,316	0	0	40,316	230,000	MN/DOT	E6
2006		TH 62	2763-41C	RS	SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100-REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT PORTION OF 2763-41)	535,110	0	0	0	535,110	MN/DOT	S10
2007		TH 212	1017-14	TR	AT TH 41 IN CHASKA-PARK & RIDE LOT (BAP TRANSIT ADVANTAGE	1,170,000	0	0	0	1,170,000	MNDOT	E6
2007		TH 212	1017-15	TR	AT TH 101 IN CHANHASSEN-PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	3,300,000	0	0	0	3,300,000	MNDOT	E6
2007		TH 65	0208-122	TR	IN EAST BETHEL, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	200,000	MET COUNCIL -MT	E6
				Totals		22,300,426		0		22,260,110		
							0		40,316			

TABLE A-17
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CITY	141-080-33	RC	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD, GRADING, SURFACING, BRS 27B01, 27B02, 27B31, ETC	10,670,000	0	4,250,000	0	6,420,000	MINNEAPOLIS	NC
2006		CITY	195-010-08	PL	RING ROAD SYSTEM FOR I-35E , PILOT KNOB RD, & YANKEE DOODLE RD IN EAGAN-PRELIMINARY ENGINEERING (2005 APPROPRIATIONS ACT)	1,250,000	0	1,000,000	0	250,000	EAGAN	E3
2006		CSAH 14	210-020-03	PL	AT I-35E IN LINO LAKES-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (2005 APPROPRIATIONS ACT)	350,000	0	250,000	0	100,000	LINO LAKES	O1
2006		CSAH 42	19-642-42A	RC	GLENDALE RD IN SAVAGE TO CSAH 5 IN BURNSVILLE, RECONSTRUCT (2004 APPROPRIATIONS ACT)	250,000	0	250,000	0	0	DAKOTA COUNTY	A10
2006		CSAH 42	19-642-43	PL	AT TH 52 IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (2005 APPROPRIATIONS ACT)	750,000	0	250,000	0	500,000	DAKOTA COUNTY	E3
2006		CSAH 47	19-647-16	MC	TH 52 IN HAMPTON-CONSTRUCT OVERPASS (2003 OMNIBUS APPROPRIATION)-TIED TO 1906-48	493,500	0	493,500	0	0	DAKOTA COUNTY	E3
2006		PED/BIKE	27-090-08	BT	NEAR 36TH AVE & CSAH 81 IN ROBBINSDALE, CONSTRUCT PEDESTRIAN/BIKE BRIDGE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	750,000	0	187,500	HENNEPIN COUNTY	AQ2
2006		PED/BIKE	27-090-09	BT	NEAR 28TH ST & HIAWATHA (TH 55) IN MINNEAPOLIS, CONSTRUCT PEDESTRIAN/BIKE BRIDGE 27B15 (2003 OMNIBUS APPROPRIATION)	2,881,150	0	2,881,150	0	0	HENNEPIN COUNTY	AQ2
2006		TH 10	103-010-15	PL	TH 10 IN ANOKA-SCOPING STUDY (2005 APPROPRIATIONS ACT)	650,000	0	500,000	0	150,000	ANOKA	O1
2006		TH 13	211-010-05	RC	DAKOTA AVE TO PRINCETON AVE IN SAVAGE-RECONSTRUCT S FRONTAGE RD-PHASE I (2005 APPROPRIATIONS ACT)	3,000,000	0	1,000,000	0	2,000,000	SAVAGE	E1
2006		TH 169	2776-03RW	RW	AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE (2005 APPROPRIATIONS ACT)	1,875,000	0	1,500,000	375,000	0	MNDOT	NC
2006		TH 212	1013-77	PL	NORWOOD-YOUNG AMERICA TO COLOGNE, PRELIMINARY ENGINEERING (2004 APPROPRIATIONS ACT)	1,305,000	0	1,305,000	0	0	MN/DOT	O2

TABLE A-17
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 212	98-080-30	SC	CO RD 134 IN NORWOOD YOUNG AMERICA, CONSTRUCTION & CE FOR INTERSECTION REVISION (2003 OMNIBUS-$185K; 2004 APPROPRIATION-	330,750	0	330,750	0	0	CARVER COUNTY	E1
2006		TH 36	151-010-02	MC	AT MCKNIGHT RD IN NO ST PAUL-CONSTRUCT INTERCHANGE (2005 APPROPRIATIONS ACT)	937,500	0	750,000	0	187,500	NO ST PAUL	E3
2007		MSAS 363	157-363-19A	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (2003 OMNIBUS APPROPRIATION)	2,980,500	0	2,980,500	0	0	RICHFIELD	S19
2007		MSAS 363	157-363-19B	RC	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076) IN RICHFIELD & BLOOMINGTON, RIGHT OF WAY & CONSTRUCTION (2004 APPROPRIATION ACT)	3,000,000	0	3,000,000	0	0	BLOOMINGTON	S19
2007		MSAS 363	157-363-19C	MC	AT LYNDALE AVE IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE (2005 APPROPRIATIONS ACT)	3,125,000	0	2,500,000	0	625,000	RICHFIELD	S19
2007	13	TH 610	2771-33	MC	HEMLOCK LN TO JEFFERSON HWY IN MAPLE GROVE, RELOCATE GREAT RIVER ENERGY TOWERS & R/W ACQUISITION FOR UTILITY RELOCATION (2004 APPROPRIATIONS ACT)	4,000,000	0	3,750,000	250,000	0	MN/DOT	NC
2007		TH 610	2771-37A	MC	I-94 IN MAPLE GROVE TO CSAH 81 IN BROOKLYN PARK-PRELIMINARY ENGR, RW, & CONSTRUCTION (2005 APPROPRIATIONS ACT)	3,750,000	0	3,000,000	750,000	0	MNDOT	NC
				Totals		42,535,900		30,740,900		10,420,000		
							0		1,375,000			

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		BB	62-030-09	TR	CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDIES	5,625,000	4,500,000	0	0	1,125,000	RAMSEY CO	O1
2006		CITY	107-020-51	RC	E BUSH LK RD FROM GR VALLEY DR TO 84TH & ON 84TH FROM E BUSH LK RD TO 8500 84TH, GEOMETRIC,TRAF CONTROL, TRAF MGMT, ETC IMPROVEMENTS	4,934,077	3,947,262	0	0	986,815	BLOOMINGTON	E2
2006		CITY	141-080-23	BI	ST ANTHONY PARKWAY OVER BN RR, REHAB BR 90664	5,090,300	2,925,560	0	0	2,164,740	MINNEAPOLIS	S19
2006		CITY	141-080-30	RC	HERITAGE PARK VAN WHITE MEMORIAL BLVD-LIGHTING, SIGNALS, PED/BIKE FACILITIES, ETC (AFFORDABLE HOUSING PROJECT)	1,609,375	1,287,500	0	0	321,875	MINNEAPOLIS	AQ2
2006		CITY	141-080-33	RC	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD, GRADING, SURFACING, BRS 27B01, 27B02, 27B31, ETC	10,670,000	0	0	0	6,420,000	MINNEAPOLIS	NC
2006		CITY	195-010-08	PL	RING ROAD SYSTEM FOR I-35E , PILOT KNOB RD, & YANKEE DOODLE RD IN EAGAN-PRELIMINARY ENGINEERING (2005 APPROPRIATIONS ACT)	1,250,000	0	0	0	250,000	EAGAN	E3
2006		CITY	195-114-04	SH	DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC	502,285	452,057	0	0	50,228	EAGAN	S2
2006		CITY	62-665-41	SH	WHITE BEAR AVE AT MINNEHAHA AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	847,500	762,750	0	0	84,750	RAMSEY CO	S2
2006		CITY	62-665-42	SH	WHITE BEAR AVE AT MARYLAND AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	654,000	588,600	0	0	65,400	RAMSEY CO	E1
2006		CITY	98-080-14	RC	4TH AVE FROM 17TH ST TO 2ND ST, RECONSTRUCTION & CONST ENG	1,320,000	0	1,056,000	0	264,000	NEWPORT	A10

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CMAQ	141-595-01	TR	DOWNTOWN CIRCULATOR TRANSIT TERMINAL, HVAC, ELEVATOR, WAITING AREAS (AFFORDABLE HOUSING PROJECT)	1,003,594	802,875	0	0	200,719	MINNEAPOLIS	T8
2006		CMAQ	90-595-05	TR	AT TH 36 AND RICE ST IN ROSEVILLE & LITTLE CANADA-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	2,951,000	2,360,800	0	0	590,200	MET COUNCIL - MT	E6
2006		CMAQ	91-595-18	TR	NEAR TH 101/TH 212, PASSENGER STATION,PARK/RIDE STALLS, ETC	1,864,500	1,491,600	0	0	372,900	SOUTHWEST METRO TRANSIT COMMISSION	E6
2006		CMAQ	CM-15	TR	TWIN CITIES METRO TRANSIT - PURCHASE 40-FOOT BUSES	672,350	537,880	0	0	134,470	MET COUNCIL - MT	T10
2006		CMAQ	CM-23A	TR	2005 T & TE REGIONAL FLEET EXPANSION - PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,813,750	3,051,000	0	0	762,750	MET COUNCIL-T & TE	A10
2006		CMAQ	CM-25A	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,690,813	2,152,650	0	0	538,163	MET COUNCIL	AQ1
2006		CMAQ	CM-36A	TM	DOWNTOWN MPLS TMO	423,750	339,000	0	0	84,750	MINNEAPOLIS	AQ1
2006	4	CMAQ	TRS-LRT-06	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,428,750	2,743,000	0	0	685,750	MET COUNCIL - MT	T1
2006		CMAQ	TRS-TCMT-05	TR	SECTOR 5C-I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,866,560	2,293,248	0	0	573,312	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05A	TR	SECTOR 5B-HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	462,134	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05B	TR	SECTOR 5A-WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	109,213	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05DA	TR	T & TE 2006 REGIONAL FLEET EXPANSION-PURCHASE BUSES	3,672,500	2,938,000	0	0	734,500	MET COUNCIL-T & TE	T10
2006		CMAQ	TRS-TCMT-05DB	TR	T & TE REGIONAL FLEET EXPANSION-PURCHASE BUSES	1,873,375	1,498,700	0	0	374,675	MET COUNCIL	T10
2006		CR C	62-623-41	RC	SNELLING AVE TO OXFORD ST IN ROSEVILLE, RECONSTRUCTION (MPO SUNSET DATE REMAINS 3/31/05)	2,659,600	2,127,680	0	0	531,920	RAMSEY CO	E1
2006		CSAH 1	27-601-35	RC	W OF W JCT CSAH 4 TO E OF E JCT CSAH 4 IN EDEN PRAIRIE, RECONSTRUCT, SIGNALS, ETC	3,616,000	2,892,800	0	0	723,200	HENNEPIN COUNTY	E2
2006		CSAH 10	10-610-30	RC	CO RD 110 TO CSAH 11, RECONSTRUCTION, SHLDS,	6,219,720	4,975,776	0	0	1,243,944	CARVER COUNTY	S10

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	6,441,000	5,152,800	0	0	1,288,200	HENNEPIN COUNTY	S2
2006		CSAH 116	02-716-07	SH	ANOKA CSAH 116 (INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA, TRAFFIC SIGNAL INSTALLATION, TURN LANES,	598,050	538,245	0	0	59,805	ANOKA COUNTY	S2
2006		CSAH 12	02-612-11	RC	TH 65 TO E OF CSAH 52 IN BLAINE, RECONSTRUCT, SIGNALS, ETC	3,390,000	2,712,000	0	0	678,000	ANOKA COUNTY	E1
2006		CSAH 13	82-613-22	RC	ON RADIO DR (CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD (CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH (AC PROJECT-PAYBACK IN 2008)	6,159,600	0	0	4,927,680	0	1,231,920	WASHINGTON COUNTY	A10
2006		CSAH 14	02-614-24	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC (AC PROJECT-PAYBACK IN 2007)	7,630,000	0	0	5,995,000	0	1,635,000	ANOKA COUNTY	E1
2006		CSAH 14	210-020-03	PL	AT I-35E IN LINO LAKES-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (2005 APPROPRIATIONS ACT)	350,000	0	0	0	0	100,000	LINO LAKES	O1
2006		CSAH 153	27-753-11	EN	LOWRY AVE CORRIDOR STREETSCAPE, SIDEWALKS, BIKE LANES, PED LIGHTING, & LANDSCAPING (AFFORDABLE HOUSING PROJECT)	893,570	714,856	0	0	0	178,714	HENNEPIN COUNTY	O9
2006		CSAH 17	166-020-11	SH	AT 10TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC	565,000	508,500	0	0	0	56,500	SHAKOPEE	S2
2006		CSAH 17	166-020-12	SH	4TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC (POSSIBLE WITHDRAW)	528,250	475,425	0	0	0	52,825	SHAKOPEE	E1
2006		CSAH 19	27-619-17	RC	TH 55 TO CO RD 117-RECONSTRUCTION	6,622,404	5,297,923	0	0	0	1,324,481	HENNEPIN COUNTY	S10
2006		CSAH 23	02-623-14	SH	ANOKA CSAH 23 (NAPLES ST/LAKE DR) AT ANOKA CO RD 105 (NAPLES ST)/I-35W RAMP IN BLAINE, SIGNAL INSTALL, TURN LANES, ETC	538,246	484,421	0	0	0	53,825	ANOKA COUNTY	S2

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2006		CSAH 3	27-603-33	EN	DUPONT AVE TO BLAISDELL AVE IN MINNEAPOLIS, LAKE STREET STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,623,790	0	0	837,270	0	786,520	HENNEPIN COUNTY	O9
2006		CSAH 3	27-603-34	EN	HIAWATHA AVE TO W RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,624,240	0	0	837,720	0	786,520	HENNEPIN COUNTY	O9
2006		CSAH 35	157-020-19	RC	PORTLAND AVE FROM 64TH TO 68TH ST & 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD, RECONSTRUCT & CHANNELIZE, ETC (LIVABLE COMMUNITIES PROJECT)	2,511,810	2,009,448	0	0	0	502,362	RICHFIELD	E1
2006		CSAH 42	19-642-42A	RC	GLENDALE RD IN SAVAGE TO CSAH 5 IN BURNSVILLE, RECONSTRUCT (2004 APPROPRIATIONS ACT)	250,000	0	0	0	0	0	DAKOTA CO	A10
2006		CSAH 42	19-642-43	PL	AT TH 52 IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE (2005 APPROPRIATIONS ACT)	750,000	0	0	0	0	500,000	DAKOTA CO	E3
2006		CSAH 47	19-647-16	MC	TH 52 IN HAMPTON-CONSTRUCT OVERPASS (2003 OMNIBUS APPROPRIATION)-TIED TO 1906-48	493,500	0	0	0	0	0	DAKOTA CO	E3
2006		CSAH 5	27-605-22	BR	CSAH 5, MINNETONKA BLVD OVER HUTCHINSON SPUR TRAIL, REPLACE BR 27501	226,000	180,800	0	0	0	45,200	HENNEPIN COUNTY	S19
2006		CSAH 61	27-661-37	BR	SHADY OAK RD OVER HCRRA CORRIDOR, REPLACE BR 90596	904,000	723,200	0	0	0	180,800	HENNEPIN COUNTY	S19
2006		CSAH 73	27-673-08	BR	HOPKINS CROSSROAD OVER BNSF RR, REPLACE BR 27518	1,073,500	858,800	0	0	0	214,700	HENNEPIN COUNTY	S19
2006		CSAH 78	02-678-16	RC	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER, RECONSTRUCT TO 4 LANES, SIGNALS, ETC	5,650,000	4,520,000	0	0	0	1,130,000	ANOKA COUNTY	A10
2006		CSAH 8	82-608-07	MC	WASHINGTON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES, RECONSTR TO 4-LANE RDWY, PARK/RIDE, ETC	5,311,800	4,249,440	0	0	0	1,062,360	WASHINGTON COUNTY	A10

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		EN	141-090-23	EN	HIAWATHA AVE TO MISS RIVER IN MPLS, MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASE 3 (LIVABLE COMMUNITIES PROJECT) (SUNSET DATE REMAINS 9/30/04)	354,520	283,616	0	0	70,904	MINNEAPOLIS	O9
2006		EN	160-020-17	EN	LONG LAKE RD TO LEXINGTON AVE IN ROSEVILLE, STREETSCAPE CONSTRUCTION	2,156,153	1,130,000	0	0	1,026,153	ROSEVILLE	O6
2006		EN	164-595-01	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,060	1,130,000	0	0	635,060	ST PAUL	O6
2006		EN	164-595-02	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,000	1,130,000	0	0	635,000	ST PAUL	O6
2006		EN	164-595-03	EN	HARVEST STATES HEAD HOUSE & SACK HOUSE, ADAPTIVE REUSE OF GTA	1,702,580	1,090,000	0	0	612,580	ST PAUL	O9
2006		EN	164-595-04	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	635,060	406,800	0	0	228,260	ST PAUL PARK/REC	O9
2006		EN	164-595-05	EN	CHESTNUT PLAZA MISSISSIPPI RIVER CONNECTION	1,702,580	1,090,000	0	0	612,580	ST PAUL PARK/REC	O6
2006		I 35	1980-74	BI	OVER 205TH, UNDER 195TH, & OVER DAKOTA CSAH 50 IN LAKEVILLE, PAINT BRS 19843, 19844, 19841, 19807 & 19808	690,000	621,000	0	0	69,000	0 MN/DOT	S10
2006	2	I 35E	6280-304	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PROJECT, PAYBACK IN 2007, 2008, 2009)	104,777,479	0	0	86,500,000	0	18,277,479 MN/DOT	A10
2006		I 35E	6280-304RR	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-RAILROAD AGREEMENT	307,560	0	0	0	307,560	0 MN/DOT	A05
2006		I 35E	6280-319	RB	TH 13 IN LILYDALE TO SHEPARD RD IN ST PAUL,	300,000	240,000	0	0	60,000	0 MN/DOT	O6
2006		I 35E	6280-321	SC	GRAND AVE TO UNIVERSITY AVE IN ST PAUL-REPLACE SIGNING	184,585	166,126	0	0	18,459	0 MN/DOT	O8
2006		I 35E	6280-332	SC	ON I-35E FROM I-94 TO PENNSYLVANIA & ON I-94 FROM ST PETER TO I-35E-SIGN REPLACEMENT & PAVEMENT MARKINGS	675,000	0	0	0	675,000	0 MNDOT	O8

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		I 35W	0280-55	AM	AT CSAH 23 (LAKE DRIVE) IN LINO LAKES-RAMP REALIGNMENT, TRAFFIC SIGNAL & INTERCHANGE MODIFICATIONS	400,000	0	0	400,000	0	MN/DOT	E3
2006		I 35W	1981-100	SC	TH 13 INTERCHANGE IN BURNSVILLE, REPLACE LIGHTING SYSTEM	703,436	0	0	703,436	0	MN/DOT	S18
2006		I 35W	1981-101	AM	AT THE CLIFF ROAD INTERCHANGE IN BURNSVILLE-INTERSECTION RECONFIGURATION	296,500	0	0	296,500	0	MN/DOT	E1
2006		I 35W	2782-277A	MC	79TH/80TH ST OVER I-35W, CONSTRUCT BRIDGE 27R05 (DEBT MGMT PAYBACK FOR 2004/2005 CONSTRUCTION)	957,500	0	0	957,500	0	MN/DOT	NC
2006		I 35W	2782-281R	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS-RAILROAD AGREEMENT ASSOCIATED WITH 2782-281	650,000	585,000	0	65,000	0	MN/DOT	A10
2006		I 35W	2783-9340D	BI	MISSISSIPPI RIVER TO JOHNSON ST IN MPLS, REPAIR BR 9340, 27887, 27888; PAINT BRS 27989,27994,27999, 27885, 27886, 27985, 27990, 27988	3,690,000	3,321,000	0	369,000	0	MN/DOT	S19
2006		I 35W	6284-133	AM	CLEVELAND & CO RD B IN ROSEVILLE, TURN LANES ON SB RAMP FROM 35W & WIDEN NB ON RAMP TO 35W	112,000	0	0	112,000	0	RAMSEY CO	E1
2006		I 394	2789-122	TR	CSAH 73/RIDGEDALE LANE IN MINNETONKA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	6,000,000	0	0	0	6,000,000	MET COUNCIL - MT	E6
2006		I 394	2789-124	SC	FROM PLYMOUTH RD TO PENN AVE IN MINNETONKA, ST LOUIS PARK, GOLDEN VALLEY, MPLS-SIGNING REPLACEMENT	575,000	517,500	0	57,500	0	MN/DOT	O8
2006	12	I 494	2785-304AC2	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	50,000,000	50,000,000	0	0	0	MN/DOT	A10
2006		I 494	2785-328	MC	PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC (DEBT MGMT PAYBACK)	4,700,000	0	0	4,700,000	0	MN/DOT	A05

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2006		I 494	2785-333	MC	NEAR E JCT TH 5, STORM WATER POND AGREEMENT WITH MAC (DEBT MANAGEMENT)	2,300,000	0	0	2,300,000	0	MN/DOT	NC
2006		I 494	2785-344	TR	84TH/CHALET RD IN BLOOMINGTON, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	1,200,000	0	0	0	1,200,000	MET COUNCIL - MT	E6
2006	10	I 494	8285-80AC3	MC	TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2006		I 494	8285-88	BI	AT VALLEY CREEK RD (FORMERLY TH 120) IN WOODBURY-RECONSTRUCT INTERCHANGE & BRS 9883 & 82017 (MNDOT SHARE)	10,500,000	0	0	3,000,000	7,500,000	MN/DOT	E3
2006		I 494	8825-195A	TM	FROM I-35E TO I-94 IN EAGAN, MENDOTA HTS, INVER GROVE HTS, W ST PAUL, S ST PAUL, & WOODBURY-PURCHASE EQUIPMENT FOR TRAFFIC MANAGEMENT SYSTEM	1,000,000	0	0	1,000,000	0	MN/DOT	S7
2006		I 94	2780-67	PM	FROM 1.0 MI E OF TH 101 IN ROGERS TO 3.0 MI E OF TH 101-ULTRA THIN BONDED OVERLAY	498,296	0	0	498,296	0	MN/DOT	S10
2006		I 94	2781-406	RD	TH 252 IN BROOKLYN CENTER TO BROADWAY AVE IN MPLS, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	450,000	0	0	0	450,000	MN/DOT	S4
2006		I 94	8282-100	MC	NEAR THE I494/I694 RAMPS IN WOODBURY-NOISE WALL (PART OF 6283-170) (SAPP PROJECT)	300,000	0	0	300,000	0	MN/DOT	O3
2006		MSAS 399	107-399-29	RC	W 79TH ST FROM FREMONT AVE TO BLAISDELL AVE IN BLOOMINGTON, RECONSTRUCT, WIDEN, TURN LANES, TRAFFIC SIGNAL, ETC	4,773,546	3,818,837	0	0	954,709	BLOOMINGTON	E1
2006		PED/BIKE	127-090-04	EN	TH 47 TO BNSF RR IN FRIDLEY, 85TH AVE TRAIL	1,130,000	904,000	0	0	226,000	FRIDLEY	AQ2
2006		PED/BIKE	141-080-27	EN	GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS, BICYCLE STATION	358,830	287,064	0	0	71,766	MINNEAPOLIS	O9

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2006		PED/BIKE	141-090-13	BT	HIAWATHA TO W RIVER RD, MIDTOWN GREENWAY TRAIL IN MPLS (PHASE III) (MPO SUNSET DATE REMAINS 9/30/04)	1,372,566	1,098,053	0	0	274,513	MINNEAPOLIS	AQ2
2006		PED/BIKE	141-090-15	EN	NEAR NORTHSIDE REDEVELOPMENT PROJECT IN MPLS, PEDESTRIAN/BICYCLE TRAILS	1,151,878	837,270	0	0	314,608	MINNEAPOLIS	O9
2006		PED/BIKE	141-090-18	BT	19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE, NORTHEAST MINNEAPOLIS BIKE TRAIL	2,521,379	2,017,103	0	0	504,276	MINNEAPOLIS	AQ2
2006		PED/BIKE	141-090-19	BT	11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS, BIKE TRAIL CONNECTION	905,958	724,766	0	0	181,192	MINNEAPOLIS	AQ2
2006		PED/BIKE	141-090-21	BT	ALONG THE DINKYTOWN RAIL CORRIDOR FROM OAK ST TO MISS RIVER, U OF M TRANSITWAY TRAIL	872,000	697,600	0	0	174,400	MINNEAPOLIS	AQ2
2006		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY IN MPLS, CEDAR LAKE TRAIL (PHASE 3)	2,943,000	2,354,400	0	0	588,600	MINNEAPOLIS	AQ2
2006		PED/BIKE	151-090-01	EN	OVER TH 36 BETWEEN 3RD ST AND MARGARET, PEDESTRIAN BRIDGE 62096	1,163,575	930,860	0	0	232,715	NORTH ST PAUL	O9
2006		PED/BIKE	164-030-05	BT	SIGNING & STRIPING, REMOVAL OF PARKING ON VARIOUS STREETS IN ST PAUL TO EXTEND THE COMO AVE BIKEWAY	1,000,189	800,151	0	0	200,038	ST PAUL	AQ2
2006		PED/BIKE	19-090-06	EN	N SIDE TH 110 FROM TH 149 IN MENDOTA HEIGHTS TO CHARLTON RD IN WEST ST PAUL, NORTH URBAN REGIONAL TRAIL (PHASE 2)	663,835	531,068	0	0	132,767	DAKOTA CO	O9
2006		PED/BIKE	27-090-08	BT	NEAR 36TH AVE & CSAH 81 IN ROBBINSDALE, CONSTRUCT PEDESTRIAN/BIKE BRIDGE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	0	0	187,500	HENNEPIN COUNTY	AQ2
2006		PED/BIKE	27-090-09	BT	NEAR 28TH ST & HIAWATHA (TH 55) IN MINNEAPOLIS, CONSTRUCT PEDESTRIAN/BIKE BRIDGE 27B15 (2003 OMNIBUS APPROPRIATION)	2,881,150	0	0	0	0	HENNEPIN COUNTY	AQ2

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2006		PED/BIKE	91-090-31	EN	37TH AVE NE TO STINSON PKWY IN MPLS, ST ANTHONY PKWY BIKE TRAIL	1,076,890	861,512	0	0	215,378	MPLS PARK/REC BOARD	AQ2
2006		PED/BIKE	91-090-33	EN	PHALEN CR TRL, SWEDE HOLLOW PK, INDIAN MOUNDS PK TO LOWERTOWN/GRR RD TRL IN ST PAUL, CONST LOWER PHALEN CR TRL (LIV COMM PROJ)	1,895,488	1,315,710	0	0	579,778	ST PAUL PARK/REC	O9
2006		PED/BIKE	91-090-34	EN	COMO REGIONAL PARK PED/BIKE TRAIL, CONSTRUCT TRAIL & MISC IMPROVEMENTS	872,000	697,600	0	0	174,400	ST PAUL PARK/REC	AQ2
2006		PED/BIKE	92-090-22	EN	OVER CSAH 12 IN GRANT TOWNSHIP, GATEWAY STATE TRAIL BRIDGE 62J12 & APPROACHES	389,850	311,880	0	0	77,970	MN DNR	AQ2
2006		RR	27-00259	SR	CSAH 150, MAIN ST IN ROGERS-INSTALL NEW SIGNALS & GATES	196,630	176,967	0	0	19,663	MN/DOT	S1
2006		RR	27-00264	SR	NOBLES AVE, MSAS 298, ROBBINSDALE, INSTALL CANTILEVERS	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	27-00266	SR	DAKOTA AVE, MSAS 280, ST LOUIS PARK, INSTALL NEW SIGNALS	169,500	152,550	0	0	16,950	MN/DOT	S1
2006		RR	62-00186	SR	NORTHWEST AVE, CO 89, WHITE BEAR LAKE, ADD GATES & UPGRADE CIRCUITRY	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	62-00187	SR	LEXINGTON AVE, CSAH 51, SHOREVIEW, ADD CANTILEVERS & NEW CIRCUITRY	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	62-00188	SR	MCMENEMY ST, CSAH 57, VADNAIS HEIGHTS, UPGRADE CIRCUITRY & LED'S	56,500	50,850	0	0	5,650	MN/DOT	S1
2006		RR	62-00189	SR	ARLINGTON AVE, MSAS 109, ST PAUL, INSTALL NEW SIGNALS AND GATES	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		RR	82-00135	SR	OTCHIPWE AVE N, CSAH 11, WASH CO, INSTALL SIGNALS AND GATES	197,750	177,975	0	0	19,775	MN/DOT	S1
2006		TH 10	0202-80	RS	ANOKA-SHERBURNE CO LINE TO FAIROAK AVE, MILL & BIT OVERLAY, TURN LANES, REHAB SHLDS, ETC	3,425,000	2,740,000	0	685,000	0	MN/DOT	S10

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2006		TH 10	0202-81	SC	RAMSEY BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	162,000	0	0	0	128,000	34,000	MN/DOT	E2
2006		TH 10	0202-85	SC	SUNFISH LAKE BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	210,000	0	0	0	200,000	10,000	MN/DOT	E2
2006		TH 10	0202-86	SC	FAIROAK AVE IN ANOKA, REBUILD TRAFFIC SIGNAL	210,000	0	0	0	200,000	10,000	MN/DOT	E2
2006		TH 10	103-010-15	PL	TH 10 IN ANOKA-SCOPING STUDY (2005 APPROPRIATIONS ACT)	650,000	0	0	0	0	150,000	ANOKA	O1
2006		TH 10	8202-27	PM	FROM TH 61 IN DENMARK TWP TO ST CROIX RIVER NEAR PRESCOTT, WI-MICROSURFACING	329,077	0	0	0	329,077	0	MN/DOT	S10
2006		TH 10	8216-03	BI	OVER ST CROIX RIVER NEAR PRESCOTT, REPAIR BR 82010	900,000	0	0	0	900,000	0	MN/DOT	S19
2006		TH 100	2733-84	TR	HANSEN RD/VERNON AVE IN EDINA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	0	300,000	MET COUNCIL - MT	E6
2006		TH 100	2755-82	SC	BROOKLYN BLVD IN BROOKLYN CENTER, REBUILD TRAFFIC SIGNAL	105,870	0	0	0	105,870	0	MN/DOT	E2
2006		TH 101	1009-17	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, CREEK REALIGNMENT	200,000	0	0	0	200,000	0	MN/DOT	NC
2006		TH 101	2738-20	BI	OVER CROW RIVER & I-94 OVER CROW RIVER-REPAIR DECK ON BRS 27020, 27942, &	911,335	0	0	0	911,335	0	MN/DOT	S19
2006		TH 12	2713-27009	BI	OVER CSAH 15 & RAMP IN WAYZATA-PAINT BR 27009	800,000	640,000	0	0	160,000		MNDOT	S19
2006	1	TH 12	2713-75AC2	MC	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC, STAGE 1 (AC PAYBACK)	8,000,000	8,000,000	0	0	0	0	MN/DOT	A10
2006		TH 12	2713-77	SC	HENNEPIN CSAH 29 (TOWNLINE RD) IN MAPLE PLAIN, CHANNELIZE, SIGNAL, ETC ($0.75M OF ACCESS MGMT $$)	1,500,000	0	0	0	1,500,000	0	MN/DOT	E1
2006	1	TH 12	2713-83	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC (AC PROJECT, PAYBACK IN 2007 & 2008)	27,475,000	7,580,000	0	14,400,000	5,495,000	0	MN/DOT	A10
2006		TH 12	2713-83R	MC	CO RD 6 TO WAYZATA BLVD-RR AGREEMENT, ETC	600,000	480,000	0	0	120,000	0	MN/DOT	A10

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2006		TH 12	2713-90	RS	0.2 MI E OF HENN/WRIGHT CO LINE TO HENNEPIN CSAH 90, MILL & OVERLAY	1,138,201	0	0	0	1,138,201	0	MN/DOT	S10
2006		TH 13	211-010-05	RC	DAKOTA AVE TO PRINCETON AVE IN SAVAGE-RECONSTRUCT S FRONTAGE RD-PHASE I (2005 APPROPRIATIONS ACT)	3,000,000	0	0	0	0	2,000,000	SAVAGE	E1
2006		TH 13	7001-96	RD	BETWEEN DAKOTA AVE AND QUENTIN AVE IN SAVAGE, CONNECT FRONTAGE RD ON SOUTH SIDE OF TH 13 (ACCESS MANAGEMENT PROJECT)	2,450,000	0	0	0	1,300,000	1,150,000	MN/DOT	NC
2006		TH 169	2750-57RW	RW	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, RIGHT OF WAY NECESSARY TO CONSTRUCT INTERCHANGE, BRIDGES, PARK/RIDE, ETC	3,000,000	0	0	0	3,000,000	0	MN/DOT	O4
2006		TH 169	2750-63	TR	HENNEPIN CSAH 81 & BROOKLYN BLVD IN BROOKLYN PARK, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	5,500,000	0	0	0	0	5,500,000	MET COUNCIL - MT	E6
2006		TH 169	2750-65	SC	AT TH 55 IN GOLDEN VALLEY-REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MNDOT	S18
2006		TH 169	2772-43	BI	OVER TH 55, UP RR, & 13TH AVE N IN PLYMOUTH, REPLACE DECK OVERLAY ON BRS 27014, 27539, & 27540	1,060,000	848,000	0	0	212,000	0	MN/DOT	S19
2006	7	TH 169	2776-02AC2	MC	ANDERSON LAKES PKWY & PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	4,032,000	4,032,000	0	0	0	0	MN/DOT	NC
2006		TH 169	2776-03RW	RW	AT I-494 IN BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE (2005 APPROPRIATIONS ACT)	1,875,000	0	0	0	375,000	0	MNDOT	NC
2006		TH 169	7008-45	MC	AT CR 64/TH 25 IN BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC (AC PROJECT, PAYBACK IN 2010 & 2011)	20,865,000	0	0	16,000,000	0	4,865,000	MN/DOT	O4

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 169	7008-48	MC	BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT PROJECT)	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2006		TH 19	4003-18	SC	AT CSAH 37 IN NEW PRAGUE-CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION AND AT 1ST AVE (CSAH 60) IN NEW PRAGUE-REBUILD TRAFFIC SIGNAL (DIST C IS ATP 7)	1,550,000	0	0	1,350,000	200,000	MN/DOT	E1
2006		TH 20	1903-06	PM	N OF TH 19 TO TH 50, MILL & BIT OVERLAY (METRO ATP PORTION IS $950,000-REMAINDER OF PROJECT IS $950,000 IN DIST C UNDER SP 2504-12; $575,000)	1,515,994	0	0	1,515,994	0	MN/DOT	S10
2006		TH 212	1013-77	PL	NORWOOD-YOUNG AMERICA TO COLOGNE, PRELIMINARY ENGINEERING (2004 APPROPRIATIONS ACT)	1,305,000	0	0	0	0	MN/DOT	O2
2006		TH 212	98-080-30	SC	CO RD 134 IN NORWOOD YOUNG AMERICA, CONSTRUCTION & CE FOR INTERSECTION REVISION (2003 OMNIBUS-$185K; 2004 APPROPRIATION-$145K)	330,750	0	0	0	0	CARVER CO	E1
2006		TH 25	1006-25	AM	7TH ST NE TO 5TH ST NE IN MAYER, SIDEWALK REPLACE & BIKE TRAIL CONSTRUCTION	650,000	0	0	650,000	0	MAYER	AQ2
2006		TH 280	8825-193	RD	DOSWELL AVE IN ST PAUL TO I-35W IN ROSEVILLE-BITUMINOUS MILL & OVERLAY, GUARDRAIL, DRAINAGE, ETC	1,150,000	0	0	1,150,000	0	MN/DOT	S10
2006		TH 36	151-010-02	MC	AT MCKNIGHT RD IN NO ST PAUL-CONSTRUCT INTERCHANGE (2005 APPROPRIATIONS ACT)	937,500	0	0	0	187,500	NO ST PAUL	E3
2006		TH 36	151-248-13	RC	3RD ST TO CHARLES ST IN N ST PAUL, GRADING, SURFACING, MARGARET ST BR 62097 OVER TH 36, BR 62J12, FRONTAGE RDS, ETC	9,478,550	6,578,550	0	0	2,900,000	NO ST PAUL	E1
2006		TH 36	6211-83	AM	TO 12TH AVE IN NORTH ST PAUL-CONSTRUCT SLIP RAMP	420,000	0	0	420,000	0	MN/DOT	E1
2006		TH 36	6212-154	TR	RICE ST IN ROSEVILLE, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	875,000	0	0	0	875,000	MET COUNCIL - MT	E6

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $		State $	Other $	Agency:	AQ:
2006		TH 47	0205-81	SH	OSBORNE RD IN FRIDLEY-REBUILD TRAFFIC SIGNAL, TURN LANES, ETC	720,000	648,000	0	0	72,000	0	MN/DOT	S2
2006		TH 47	0205-84	BI	OVER CSAH 10 IN COON RAPIDS, REPLACE DECK OVERLAY ON BRS 9725 & 9726	380,000	0	0	0	380,000	0	MN/DOT	S19
2006		TH 47	0206-55	RS	TH 10 TO COOLIDGE & 180TH TO CSAH 24-BIT MILL & OVERLAY; REPLACE TRAFFIC SIGNAL AT PLEASANT AVE (CSAH 30) IN ANOKA & TURN LANE @ MCKINLEY,AT TH 47/169@TH 10 RAMPS IN ANOKA-REBUILD TRAFFIC SIGNAL & INTERCONNECT	1,894,693	0	0	0	1,894,693	0	MN/DOT	E2
2006		TH 5	2701-43	SH	DELL RD IN EDEN PRAIRIE, TRAFFIC SIGNAL REVISION	200,000	180,000	0	0	20,000	0	MN/DOT	S2
2006		TH 5	8214-143	AM	AT GRANADA AVE IN OAKDALE-TRAFFIC SIGNAL INSTALLATION	100,000	0	0	0	100,000	0	MN/DOT	E2
2006		TH 51	6215-88	AM	AT ST ANTHONY AVE & CONCORDIA AVE IN ST PAUL-TRAFFIC SIGNAL MODIFICATIONS	315,000	0	0	0	315,000	0	MN/DOT	E2
2006		TH 52	1906-48	MC	AT CSAH 47 IN HAMPTON-GRADE SEPARATION, FRONTAGE RD CONSTRUCTION, ETC-TIED TO	3,500,000	2,480,000	0	0	620,000	400,000	MN/DOT	NC
2006		TH 55	2722-64	SC	CSAH 19 IN MEDINA, REBUILD TRAFFIC SIGNAL	260,000	0	0	0	130,000	130,000	MN/DOT	E2
2006		TH 55	2723-111	TR	HENNEPIN CSAH 73 IN PLYMOUTH, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	2,500,000	0	0	0	0	2,500,000	MET COUNCIL - MT	E6
2006		TH 55	2723-113	PM	FROM I-494 IN PLYMOUTH TO TH 100 IN GOLDEN VALLEY-ULTRA THIN BONDED WEARING COURSE	1,114,779	0	0	0	1,114,779	0	MN/DOT	S10
2006	5	TH 55	2725-58	MC	54TH ST IN MINNEAPOLIS TO TH 62, LANDSCAPING	273,719	0	0	0	273,719	0	MN/DOT	06
2006		TH 61	6220-66	TR	LOWER AFTON RD IN ST PAUL, EXPAND PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	270,316	0	0	0	40,316	230,000	MN/DOT	E6

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 61	6222-149	AM	CSAH 15 (CO RD E), RECONSTRUCT TURN LANES, CLOSE ACCESSES, CONSTRUCT NEW ENTRANCE, ETC	467,600	0	0	467,600	0	GEM LAKE	E1
2006		TH 61	6222-150	AM	CO RD D IN MAPLEWOOD, INTERSECTION REALIGNMENT & TRAFFIC SIGNAL	1,043,000	0	0	1,043,000	0	MAPLEWOOD	E1
2006		TH 61	6222-152	SC	AT TH 36 IN MAPLEWOOD-REPLACE LIGHTING SYSTEM	500,000	400,000	0	100,000	0	MN/DOT	S18
2006		TH 61	6222-153	AM	FROM CSAH 65 TO TH 96 IN WHITE BEAR LAKE-CORRIDOR ACCESS IMPROVEMENT, SIGNAL INSTALLATION	324,000	0	0	324,000	0	MN/DOT	E2
2006	10	TH 61	8205-100AC2	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC (AC PAYBACK)	6,000,000	6,000,000	0	0	0	MN/DOT	A10
2006		TH 61	8205-112	AM	FROM 80TH ST TO JAMAICA AVE IN COTTAGE GROVE-STORMWATER IMPROVEMENTS TO HAMLET PARK POND (PHASE 1)	121,000	0	0	121,000	0	MN/DOT	NC
2006		TH 61	8205-113	AM	FROM 80TH ST TO JAMAICA AVE IN COTTAGE GROVE-STORMWATER IMPROVEMENTS TO HAMLET PARK POND (PHASE 2)	246,000	0	0	246,000	0	MN/DOT	NC
2006		TH 62	2763-41	RS	SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100-REHAB SHLDS FOR BUSES (BAP TRANSIT	1,982,482	0	0	1,982,482	0	MN/DOT	S10
2006		TH 62	2763-41C	RS	SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100-REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT PORTION	535,110	0	0	0	535,110	MN/DOT	S10
2006		TH 65	0207-84	AM	NEAR 49TH AVE IN COLUMBIA HEIGHTS-REHAB STORM SEWER SYSTEM	107,260	0	0	107,260	0	MN/DOT	NC
2006		TH 65	0208-116	RS	0.2 MI S OF 153RD AVE IN HAM LAKE TO 217TH AVE NE IN EAST BETHEL, MILL & BIT OVERLAY	4,475,000	3,580,000	0	895,000	0	MN/DOT	S10

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2006		TH 65	0208-121	RD	109TH AVE TO PAUL PKWY NE IN BLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT PROJECT)	5,800,000	0	0	1,500,000	4,300,000	MN/DOT	NC
2006		TH 65	0208-124	SC	FROM MISSISSIPPI ST TO BUNKER LAKE BLVD IN FRIDLEY, SPRING LK PARK, BLAINE AND HAM LAKE-SIGNING REPLACEMENT	151,997	121,598	0	30,399	0	MN/DOT	O8
2006		TH 7	2706-211	AM	FROM HIGHLAND RD TO WILLISTON RD IN MINNETONKA-CONSTRUCT FRONTAGE RD, REVISE TRAFFIC SIGNAL	675,000	0	0	675,000	0	MN/DOT	E2
2006		TH 999	880M-BI-06	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2006	2,160,000	0	0	2,160,000	0	MN/DOT	S19
2006		TH 999	880M-CA-06	CA	METRO SETASIDE - CONSULTANT DESIGN -2006	11,100,000	0	0	11,100,000	0	MN/DOT	NC
2006		TH 999	880M-ITS-06	TM	METRO SETASIDE - ITS PROJECTS - FY 2006	500,000	0	0	500,000	0	MN/DOT	S7
2006		TH 999	880M-PF-06	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2006	40,000	0	0	40,000	0	MN/DOT	O6
2006		TH 999	880M-RB-06	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2006	100,000	0	0	100,000	0	MN/DOT	O6
2006		TH 999	880M-RS-06	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2006	1,600,000	0	0	1,600,000	0	MN/DOT	S10
2006		TH 999	880M-RW-06	RW	METRO SETASIDE - RIGHT OF WAY - FY 2006 (INCLUDES $15.0M FOR I-35W/TH 62 RW)	24,200,000	0	0	24,200,000	0	MN/DOT	NC
2006		TH 999	880M-RX-06	RX	METRO SETASIDE - ROAD REPAIR - FY 2006	5,100,000	0	0	5,100,000	0	MN/DOT	S10
2006		TH 999	880M-SA-06	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2006	16,000,000	0	0	16,000,000	0	MN/DOT	NC
2006		TH 999	880M-SC-06	SC	METRO SETASIDE - SAFETY CAPACITY - FY 2006	168,000	0	0	168,000	0	MN/DOT	NC
2006		TH 999	880M-TE-06	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) - FY 2006	1,000,000	0	0	1,000,000	0	MN/DOT	NC

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2006		TH 999	880M-TM-06	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2006	550,000	0	0	550,000	0	MN/DOT	NC
2006		TH 999	880M-TR-06	TM	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2006	600,000	0	0	600,000	0	MN/DOT	S7
2006		TH 999	8825-101	SC	METROWIDE REPLACE CROSS STREET & RAMP SIGNING AT NUMEROUS LOCATIONS ON THE I-494/I-694 RING	1,000,000	800,000	0	200,000	0	MN/DOT	O8
2006		TH 999	8825-191	SC	RELAMP LIGHTING FIXTURES IN ONE QUADRANT, DISTRICTWIDE	400,000	0	0	400,000	0	MN/DOT	S18
2006		TH 999	8825-192	RD	VARIOUS LOCATIONS METROWIDE-GUARDRAIL REPLACEMENT	159,986	0	0	159,986	0	MNDOT	S9
2006		TH 999	8825-197	PM	ON TH 5 FROM CARVER CO LINE TO TH 212 & ON TH 21 FROM CSAH 37 TO 0.5 MI N OF CR 64-BITUMINOUS CHIP SEAL	397,249	0	0	397,249	0	MN/DOT	S10
2006		TH 999	8825-198	PM	METROWIDE-BITUMINOUS CRACK SEALING	557,729	0	0	557,729	0	MN/DOT	S10
2006		TH 999	8825-216	RD	ON TH 13 E OF LILYDALE RD IN MENDOTA HTS & N OF I-494/E OF TH 52 IN INVER GROVE HTS-DRAINAGE STRUCTURES	150,000	0	0	150,000	0	MNDOT	NC
2006		TH 999	TRLF-RW-06	RW	REPAYMENT IN FY 2006 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,900,000	0	0	3,900,000	0	MN/DOT	NC
2007		CMAQ	CM-2-03	TM	RTDM & COMMUTER ALT PROGRAMS INCL FUNDS FOR METRO COMMUTER SERV, DOWNTOWN MPLS TMO, ST PAUL TMO, ST PAUL MIDWAY TMO, AND I-494 CORRIDOR COALITION	3,781,250	3,025,000	0	0	756,250	MET COUNCIL	AQ1
2007		CSAH 11	114-010-14	RC	HANSON BLVD (CSAH 11/ 78) AT TH 10 INTERCHANGE IN COON RAPIDS, RECONSTRUCT TO A SINGLE-POINT DIAMOND, REPLACE TH 10 BRIDGE, AND 0.39 MI OF CSAH 11	7,562,500	6,050,000	0	0	1,512,500	COON RAPIDS	E3
2007		CSAH 14	02-614-24AC	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC (AC PAYBACK)	5,995,000	5,995,000	0	0	0	ANOKA COUNTY	E1

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2007		CSAH 15	82-615-20	RC	TH 36 TO 0.3 MI N OF CSAH 12 IN WASHINGTON CO, RECONSTRUCT, SIGNALS, ETC	5,763,000	4,610,400	0	0	1,152,600	WASHINGTON COUNTY	E2
2007		CSAH 19	27-090-13	EN	BAKER PARK RESERVE TO MAPLE PARK IN MEDINA, CONSTRUCT CSAH 19 MULTI-USE TRAIL (PHASE I)	495,880	396,704	0	0	99,176	HENNEPIN COUNTY	AQ2
2007		CSAH 19	90-595-10	TR	CSAH 19 AND I-94 IN LAKE ELMO-CONSTRUCT NEW 500, CAR PARK/RIDE LOT	4,400,000	3,520,000	0	0	880,000	MET COUNCIL - MT	E6
2007		CSAH 3	27-603-33AC	EN	DUPONT AVE TO BLAISDELL AVE IN MINNEAPOLIS, LAKE STREET STREETSCAPE IMPROVEMENT (AC PAYBACK)	837,720	837,720	0	0	0	HENNEPIN COUNTY	O9
2007		CSAH 3	27-603-34AC	EN	HIAWATHA AVE TO W RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT (AC PAYBACK)	837,720	837,720	0	0	0	HENNEPIN COUNTY	O9
2007		CSAH 31	164-020-95	BI	EB MARYLAND AVE (CSAH 31) OVER SOO LINE & OVER BN RR IN ST PAUL, REDECK BRS 6599 & 6600	605,000	484,000	0	0	121,000	SAINT PAUL	S19
2007		CSAH 49	02-649-01	BR	CSAH 49 OVER RICE CREEK IN LINO LAKES, REPLACE BR 4711	379,500	303,600	0	0	75,900	ANOKA COUNTY	S19
2007		CSAH 51	02-651-04	RC	CSAH 51 (UNIV AVE) FROM 92ND AVE TO CSAH 10 IN COON RAPIDS & BLAINE, RECONSTRUCT, MEDIAN, TURN LANES, ETC	2,365,000	1,892,000	0	0	473,000	ANOKA COUNTY	S10
2007		CSAH 70	19-670-08	RC	CSAH 70 FROM 0.6 MI W OF I-35 TO 0.4 MI E OF I-35 IN LAKEVILLE, RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FR RDS, ETC	7,562,500	6,050,000	0	0	1,512,500	DAKOTA CO	A10
2007		CSAH 81	90-595-08	TR	CSAH 81 AND BROOKLYN BLVD IN BROOKLYN PARK, CONSTRUCT NEW 800-CAR PARK/RIDE LOT	7,562,500	6,050,000	0	0	1,512,500	MET COUNCIL - MT	E6
2007		CSAH 9	02-609-14	SH	ROUND LK BLVD (CSAH 9) AT NORTHDALE BLVD (CR 79) IN COON RAPIDS, DUAL LEFT TURN LANES, TRAF SIGNAL REVISION, ETC	165,000	148,500	0	0	16,500	ANOKA COUNTY	S2

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007	2	I 35E	6280-304AC1	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	22,800,000	22,800,000	0	0	0	0 MN/DOT	A10
2007		I 35W	0280-54	NO	ON THE E SIDE FROM OPAL ST NE TO SUNSET AVE NE IN BLAINE-CONSTRUCT NOISE WALL	575,000	0	0	0	575,000	0 MN/DOT	O3
2007		I 35W	2782-276	MC	NEAR 60TH ST IN MPLS, MNDOT PORTION OF PONDING AREA	1,400,000	0	0	0	1,400,000	0 MN/DOT	NC
2007	3	I 35W	2782-281	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS, GRADING, SURFACING, BRS, ETC & HOV LANE (AC PROJECT, PAYBACK IN 2008 THRU 2010)	242,550,000	26,167,500	0	180,000,000	36,382,500	0 MN/DOT	A10
2007		I 35W	2783-27873A	BI	TH 55, WASHINGTON AVE, & 3RD IN MPLS-REPAIR RAILING & DECK ON BRS 27873, 27874, 27879, 27879A, 27902, 27903, 27880	1,890,000	1,701,000	0	0	189,000	0 MN/DOT	S19
2007		I 394	2789-125	SC	FROM PENN AVE TO DOWNTOWN MPLS-SIGNING REPLACEMENT	265,000	238,500	0	0	26,500	0 MN/DOT	O8
2007	12	I 494	2785-304AC3	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	11,500,000	11,500,000	0	0	0	0 MN/DOT	A10
2007		I 494	2785-328B	MC	PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC (DEBT MGMT PAYBACK)	2,000,000	0	0	0	2,000,000	0 MN/DOT	NC
2007	11	I 494	2785-337	RB	TH 5 TO TH 169 IN BLOOMINGTON, LANDSCAPING	300,000	240,000	0	0	60,000	0 MN/DOT	O6
2007	11	I 494	2785-339	RB	W BUSH LAKE RD TO E BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	165,000	132,000	0	0	33,000	0 MN/DOT	O6
2007	11	I 494	2785-340	RB	E BUSH LAKE RD TO TH 100 IN BLOOMINGTON, LANDSCAPING	300,000	240,000	0	0	60,000	0 MN/DOT	O6
2007		I 494	2785-346	RS	34TH AVE TO FRANCE AVE IN BLOOMINGTON, MILL &	1,700,000	1,530,000	0	0	170,000	0 MN/DOT	S10

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007	10	I 494	8285-80AC4	MC	TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	0 MN/DOT	A10
2007		I 694	8286-61	NO	ON THE E SIDE FROM 50TH ST TO HEATH AVE IN OAKDALE-CONSTRUCT NOISE WALL	625,000	0	0	0	625,000	0 MN/DOT	O3
2007		I 694	8286-62	SC	AT TH 36 IN PINE SPRINGS-REPLACE LIGHTING SYSTEM	505,000	0	0	0	505,000	0 MN/DOT	S18
2007		I 94	2781-27726AA	BI	OVER GLENWOOD AVE & RR, RAMPS, & UNDER TH 55 IN MPLS, PAINT BRS 27726A, 27726B, 27728, 27727A, 27727B, 27727, & 27785	2,890,000	2,601,000	0	0	289,000	0 MN/DOT	S19
2007		I 94	2781-27726BA	BI	UNDER DUNWOODY, I-394, RAMPS@394, OVER LYNDALE & RR; I-394 UNDER PENN & OVER DUNWOODY & FILL-DECK REPAIR ON BRS 27726B, 27792,27793,27794,27799R,27831, 27831 (ABCD), & 27758.	930,000	837,000	0	0	93,000	0 MN/DOT	S19
2007		I 94	2781-408	RS	CEDAR AVE IN MPLS TO KELLOGG BLVD EXIT IN ST PAUL-BITUMINOUS MILL & OVERLAY, ETC	7,700,000	6,930,000	0	0	770,000	MNDOT	S10
2007		I 94	2781-409	NO	ON THE S SIDE ALONG 63RD LANE N & W OF DUPONT AVE N IN BROOKLYN CENTER-CONSTRUCT NOISE WALL	300,000	0	0	0	300,000	0 MN/DOT	O3
2007		I 94	2781-9420A	BI	UNDER 25TH AVE, RIVERSIDE, PED BR @ 22ND AVE & OVER CEDAR AVE-PAINT BRS 9420, 9421, 9892, 27863	1,350,000	1,215,000	0	0	135,000	0 MN/DOT	S19
2007		MSAS 165	141-165-27	SH	CHICAGO AVE (MSAS 165) FROM 24TH ST TO 31ST ST IN MPLS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS AT 5 INTERSECTIONS	209,000	188,100	0	0	0	20,900 MINNEAPOLIS	S2
2007		MSAS 363	157-363-19	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (MNDOT PORTION-SP IS 2785-342)	5,500,000	0	0	0	5,500,000	0 RICHFIELD	S19

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2007		MSAS 363	157-363-19A	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (2003 OMNIBUS APPROPRIATION)	2,980,500	0	0	0	0	RICHFIELD	S19
2007		MSAS 363	157-363-19B	RC	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076) IN RICHFIELD & BLOOMINGTON, RIGHT OF WAY & CONSTRUCTION (2004 APPROPRIATION ACT)	3,000,000	0	0	0	0	BLOOMINGTON	S19
2007		MSAS 363	157-363-19C	MC	AT LYNDALE AVE IN RICHFIELD & BLOOMINGTON-RECONSTRUCT INTERCHANGE (2005 APPROPRIATIONS ACT)	3,125,000	0	0	0	625,000	RICHFIELD	S19
2007		MSAS 363	157-363-19L	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION	11,519,500	0	7,400,000	0	4,119,500	RICHFIELD	S19
2007		MSAS 363	157-363-19R	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076)-RR AGREEMENT	500,000	0	0	500,000	0	RICHFIELD	S19
2007		PED/BIKE	164-090-09	BT	MARSHALL AVE AT PASCAL ST TO VICTORIA ST AT PALACE AVE IN ST PAUL, AYD MILL RD BIKE/PED TRAIL ALONG E SIDE OF THE CP RR	1,512,500	1,210,000	0	0	302,500	SAINT PAUL	AQ2
2007		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	885,500	708,400	0	0	177,100	DAKOTA CO	O9
2007		PED/BIKE	91-090-35	EN	36TH AVE N IN NEW HOPE & PLYMOUTH, CONSTRUCT PEDESTRIAN/BICYCLE BRIDGE 27R33 OVER TH 169	1,034,000	827,200	0	0	206,800	THREE RIVERS PARK DISTRICT	AQ2
2007		PED/BIKE	91-090-37	EN	HARDWOOD CREEK REG TRAIL NEAR FOREST LAKE, CONSTRUCT A TRAILHEAD FACILITY ADJ TO TRAIL WITH PARKING, RESTROOMS, LIGHTING AND INFO KIOSKS	275,000	220,000	0	0	55,000	WASHINGTON COUNTY	O9

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2007		PED/BIKE	91-090-40	EN	FRANKLIN AVE TO FULTON ST/E RIVER PKWY IN MPLS, RECONSTRUCT E RIVER PKWY PED & BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,375,000	1,100,000	0	0	275,000	MPLS PARK/REC BOARD	O9
2007		PED/BIKE	92-090-28	EN	LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	352,000	281,600	0	0	70,400	DNR	O9
2007		RR	02-00133	SR	BNSF@CSAH 57, SUNFISH LAKE BLVD NW, ANOKA COUNTY, RELOCATE GATES, INSTALL CANTILEVERS & UPGRADE CIRCUITRY	275,000	247,500	0	0	27,500	MN/DOT	S1
2007		RR	19-00134	SR	UP@CNTY 73, AKRON AVE, ROSEMOUNT, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	27-00268	SR	UP@ZANE AVE, MSAS 408, GOLDEN VALLEY, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	27-00269	SR	PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	165,000	148,500	0	0	16,500	MN/DOT	S1
2007		RR	27-00270	SR	BNSF@27TH AVE NE, MPLS, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	27-00271	SR	UP@MEDICINE LAKE DR, PLYMOUTH, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	62-00192	SR	MNNR@TERMINAL RD., ROSEVILLE, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	62-00193	SR	CP@JAMES AVE, ST. PAUL, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007		RR	82-00136	SR	ZEP@CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	275,000	247,500	0	0	27,500	MN/DOT	S1
2007		TH 10	0202-88	AM	AT ARMSTRONG BLVD IN RAMSEY-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL, ETC	300,000	0	0	300,000	0	RAMSEY	E2
2007		TH 10	0214-35	NO	FROM CO RD J TO I-35W IN MOUNDS VIEW-EXTENSION OF NOISE WALLS	300,000	0	0	300,000	0	MNDOT	O3

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2007		TH 10	6205-36	SC	AT CSAH 96 IN ARDEN HILLS-TRAFFIC SIGNAL REBUILD	275,000	0	0	0	137,500	137,500	MN/DOT	E2
2007		TH 100	2733-85	SC	AT 70TH ST RAMPS IN EDINA-TRAFFIC SIGNAL REBUILD	350,000	0	0	0	175,000	175,000	MN/DOT	E2
2007		TH 100	2734-41A	BI	EXCELSIOR BLVD (CSAH 3) OVER TH 100 IN ST. LOUIS PARK, DEBT MGMT PAYBACK FOR 2004 CONSTRUCTION	1,030,000	0	0	0	1,030,000	0	MN/DOT	NC
2007	6	TH 100	2735-180	MC	39TH AVE N TO TWIN LAKES, LANDSCAPING	415,000	332,000	0	0	83,000	0	MN/DOT	O6
2007	6	TH 100	2755-80	MC	TWIN LAKES TO 50TH AVE N, LANDSCAPING	260,000	208,000	0	0	52,000	0	MN/DOT	O6
2007		TH 101	1009-16	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, REALIGNMENT & CONSTRUCT TO 4-LANES	2,730,000	0	0	0	630,000	2,100,000	MN/DOT	E1
2007	1	TH 12	2713-83AC1	MC	CO RD 6 TO WAYZATA BLVD, CONSTRUCT INTERCHANGES, ETC (AC PAYBACK)	7,200,000	7,200,000	0	0	0	0	MN/DOT	A10
2007		TH 12	2713-85	BR	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	6,580,000	5,264,000	0	0	1,316,000	0	MN/DOT	S19
2007		TH 12	2713-87	RB	WAYZATA BLVD IN WAYZATA TO CSAH 6 IN ORONO, LANDSCAPING	450,000	360,000	0	0	90,000	0	MN/DOT	O6
2007		TH 12	2713-88	RC	CSAH 83 TO BOUNDARY AVE IN MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC ($1.5M-ACCESS MGMT PROJECT)	1,710,000	0	0	0	1,710,000	0	MN/DOT	S16
2007		TH 120	6227-63	SC	AT I-694 RAMPS IN OAKDALE, MAHTOMEDI, & WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	250,000	0	0	0	250,000	0	MN/DOT	E2
2007		TH 13	7001-97	SC	AT CSAH 12 (170TH ST SW) IN PRIOR LAKE-RECONSTRUCT INTERSECTION, CHANNELIZE, ACCESS CLOSURES, ETC (ACCESS MANAGEMENT PROJECT)	860,000	0	0	0	860,000	0	MNDOT	E1
2007		TH 149	1916-25	RC	WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT TO A 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC ($0.6M OF FY 2007 ACCESS MANAGEMENT FUNDS)MATCH FOR 195-010-07	1,600,000	0	0	0	1,600,000	0	EAGAN	E1

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2007		TH 149	195-010-07	RC	WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC (TIED TO	6,050,000	6,050,000	0	0	0	0 EAGAN	A10
2007		TH 169	2750-57R	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES-RR AGREEMENT	1,000,000	800,000	0	0	200,000	0 MN/DOT	A10
2007		TH 212	1013-80	RS	2.2 MI E OFTH 284 IN COLOGNE TO TH 41 IN CHASKA-BITUMINOUS MILL & OVERLAY	2,100,000	1,680,000	0	0	420,000	MNDOT	S10
2007	9	TH 212	1017-12AC1	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY (BAP PAYBACK)	60,700,000	60,700,000	0	0	0	0 MN/DOT	A10
2007		TH 212	1017-14	TR	AT TH 41 IN CHASKA-PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT	1,170,000	0	0	0	0	1,170,000 MNDOT	E6
2007		TH 212	1017-15	TR	AT TH 101 IN CHANHASSEN-PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	3,300,000	0	0	0	0	3,300,000 MNDOT	E6
2007		TH 36	6211-81	AM	MCKNIGHT RD IN NORTH ST PAUL-CONSTRUCT INTERCHANGE, BRS 62094 & 62095, ETC	7,500,000	6,000,000	0	0	1,500,000	0 MN/DOT	E3
2007		TH 47	0205-89	SC	AT 81ST AVE IN FRIDLEY-TRAFFIC SIGNAL REBUILD & EXTEND TURN LANE ($50K-SC, $125K-TRAF PRES)	300,000	0	0	0	175,000	125,000 MN/DOT	E2
2007		TH 5	8825-184	RS	MUNSTER AVE IN ST PAUL TO TH 120 IN MAPLEWOOD-BITUMINOUS MILL & OVERLAY, ETC	3,600,000	0	0	0	3,600,000	MNDOT	S10
2007		TH 51	6215-62011A	BI	OVER PIERCE BUTLER, BNSF RR, ENERGY PARK DR,COMO AVE, & TH 36 IN ST PAUL & ROSEVILLE, REPAIR DECKS ON BRS 62011, 62012, 62014, 62015, 9012, & 9013; DECK REPAIR/PAINT BR 62013	2,185,000	1,748,000	0	0	437,000	0 MN/DOT	S19
2007		TH 51	6216-116	SH	NB SNELLING AVE IN ROSEVILLE FROM HARMAR ENT TO EB TH 36 ENT RAMP, ADD 3RD LANE, TRAF SIGNAL REV AT CR B, ETC	2,000,000	900,000	0	0	850,000	250,000 MN/DOT	E3

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2007		TH 55	2751-49	RS	E OF TH 100 TO I-94 IN MINNEAPOLIS-MILL & BITUMINOUS OVERLAY	1,035,000	828,000	0	0	207,000	0	MN/DOT	S10
2007		TH 61	1913-5895B	BI	OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS, REPAIR DECK & PARTIAL PAINT	500,000	0	0	0	500,000	0	MN/DOT	S19
2007		TH 61	1913-63	SC	AT 10TH ST IN HASTINGS-TRAFFIC SIGNAL REBUILD	275,000	0	0	0	137,500	137,500	MN/DOT	S7
2007		TH 61	6222-151	SC	AT CO RD F/ASH ST IN WHITE BEAR LAKE-TRAFFIC SIGNAL REBUILD	280,000	0	0	0	140,000	140,000	MN/DOT	E2
2007	10	TH 61	8205-100AC3	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC (AC PAYBACK)	2,100,000	2,100,000	0	0	0	0	MN/DOT	A10
2007	13	TH 610	2771-33	MC	HEMLOCK LN TO JEFFERSON HWY IN MAPLE GROVE, RELOCATE GREAT RIVER ENERGY TOWERS & R/W ACQUISITION FOR UTILITY RELOCATION (2004 APPROPRIATIONS ACT)	4,000,000	0	0	0	250,000	0	MN/DOT	NC
2007		TH 610	2771-37A	MC	I-94 IN MAPLE GROVE TO CSAH 81 IN BROOKLYN PARK-PRELIMINARY ENGR, RW, & CONSTRUCTION (2005 APPROPRIATIONS ACT)	3,750,000	0	0	0	750,000	0	MNDOT	NC
2007		TH 62	2774-7264	BI	OVER VALLEY VIEW RD, TH 77, & 28TH AVE; UNDER PED AT 14TH AVE, PED AT 40TH AVE, & 43RD AVE; TH 121 UNDER PED AT 61ST IN EDINA, RICHFIELD, & MPLS-PAINT BRS 7264,7265,27021,27022,27521,27061,27535,27530, & 27524	1,165,000	0	0	0	1,165,000	0	MN/DOT	S19
2007		TH 65	0208-115	SC	AT CROSSTOWN BLVD (CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD & INTERCONNECT	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2007		TH 65	0208-122	TR	IN EAST BETHEL, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	0	200,000	MET COUNCIL - MT	E6
2007		TH 65	0208-123	MC	AT TH 242 IN BLAINE-CONSTRUCT INTERCHANGE, BRS 02050, 02051, 02052, ETC (SAPP PROJECT)	24,000,000	9,600,000	0	0	2,400,000	12,000,000	MN/DOT	NC

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2007		TH 7	1003-30	RS	FROM MACLEOD/CARVER CO LINE TO ST BONIFACIUS-BITUMINOUS MILL & OVERLAY, ROUNDABOUTS AT TH 25 & AT CSAH 10, ETC	4,350,000	3,480,000	0	870,000	0	MN/DOT	S10
2007		TH 999	1000-09	RW	NEAR TH 5/CO RD 18 IN THE CITY OF CHANHASSEN-CONSTRUCT 2 WETLAND MITIGATION SITES	750,000	0	0	750,000	0	MNDOT	O6
2007		TH 999	880M-AM-07	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2007	4,280,000	0	0	4,280,000	0	MN/DOT	NC
2007		TH 999	880M-BI-07	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2007	5,400,000	0	0	5,400,000	0	MN/DOT	S19
2007		TH 999	880M-CA-07	CA	METRO SETASIDE - CONSULTANT DESIGN -2007	8,000,000	0	0	8,000,000	0	MN/DOT	NC
2007		TH 999	880M-ITS-07	TM	METRO SETASIDE - ITS PROJECTS - FY 2007	500,000	0	0	500,000	0	MN/DOT	S7
2007		TH 999	880M-PF-07	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2007	40,000	0	0	40,000	0	MN/DOT	O6
2007		TH 999	880M-RB-07	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2007	100,000	0	0	100,000	0	MN/DOT	O6
2007		TH 999	880M-RS-07	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2007	3,300,000	0	0	3,300,000	0	MN/DOT	S10
2007		TH 999	880M-RW-07	RW	METRO SETASIDE - RIGHT OF WAY - FY 2007 (DOES NOT INCLUDE $7.5M FOR 65/242)	7,300,000	0	0	7,300,000	0	MN/DOT	NC
2007		TH 999	880M-RX-07	RX	METRO SETASIDE - ROAD REPAIR - FY 2007	4,600,000	0	0	4,600,000	0	MN/DOT	S10
2007		TH 999	880M-SA-07	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2007	16,000,000	0	0	16,000,000	0	MN/DOT	NC
2007		TH 999	880M-SC-07	SC	METRO SETASIDE - SAFETY CAPACITY PROJECTS - FY 2007	1,675,000	0	0	1,675,000	0	MN/DOT	NC
2007		TH 999	880M-TE-07	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) - FY 2007	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2007		TH 999	880M-TM-07	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2007	625,000	0	0	625,000	0	MN/DOT	NC

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2007		TH 999	880M-TR-07	TM	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2007	1,550,000	0	0	1,550,000	0	MN/DOT	S7
2007		TH 999	8825-113	SC	VARIOUS LOCATIONS ON THE I-94/I-494/I-694 RING, REPLACE CROSS-STREET AND RAMP SIGNING	1,115,000	892,000	0	223,000	0	MN/DOT	O8
2007		TH 999	8825-210	SC	METROWIDE-RELAMP ONE QUADRANT	400,000	0	0	400,000	0	MN/DOT	S18
2007		TH 999	8825-212	SC	METROWIDE-RELOCATE LIGHTING POLES	150,000	0	0	150,000	0	MN/DOT	S18
2007		TH 999	TRLF-RW-07	RW	REPAYMENT IN FY 2007 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,900,000	0	0	3,900,000	0	MN/DOT	NC
2008		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	2,356,250	1,885,000	0	0	471,250	MINNEAPOLIS	E2
2008		CMAQ	CM-1-03	TR	2008 TWIN CITIES REGIONAL FLEET EXPANSION: PURCHASE 21 TRANSIT BUSES TO EXPAND THE REGIONAL FLEET AND INCREASE TRANSIT SERVICE FOR OPT-OUT TRANSIT PROVIDERS.	7,975,000	6,380,000	0	0	1,595,000	MET COUNCIL - MTS	A10
2008		CMAQ	CM-12-03	TR	NEW EXPRESS COMMUTER SERVICE FROM LK ELMO/WOODBURY TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR I-94 E PARK/RIDE SERVICE EXPANSION	6,220,616	4,976,493	0	0	1,244,123	MET COUNCIL - MT	A10
2008		CMAQ	CM-14-03	TR	NEW EXPRESS COMMUTER SERVICE FROM BROOKLYN PK TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR NW CORRIDOR/SECTOR 8 SERVICE EXPANSION	6,220,616	4,976,493	0	0	1,244,123	MET COUNCIL - MT	A10

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CMAQ	CM-2-03A	TM	RTDM & COMMUTER ALTERNATIVES PROGRAMS INCLUDING FUNDS FOR METRO COMMUTER SERVICES, THE DOWNTOWN MPLS TMO, THE ST PAUL TMO, THE ST PAUL MIDWAY TMO, AND THE I-494 CORRIDOR COALITION	3,987,500	3,190,000	0	0	797,500	MET COUNCIL	AQ1
2008		CSAH 10	182-020-22	RC	ON BASS LAKE RD (CSAH 10) FROM ZEALAND AVE TO 1700 FT E IN NEW HOPE-RECONSTRUCT, TURN LANES, MEDIAN, PED/BIKE, ETC	1,793,360	1,434,688	0	0	358,672	NEW HOPE	E1
2008		CSAH 109	189-020-16	RC	ON WEAVER LK RD (CSAH 109) FROM I-94 TO VINEWOOD LN IN MAPLE GROVE, ECONSTRUCT AS 6-LANE DIVIDED RDWY WITH ADJACENT PED/BIKE	2,088,000	1,670,400	0	0	417,600	MAPLE GROVE	E2
2008		CSAH 116	02-652-05	RC	ON BUNKER LK BLVD (CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD (CSAH 52) FROM BUNKER LK BLVD TO CSAH 14 IN HAM LAKE AND BLAINE-RECONSTRUCT SEGMENTS FROM 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	7,975,000	6,380,000	0	0	1,595,000	ANOKA COUNTY	A10
2008		CSAH 13	82-613-22AC	RC	ON RADIO DR (CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD (CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH (AC PAYBACK)	4,927,680	4,927,680	0	0	0	WASHINGTON COUNTY	A10
2008		CSAH 152	27-752-18	BR	CEDAR AVE (CSAH 152) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90437	1,415,200	1,132,160	0	0	283,040	HENNEPIN COUNTY	S19
2008		CSAH 18	02-618-25	SH	ON CROSSTOWN BLVD (CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC	1,160,000	1,044,000	0	0	116,000	ANOKA COUNTY	S2
2008		CSAH 18	82-618-11	RC	ON 40TH ST N (CSAH 18) FROM TH 95 TO CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,072,760	3,258,208	0	0	814,552	WASHINGTON COUNTY	S10

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 19	27-090-14	EN	FROM MAPLE PARK IN MEDINA TO CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL (PHASE 2)	525,596	420,477	0	0	105,119	HENNEPIN COUNTY	O9
2008		CSAH 19	27-090-15	EN	FROM CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT CSAH 19 MULTI-USE TRAIL (PHASE 3)	472,236	377,789	0	0	94,447	HENNEPIN COUNTY	O9
2008		CSAH 19	82-619-14	EN	I-94 S FR RD IN WOODBURY TO LAKE ELMO PARK IN LAKE ELMO, RECONSTRUCT TRAIL ALONG CSAH 19 & CONSTRUCT TRAIL LINK S FR RD TO N FR RD AT I-94	261,000	208,800	0	0	52,200	WASHINGTON COUNTY	O9
2008		CSAH 22	27-622-03	BR	LYNDALE AVE (CSAH 22) OVER MINNEHAHA CREEK IN MPLS-REPLACE BR 90444	1,496,400	1,197,120	0	0	299,280	HENNEPIN COUNTY	S19
2008		CSAH 25	82-625-02	RC	ON CENTURY AVE (CSAH 25) FROM WOODBINE AVE TO VALLEY CREEK RD (CSAH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH, SIGNALS, ETC	4,099,150	3,279,320	0	0	819,830	WASHINGTON COUNTY	A10
2008		CSAH 3	27-603-43	BR	EXCELSIOR BLVD (CSAH 3) OVER MINNEHAHA CREEK IN ST. LOUIS PARK-REPLACE BR 90455	742,400	593,920	0	0	148,480	HENNEPIN COUNTY	S19
2008		CSAH 35	27-635-26	BR	PORTLAND AVE (CSAH 35) OVER HCRRA CORRIDOR IN MPLS-COUNTY REPLACE BR 90494	1,554,400	1,243,520	0	0	310,880	HENNEPIN	S19
2008		CSAH 42	19-642-42	RC	ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MGMT, ETC	7,975,000	6,380,000	0	0	1,595,000	DAKOTA COUNTY	A10
2008		CSAH 47	19-686-08	SH	ON NORTHFIELD BLVD (CSAH 47) AT 280TH ST (CSAH 86) IN SCIOTA & CASTLE ROCK TWP-INTERSECTION IMPROVEMENTS INCLUDING TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC	837,778	754,000	0	0	83,778	DAKOTA COUNTY	S2
2008		CSAH 65	62-665-44	RC	WHITE BEAR AVE FROM N OF RADATZ AVE TO N OF CO RD D IN MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	7,395,000	5,916,000	0	0	1,479,000	RAMSEY CO	E1

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		CSAH 86	70-686-01	RC	280TH ST E FROM TH 19 TO TEXAS AVE (CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	2,900,000	2,320,000	0	0	580,000	SCOTT COUNTY	E1
2008		I 35	1980-19842	BI	UNDER CSAH 70 IN LAKEVILLE-REPLACE BR 19842 (COST SHARING WITH DAKOTA COUNTY INTERCHANGE PROJECT)	1,000,000	0	0	1,000,000		MNDOT	NC
2008		I 35E	1982-136	SC	FROM NB I35E TO I-494 CD RD IN MENDOTA HEIGHTS & EAGAN-WIDEN & ADD LANE ON EXIT RAMP	300,000	0	0	300,000	0	MN/DOT	E3
2008	2	I 35E	6280-304AC2	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	42,600,000	42,600,000	0	0	0	MN/DOT	A10
2008		I 35E	8825-207	SC	ON I-35E FROM I-694 TO N JCT I-35/I-35W-REPLACE SIGNS	265,000	0	0	265,000	0	MN/DOT	O8
2008		I 35E	8825-209	SC	AT CSAH 96 IN WHITE BEAR LAKE, AT CR J & AT CSAH 14 IN LINO LAKES-REPLACE INTERCHANGE LIGHTING	210,000	0	0	210,000	0	MN/DOT	S18
2008		I 35W	1981-102	SC	FROM BURNSVILLE PKWY TO CSAH 42 IN BURNSVILLE-ELIMINATE SB LANE DROP & EXTEND SB LANE	1,000,000	0	0	1,000,000	0	MN/DOT	E1
2008	3	I 35W	2782-281AC1	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE (AC PAYBACK)	60,000,000	60,000,000	0	0	0	MN/DOT	A10
2008		I 35W	2782-290	SC	AT W 94TH ST RAMPS IN BLOOMINGTON-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2008		I 35W	2783-107	RS	MISSISSIPPI RIVER BR 9340 TO STINSON BLVD IN MPLS-BITUMINOUS OVERLAY, LIGHTING, GUARDRAIL, ETC	4,265,000	0	0	4,265,000		MNDOT	S10
2008		I 35W	2783-9340E	BI	OVER MISSISSIPPI RIVER IN MPLS-REPLACE OVERLAY, JOINTS, REPAIR ANTI-ICING, ETC ON BR 9340	3,000,000	0	0	3,000,000		MNDOT	S19

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		I 35W	6284-136	SC	INDUSTRIAL BLVD IN MPLS TO I-694 IN NEW BRIGHTON & ARDEN HILLS-REPLACE SIGNS	575,000	0	0	575,000	0	MN/DOT	O8
2008	10	I 494	8285-80AC5	MC	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2008		I 694	6285-130	RC	ON COUNTY DR FROM RICE ST TO TWIN LAKES BLVD IN LITTLE CANADA-GRADING, SURFACING, BR OVER I-694, ETC ($1.31M OF FY 2007 ACCESS MANAGEMENT FUNDS)	2,500,000	0	0	2,500,000	0	MN/DOT	S19
2008		I 694	8286-60	NO	ON THE E SIDE FROM 44TH ST N TO 46TH ST N IN OAKDALE-CONSTRUCT NOISE WALL	600,000	0	0	600,000	0	MN/DOT	O3
2008		I 94	2781-27715	BI	UNDER LYNDALE AVE NB, 4TH ST RAMP, 7TH ST N, & PLYMOUTH AVE IN MPLS-PAINT BRS 27715, 27781, 27782, &	4,000,000	0	0	4,000,000		MNDOT	S19
2008		MSAS 164	155-164-11	SH	ON FERNBROOK LN (MSAS 164) FROM 27TH AVE TO TH 55 IN PLYMOUTH-CHANNELIZATION, ADDITIONAL LANES, TRAFFIC SIGNAL, ETC	1,020,800	918,720	0	0	102,080	PLYMOUTH	S2
2008		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	1,450,000	1,160,000	0	0	290,000	EDINA	O9
2008		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE IN NININGER TO EXISTING TRAILS IN HASTINGS-CONSTRUCT EASTERN SEGMENT OFMISS RIVER REGIONAL TRAIL	870,000	696,000	0	0	174,000	DAKOTA CO	O9
2008		PED/BIKE	27-090-12	BT	OVER THE MISSISSIPPI RIVER AT 29TH ST IN MPLS-CONSTRUCT PED/BIKE BRIDGE ON INPLACE CP RR BRIDGE & APPROACHES	2,030,000	1,624,000	0	0	406,000	HENNEPIN COUNTY	AQ2

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		PED/BIKE	82-090-01	EN	ON HARDWOOD CREEK REGIONAL TRAIL IN FOREST LAKE-CONSTRUCT PED/BIKE BRIDGE 82523 OVER CSAH 2 (BROADWAY AVE)	794,600	635,680	0	0	158,920	WASHINGTON COUNTY	O9
2008		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	1,450,000	1,160,000	0	0	290,000	MPLS PARK/REC BOARD	O9
2008		PED/BIKE	92-090-29	EN	OVER CSAH 15 (MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE 82524 & APPROACHES	1,044,000	835,200	0	0	208,800	DNR	O9
2008		RR	19-00135	SR	CP@210TH ST W, LAKEVILLE-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	27-00272	SR	CP@W 111TH ST, BLOOMINGTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	62-00194	SR	MNNR@4TH ST., WHITE BEAR LAKE-UPGRADE CIRCUITRY	87,000	78,300	0	0	8,700	MN/DOT	S1
2008		RR	62-00195	SR	MNNR@8TH ST NW, NEW BRIGHTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	62-00197	SR	UP@WITHAM AVE, ST. PAUL-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008		RR	62-00198	SR	MNNR@LONG LAKE RD., ROSEVILLE-INSTALL CANTILEVERS & GATES	290,000	261,000	0	0	29,000	MN/DOT	S1
2008		RR	70-00117	SR	UP@ATWOOD ST, SHAKOPEE-INSTALL SIGNALS	174,000	156,600	0	0	17,400	MN/DOT	S1
2008		TH 10	0215-64	SC	AT 7TH AVE RAMPS IN ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2008	1	TH 12	2713-83AC2	MC	CO RD 6 TO WAYZATA BLVD-CONSTRUCT INTERCHANGES, ETC (AC PAYBACK)	7,200,000	7,200,000	0	0	0	MN/DOT	A10
2008		TH 12	2714-139	RS	0.5 MI W OF WAYZATA BLVD TO 0.5 MI E OF I-494-BITUMINOUS MILL & OVERLAY	4,685,000	0	0	4,685,000		MNDOT	S10

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2008		TH 169	2750-57	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC (AC PROJECT-PAYBACK IN 2009 & 2010)	43,320,000	0	0	27,456,000	6,864,000	9,000,000	MN/DOT	A10
2008		TH 169	2750-57UG	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES 27R18, 27R19, 27R20, 27R21, 27R22, 27R23, 27R24, 27X08, PARK/RIDE, ETC (URBAN GUARANTEE PORTION-AC PROJECT-PAYBACK IN 2009)	7,500,000	0	0	6,000,000	1,500,000	0	MN/DOT	A10
2008		TH 21	7002-41	SC	AT 2ND ST NW IN NEW PRAGUE-REBUILD TRAFFIC	200,000	0	0	0	200,000	0	MN/DOT	E2
2008	9	TH 212	1017-12AC2	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY (BAP PAYBACK)	50,253,000	50,253,000	0	0	0	0	MN/DOT	A10
2008		TH 212	2744-59	SC	AT SINGLE TREE LANE IN EDEN PRAIRIE-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	100,000	100,000	MN/DOT	E2
2008		TH 36	6212-148RW	RW	OVER LEXINGTON AVE IN ROSEVILLE-RIGHT OF WAY NECESSARY FOR REPLACING BR 5723 & RECONSTRUCTING INTERCHANGE	2,000,000	0	0	0	2,000,000	0	MN/DOT	O4
2008		TH 36	8214-9115	BR	EB TH 36 OVER TH 95, REPLACE BR 9115	2,000,000	1,600,000	0	0	400,000	0	MN/DOT	S19
2008		TH 47	0205-86	NO	ON THE E SIDE FROM 73RD AVE NE TO OSBORNE RD NE IN FRIDLEY-CONSTRUCT NOISE WALL	900,000	0	0	0	900,000	0	MN/DOT	O3
2008		TH 52	1905-9425A	BI	OVER CANNON RIVER, UNDER CSAH 88, AND OVER VERMILLION RIVER IN DAKOTA CO-REPAIR BRS 9425, 9426, 19033; REPAIR & PAINT BR 9488	2,360,000	0	0	0	2,360,000		MNDOT	S19

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All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 52	1907-68	SH	FROM INVER GROVE TRAIL TO CLARK RD IN INVER GROVE HTS-CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC ($950,000 OF FY 2007 ACCESS MANAGEMENT FUNDS & $100,000 OF SC FUNDS INCLUDED)	2,575,000	1,044,000	0	1,531,000	0	MN/DOT	S2
2008		TH 52	1908-73	SC	LOTHENBACH AVE IN W ST PAUL, REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2008		TH 55	2722-72	RS	EB FROM CSAH 116 IN MEDINA TO OLD ROCKFORD RD IN PLYMOUTH & WB FROM CSAH 116 IN MEDINA TO FERNBROOK IN PLYMOUTH-BITUMINOUS MILL & OVERLAY	1,935,000	0	0	1,935,000		MNDOT	S10
2008		TH 61	1913-61	EN	TH 61 (VERMILLION ST) HISTORIC RETAINING WALL REHAB IN HASTINGS-REPAIR & REBUILD 0.27 MI OF WALL ALONG TH 61	266,800	213,440	0	53,360	0	MN/DOT	O9
2008		TH 61	6222-154	SC	AT FROST AVE/PARKWAY DRIVE IN MAPLEWOOD-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2008		TH 61	8207-57	RS	0.5 MI S OF N JCT TH 97 TO TH 8 IN FOREST LAKE-BITUMINOUS MILL & OVERLAY, ETC	2,050,000	0	0	2,050,000		MNDOT	S10
2008		TH 65	0207-80	SC	OSBORNE RD IN SPRING LAKE PARK, REBUILD TRAFFIC	260,000	0	0	130,000	130,000	MN/DOT	E2
2008		TH 65	0208-125	SC	FROM BUNKER LAKE BLVD TO ISANT-ANOKA CO LINE IN BLAINE, HAM LAKE, & EAST BETHEL-SIGNING	495,000	396,000	0	99,000	0	MN/DOT	O8
2008		TH 7	2706-212	SC	AT AQUILA ST IN ST LOUIS PARK-ACCESS CLOSURE, ACCELERATION LANE, TRAFFIC SIGNAL REVISION, ETC ($250K-SC,$50K-TRAF PRES)	350,000	0	0	300,000	50,000	MN/DOT	E1
2008		TH 95	8208-32	RS	CSAH 18 (BAILEY RD) IN WOODBURY/AFTON TO TH 61 IN COTTAGE GROVE/DENMARK TWP-BITUMINOUS MILL & OVERLAY	2,830,000	0	0	2,830,000		MNDOT	S10
2008		TH 97	8201-15	RS	I-35 IN COLUMBUS TWP TO TH 95 IN NEW SCANDIA TWP-BITUMINOUS MILL & OVERLAY	3,085,000	0	0	3,085,000		MNDOT	S10

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $		AC $	State $	Other $	Agency:	AQ:
2008		TH 999	2700-46	RW	NE QUADRANT OF CR 92 & CR 11 IN INDEPENDENCE-CONSTRUCT WETLAND	215,000	0	0	0	215,000	0	MNDOT	O6
2008		TH 999	880M-ACM-08	SC	METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2008	2,200,000	0	0	0	2,200,000	0	MN/DOT	NC
2008		TH 999	880M-AM-08	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2008	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2008		TH 999	880M-BI-08	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2008	2,000,000	0	0	0	2,000,000	0	MN/DOT	S19
2008		TH 999	880M-CA-08	CA	METRO SETASIDE - CONSULTANT DESIGN -2008	8,000,000	0	0	0	8,000,000	0	MN/DOT	NC
2008		TH 999	880M-ITS-08	TM	METRO SETASIDE FOR ITS PROJECT FOR FY 2008	500,000	0	0	0	500,000	0	MN/DOT	S7
2008		TH 999	880M-PF-08	RB	METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2008	40,000	0	0	0	40,000	0	MN/DOT	O6
2008		TH 999	880M-RB-08	RB	METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2008	100,000	0	0	0	100,000	0	MN/DOT	O6
2008		TH 999	880M-RS-08	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2008	13,400,000	0	0	0	13,400,000	0	MN/DOT	S10
2008		TH 999	880M-RW-08	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2008	11,900,000	0	0	0	11,900,000	0	MN/DOT	NC
2008		TH 999	880M-RX-08	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2008	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2008		TH 999	880M-SA-08	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2008	16,000,000	0	0	0	16,000,000	0	MN/DOT	NC
2008		TH 999	880M-SC-08	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2008	640,000	0	0	0	640,000	0	MN/DOT	NC
2008		TH 999	880M-TE-08	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION ($100K FOR SIGNALS, $300K FOR GUARDRAIL, $500K FOR HYDRAULICS)	900,000	0	0	0	900,000	0	MN/DOT	NC

TABLE A-20
All Projects by Route Number

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA $	AC $	State $	Other $	Agency:	AQ:
2008		TH 999	880M-TM-08	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2008	175,000	0	0	175,000	0	MN/DOT	NC
2008		TH 999	880M-TR-08	TM	METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2008	2,000,000	0	0	2,000,000	0	MN/DOT	S7
2008		TH 999	8825-208	SC	VARIOUS LOCATIONS METROWIDE-UPDATE SIGNAL STANDARDS	100,000	0	0	100,000	0	MNDOT	S18
2008		TH 999	8825-211	SC	METROWIDE-RELAMP IN ONE QUADRANT	400,000	0	0	400,000	0	MN/DOT	S18
2008		TH 999	TRLF-RW-08	RW	REPAYMENT IN FY 2008 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,900,000	0	0	3,900,000	0	MN/DOT	NC
				Totals		1,643,169,522	8,456,000		372,493,300			
							727,859,038	342,953,670		160,666,614		

Appendix B.
Conformity Documentation
Of the *2006-2008 Transportation Improvement Program* to the 1990 Clean Air Act Amendments

The United States Environmental Protection Agency's (USEPA's) *40 CFR PARTS 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rules* for determining conformity to state or federal implementation plans of transportation plans, programs, and projects funded or approved Under Title 23 U.S.C. or the Federal Transit Act (Conformity Rule), requires the Metropolitan Council to prepare a conformity analysis of the region's *2004 Transportation Policy Plan* (plan) adopted in December 2004 and the *FY 2006-2008 Transportation Improvement Program* (TIP). A conformity analysis was prepared for the plan and approved by the USEPA on February 1, 2005. Based on the air quality analysis, the Council must determine the conformity of the TIP to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. This appendix describes the procedures used to perform the analysis on the TIP and lists the findings and conclusions to support the Metropolitan Council's (Council) determination that the TIP conforms to the requirements of the CAAA. The Minneapolis/St. Paul Seven-County Metropolitan Area and Wright County CO maintenance area is designated as in conformity for federal CO standards by the USEPA. A map of the Twins Cities Area CO maintenance area is attached as Exhibit 1.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the 2006-2008 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2006-2008 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.

CONTENTS

I. CONFORMITY OF THE 2006-2008 TRANSPORTATION IMPROVEMENT PROGRAM

FINDINGS AND CONCLUSIONS

A. Pursuant to Section 93.110 of the Conformity Rule, the Council reviewed the TIP and certifies that it conforms to the recent estimates of mobile source emissions based on the most current transportation models using population, employment, travel and congestion forecasts:

1. The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. 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.

2. The published source of socioeconomic data is in the Metropolitan Council's *2030 Regional Development framework*. 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. These forecasts were used in the 2006-2008 TIP. They are the latest Council socio-economic forecasts.

B. The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (Mn/DOT) and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation.

C. A quantitative analysis of CO emissions impact of the regionally significant projects listed in the TIP using the latest emission estimation model, was prepared. The analysis included the projects listed in Tables B-2 through B-5. The maintenance plan for the regional CO Maintenance Area was revised in December 2004 and approved by the USEPA effective January 24, 2005. The revision established a new motor vehicle emissions budget. The analysis shows that daily CO emissions in tons/day for the milestone years of 2010, 2020 and 2030 are below the new regional CO motor vehicle emissions budget (see Table B-1). .

D. No regionally significant projects are planned or programmed for the City of New Prague. 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 the Metropolitan Council's seven-county planning jurisdiction.

E. Exempt projects not included in the regional air quality analysis were identified and classified in accordance with the USEPA guidance in Section 93.126 of the Conformity Rule.

F. The quantitative analysis includes all known federal and nonfederal regionally significant projects as defined in Section 93.101 of the Conformity Rule.

G. The TIP addresses the requirements of the TEA-21 metropolitan planning rule 23CFR part 450, Section 450.324 and Section 93.108 of the Conformity Rule, to be fiscally constrained. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.

H. The Council 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 for the region.

I. All 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.

J. The status of major transit projects programmed are provided in the 2006-2008 TIP

K. 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.

L. The plan includes the 2006-2008 Transportation Improvement Program projects.

RESPONSES TO THE CRITERIA IN THE EPA TRANSPORTATION CONFORMITY RULE

1.Consistent with the long-range transportation comprehensive plan	The 2030 Transportation Policy Plan is the comprehensive transportation plan for the Metropolitan Council.
2.Consistent with the State Implementation Plan (SIP) for Air Quality	The plan does not conflict with the implementation of the SIP.
3. Status of all Transportation Control Measures (TCP's) officially adopted as part of the SIP	Section V in Appendix B describes the status of the TCP's listed in the SIP.
4.The TIP is based on the most recent planning estimates adopted by the Council	The TIP air quality modeling is based on the most current Council socioeconomic data used in the Council's *2030 Regional Development Framework.*
5. The TIP's air quality analysis uses the most recent USEPA approved air quality models.	The CO emission estimates in Table B-1 of Appendix B were developed using MOBILE 6.2, the latest EPA approved air quality model. A description of the models used in the air quality analysis is in Section III of the appendix and samples of the modeling outputs are in Exhibit B-2.
6. Demonstrates that regional emissions resulting from implementation of projects of regional significance are less than those in the regional emissions budget established by the emissions inventory	The results of the TIP's air quality modeling shown in Table B-1 demonstrates that future CO emissions will remain below the submitted emissions budget, if the regionally significant projects listed in the plan are built.
7.Includes emissions from nonfederal funded regionally significant project in the plan emission analysis.	All regionally significant projects are included in the analysis regardless of funding source.
8. Appropriately classify TIP projects as exempt from needing regional emissions	Exempt projects listed in the 2006-2008 TIP tables are identified and categorized using the

analysis , or in a category in which they may need a hotspot analysis	codes listed in Exhibit B-3 of Appendix B.
9. The TIP is fiscally constrained	The TIP is fiscally constrained over its forecast period.
10. Leads to no increases in the number or severity of violations at any monitored site currently violating federal air quality standards.	The TIP air quality modeling demonstrates that CO emissions will remain below the emissions budget. Further, there have been no officially measured violations of the CO standards at any regional monitored site since 1991.
11. Demonstrates it meets public involvement requirements of TEA-21.	The TIP meets the TEA-21 public involvement requirements. Public involvement activities relative to the adoption of the TIP are listed in Section IV of Appendix B. The notice of proposed action by the Transportation Advisory Board (TAB) and the Council to adopt the plan were announced in regular Council publication of meeting notices and on its web site. The MPCA comments to the public hearing draft document is attached to the document circulated for public comments. Public involvement is guided by a Citizen Participation Plan in Appendix D of the plan.
13. Include all Title 23 (FHWA) and Transit Act (FTA) projects	All Title 23 and FTA projects are listed in the TIP.
14. Identify all projects which have received National Environmental Policy Act (NEPA) approval, but have not progressed within three years.	There are no projects which have received NEPA approval and have not progressed within three years.

II. EMISSION REDUCTIONS IN THE TWIN CITIES CARBON MONOXIDE MAINTENANCE AREA

The USEPA in response to a MPCA request, redesignated the Twin Cites 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 2010, 2020 and 2030. The results of the emissions analysis is shown in Table B-1. A description of the methods and models used to prepare the CO calculations are in Section III of this appendix.

TABLE B-1
CO EMISSION BUDGET CONFORMITY TEST
PLAN ACTION SCENARIOS DAILY CO EMISSIONS FOR ANALYSIS MILESTONE YEARS 2010, 2020, 2030 (Short Tons/day)

NETWORK	2010	2020	2030
BASELINE EMISSIONS BUDGET (MVEB)	1,961	1,961	1,961
ACTION (BUILD) SCENARIO	1,311	1,122	1,171
CO EMISSIONS BELOW THE EMISSIONS BUDGET	650	839	790

III. DESCRIPTION OF EMISSION ESTIMATION MODEL AND ANALYSIS METHODOLOGY, ASSUMPTIONS

A. 2030 TRANSPORTATION POLICY PLAN; ADOPTED DECEMBER 15, 2004

Pursuant to Sections 93.118 and 93.119 of the Conformity Rule, the Council has reviewed the TIP document. Based on this review, the Council finds that the TIP related CO emissions are below the submitted MVEB and contribute to daily emissions reductions consistent with Sections 93.118 and 93.119 for the analysis milestone years 2010, 2020 and 2030. The following are the descriptions of the emissions budget test used in the emissions analysis to comply with the Conformity Rule.

The networks used in the computer modeling analysis described in Section IV (F) of this Appendix are the future transportation systems for each analysis year. They are developed from all:

- in-place regionally significant highway or transit facilities, services, and activities;

- 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 (2005-2008), or;
  - have completed the NEPA process.

Projects used in the year 2010 network (Table B-2) is a revised network of the 2010 action scenario projects listed in Appendix B of the TIP for Scenario B and other regionally significant projects expected to be completed by 2010 and open to traffic. The projects used in the Action Scenarios for the years 2010 -2020 and 2030 networks are listed in Tables B-2 through B-5. All regionally significant projects are included in the scenarios regardless of funding sources. The networks for the 2010, 2020 and 2030 analysis years "action scenarios" were developed by adding regionally significant projects or making the changes by moving projects from one action scenario to another as warranted by changes to the status in the timing of a project, or changes in projected funding availability. It is anticipated that a resolution of the total funding available to the region for the TIP programming period may not be resolved until just prior to the TIP adoption. For the purposes of the public review process, several scenarios are used for the MVEB test. The scenario B is the result of moving the I-35W 66th Street to 42nd Street "Crosstown" project from the 2010 to the 2020 travel forecasting network. The move is assumed to be a worst case adjustment to the current Mn/DOT Metro District's Ten Year Major Project Schedule to accommodate a funding shortfall should one occur. Scenario A assumes no changes to the schedule of individual projects listed in the major projects list.

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 MVED for the region. A MVED daily emissions budget for the region. is 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 for Scenarios A and B remain below the MVEB for the analysis milestone years 2010, 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 on going 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 as transit oriented development along transit corridors. The strategies will pursue alternative methods such as congestion pricing to reduce congestion and the rate of growth of vehicle miles traveled 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 approval of the 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.

4. Extensive CO air quality emissions modeling by the MPCA and 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 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.

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.

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.

B. TRANSPORTATION IMPROVEMENT PROGRAM HIGHWAY PROJECTS

EPA Transportation Exempt Projects

Pursuant to the Conformity Rule, the projects in the 2006-2008 TIP and listed in the plan, were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, or are regionally significant projects and must 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, FHWA, the Council and MnDOT. The exempt air quality classification codes used in the "AQ" column of project tables of the TIP are listed in Exhibit B-3. 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.

C. REGIONALLY SIGNIFICANT PROJECTS

Regionally significant projects, as defined in Section 93.101 of the Conformity Rules, were identified and assigned to the appropriate horizon year for the plan air quality analysis. Projects assigned to each scenario analysis year are assumed to be completed and open for operation by the year indicated.

Tables B-2 through B-4 lists the planned projects included in the air quality analysis as part of the "Action Scenario" for the milestone years 2010, 2020 and 2030.

D. WRIGHT COUNTY AND THE 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 city are part of the Seven County Metropolitan Area, Wright County and New Prague projects are not part of the Seven-County regional transportation model or emissions modeling. 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. Four Wright County projects were included in the regional air quality analysis. The construction of 9.32 miles of four- lanes (from two lanes) on TH25 from TH55 in Monticello to I-94 in Buffalo in Wright County and its emission estimates were added to the results of the 2010 Action Scenario analysis. Approximately eight miles of TH 55 is planned to be widened to four lanes from Buffalo to Rockford and a new Mississippi River crossing south of Clearwater were added to the 2020 Action Scenario analysis. The construction of four-lanes on TH 55 from Annandale to Buffalo was added to the 2030 network.

Table B–2
Regionally Significant TIP Projects
2010 Action Scenario

Route	Description	Agency	MN/DOT Project Number/Comments
CSAH 8	ON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES - RECONSTRUCT TO 4-LANE ROADWAY, PARK/RIDE	WASHINGTON COUNTY	82-608-07
TH 12	CO RD 6 TO WAYZATA BLVD – RECONSTRUCT TH 12 WITH INTERCHANGES AT COUNTY ROAD 6 AND AT WAYZATA BLVD.	MN/DOT	2713-83
CSAH 13	ON RADIO DR (CSAH 13) FROM SOUTH OF PIONEER DR/AFTON RD. TO SOUTH OF BAILY RD(CSAH 18) – RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH	WASHINGTON COUNTY	82-813-22
CSAH 17	ON LEXINGTON AVE FROM MAIN ST TO PHEASANT RIDGE DR - RECONSTRUCT & WIDEN TO 4-LANE ROADWAY	ANOKA COUNTY	02-617-13
CSAH 25	ON CENTURY AVE(CSAH 25) IN FROM WOODBINE AVE TO VALLEY CREEK RD(CASH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH SIGNALS,ETC.	WASHINGTON COUNTY	82-625-02
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MN/DOT	8605-44
CR 28	TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HEIGHTS - CONSTRUCT 4-LANE ROADWAY	DAKOTA COUNTY	19-596-03
CSAH 42	ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MANAGEMENT, ETC.	DAKOTA COUNTY	19-642-42
CSAH 60	CSAH 60 & CSAH 21 FROM KENYON AVE IN LAKEVILLE TO E OF THE CREDIT RIVER IN SCOTT CO - RECONSTRUCT TO 4-LN RDWY	DAKOTA COUNTY	19-660-05
TH 61	VICINITY OF ST PAUL PARK - RECONSTRUCT, INTERCHANGE, FR RDS, BRS	MN/DOT	8205-100 ; Part of Wakota Bridge project
CSAH 61	NORTH OF BREN RD TO SOUTH OF CSAH 3 - RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	27-661-34
CSAH 70	ON CSAH 70 FROM 0.6 MILE WEST OF I-35 TO 0.4 MILE OF I-35 IN LAKEVILLE –RECONSTRUCT INTERCHANGE AT 1-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-670-08

Table B – 2 (continued)
Regionally Significant TIP Projects
2010 Action Scenario

CSAH 78	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER - RECONSTRUCT TO 4 LANES, SIGNALS	ANOKA COUNTY	02-678-16
CSAH 101	TH 7 TO CSAH 5 IN MINNETONKA - RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	27-701-10
CSAH 116	ON BUNKER LAKE BLVD.(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD (CSAH 52) FROM BUNKER LAKE BLVD TO CASH 14 IN HAM LAKE AND BLAINE- RECONSTRUCT SEGMENTS FROM 2-LANE RURAL TO 4-LANE DIVIDED RDWY, TRAIL, ETC	ANOKA COUNTY	02-652-0
TH 149	FROM WESCOTT RD TO TH 55 IN EAGAN- RECONSTRUCT FROM EXISTING 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY. PED/BIKE PATH, TRAFFIC SIGNAL, ETC.	EAGAN	178-010-02 178-010-02L
TH 169	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK - CONSTRUCT INTERCHANGE, BR, PARK/RIDE	MN/DOT	2750-57
TH 169	AT ANDERSON LAKES PKWY. IN BLOOMINGTON - CONSTRUCT INTERCHANGE	MN/DOT	2776-02
TH 169	AT PIONEER TRAIL IN BLOOMINGTON, CONSTRUCT INTERCHANGE	MN/DOT	2776-02
TH 212	CSAH 4 IN HENNEPIN CO TO CR 147 IN CARVER CO – CONSTRUCT NEW FREEWAY	Mn/DOT	-
I- 35E/I-694	WEST OF JCT. WITH I-694 TO EAST OF JCT WITH 1-694, GRADING, SURFACING, BRIDGES,WEAVE CORRECTION, ADD 3RD LANE	MN/DOT	6280-317, 6280-304 "Unweave the weave"
I- 35W	66TH ST TO 42nd ST. – GRADING, SURFACING, BR IDGE AND HOV LANE AND ON TH 62 FROM XERXES AVE. TO PORTLAND AVE. – RECONSTRUCT, HOV LANES	MN/DOT	2782-281 "Crosstown"
I- 94	MCKNIGHT RD TO TH 120, GRADING, ADD 3RD LANE	Mn/DOT	6283-133
I- 494	TH 212 TO TH 55, GRADING, SURFACING, ADD 3RD LANE EACH DIRECTION	Mn/DOT	2785-304
I- 494	WAKOTA BRIDGE FROM TH 61 TO TH 56 - REPLACE BRIDGE AND ADD LANE IN EACH DIRECTION	MN/DOT	"Wakota Bridge"
TH 610	REALIGN CSAH 81 IN THE VICINITY OF TH 610 - GRADING,SURFACING ,BRIDGE	MN/DOT	2771-31
TH 610	AT ZACHARY LANE - CONSTRUCT OVERPASSES, PARK/RIDE	MN/DOT	2771-32
CITY	ON 4TH AVE FROM 20TH ST TO 2ND ST- RECONSTRUCTION & CONST ENG	NEWPORT	98-080-14 Part of Wakota Bridge project
CITY	ON 7TH AVE IN SAINT PAUL PARK - RECONSTRUCT	MN/DOT	184-108-01 Part of Wakota Bridge project

Table B- 3
Regionally Significant TIP Projects
2020 Action Scenario

Route	Description	Agency	Mn/DOT Project Numbers – comments
TH 36	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HTS- REPLACE BR 4654 & APPROACHES (STAGE 1)	MN/DOT	8217-12 "Stillwater Bridge"
I- 35E	FROM I-94 TO MARYLAND AVE, REPLACE CAYUGA BRIDGE, CONNECT PHALEN BLVD	Mn/DOT	6280-308
I- 35W	AT LAKE ST IN MPLS, RECONSTRUCT, ADD INTERCHANGE	MN/DOT	2782-278
TH 55	FROM BUFFALO IN WRIGHT COUNTY TO ROCKFORD ; WIDEN TO 4-LANES	Mn/DOT	-
TH 100	FROM 36TH AVENUE TO CEDAR LAKE ROAD – ADD 3RD LANE,RECONSTRUCT	MN/DOT	2734-33
TH 610	US 169 TO I-94; BUILD 4-LANE FREEWAY	Mn/DOT	-
I- 494	TH 55 TO I- 94 - CORRIDOR IMPROVEMENTS, ADD HOV/MIXED USE LANE, BUS SHOULDERS	Mn/DOT	2785-330
I-694	FROM I-35W TO LEXINGTON AVENUE – ADD 3RD LANE, MODIFY INTERCHANGE AT TH 10/51	MN/DOT	-

Table B– 4
Regionally Significant TIP Projects
2030 Action Scenario

Route	Description	Agency	Mn/DOT Project Numbers - Comments
TH 41	TH 169 TO TH 212 – NEW RIVER CROSSING AND CONSTRUCT 4-LANE ROAD	Mn/DOT	-
TH 61	REPLACE WITH 4 LANE BRIDGE ON US 61 OVER THE MISSISSIPI RIVER AT HASTINGS	Mn/DOT	-
TH 252	73RD AVE TO TH 610 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-35W	ADDITION OF A HOV LANE ON I-35W FROM 46TH ST. NORTH TO DOWNTOWN MPLS., ALONG WITH THE LAKE ST. ACCESS PROJECT	Mn/DOT	-
I- 35E	MARYLAND TO I- 694 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I- 35E	TH 110 TO TH 55 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I- 494	TH 77 TO TH 100 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS FROM EAST BUSH LAKE RD. TO 34TH AVE.	Mn/DOT	-
I- 694	FROM EAST OF LEXINGTON AVE. TO JUNCTION I-35E ; GRADING, SURFACING , ADD 3RD LANE	Mn/DOT	-
I- 694	E JCT I-35E to TH36 – CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-

E. TRAVEL FORECASTING AND TRAFFIC ASSIGNMENT DOCUMENTATION

The traffic forecasts used to calculate the CO emissions listed in Table B-1 are based on the most recent socioeconomic data prepared by the Council for the 2030 Regional Framework. The following provides a summary of the traffic forecast models used in the air quality analysis. Detailed technical information on the models are 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.

Highway Model Network

Travel analysis zones (TAZ's) are used in the traffic modeling process as the 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 additions, the TAZ system forms the geographic framework for coding highway and transit networks. Each TAZ is linked to all others by the highway network. Inside the core seven counties, 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. An example of a TAZ is a shopping mall. A mall has a homogeneous commercial land use that attracts people to work or shop. Another type of TAZ produces person-trips generated in proportion to the number of households, type of household, size of household, and an income variable such as the number of automobiles that each household has available on a daily basis for trip-making.

The 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 or enter the system without being associated with the local land use. In other words, one end of the trip is outside 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. The rebuilt network is based on data from the 2000 regional Travel Behavior Inventory (TBI).

To reflect some key parameters for related transportation modeling, such as typical speeds by location in the region, the network links are relate to geographical area types of Rural, Developing, Developed, Residential Core, Business Core and Outlying Business Center.

Area types are used to create a matrix by facility types. Facility types are categories of roads which operate in a similar manner. These facility types are:

1. Metered Freeway
2. Unmetered Freeway
3. Metered Ramp
4. Unmetered Ramp
5. Divided Arterial
6. Undivided Arterial
7. Collector
8. HOV
9. Centroid Connector
10. HOV Ramp

The Geographic Information System (GIS) software was used to assign default speed based on 2000 Travel Behavior Inventory (TBI) highway speed survey data and capacity values for all the network links. In this process, area type polygons are created that automatically identify all the links inside of the polygon. The area type value is automatically assigned to the link. Figure 1 illustrates the flow of the trip demand models used in the trip distribution model.

The Trip Generation Model

The Trip Generation Model produces productions and attractions for each transportation analysis zone based on the population, number of households, employment level and socio-economic characteristics of each zone. The model was calibrated through the use of the 2000 Travel Behavior Inventory Home Interview Survey.

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 production, as defined by the regional network and zone system.

The model generates the number of person trips that are anticipated to be made between any two zones in the regional model on an average weekday, regardless of mode. The model was calibrated through the use of the 2000 Travel Behavior Inventory Home Interview Survey which provided a database of observed daily trips.

Mode Choice Model

The Mode Choice Model applies a logic model to home-based work, home-base other and non-home based trips. In addition, non-home based trips are further divided into work-related and non-work related. Home-based University of Minnesota trips are dealt with separately, using the work model. The model is uses different parameters to estimate peak versus off-peak mode choices. As in the past, the model estimates Transit, SOV and HOV trips. In addition, the model, as updated by the 2000 Travel Behavior Inventory estimates walk and bicycle trips.

The mode choice models use the travel times and costs of the highway and transit systems to estimate the proportion of trips which are allocated to the transit system, single occupancy vehicle trips and high occupancy vehicle trips.

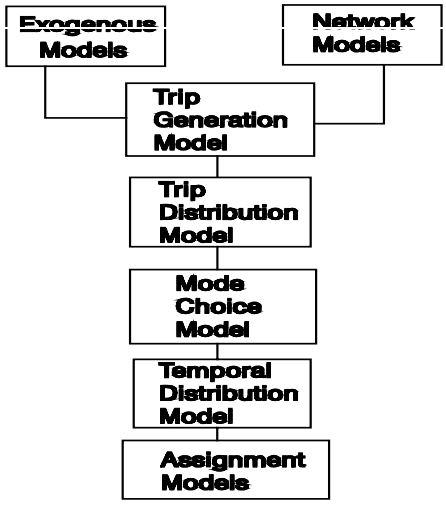
Temporal Distribution Model

The Temporal Distribution Model splits the daily trip tables into 24 time segments to replicate the peak hours, peak period and off-peak travel periods.

Assignment Model

The Assignment model distributes vehicle trips onto the highway system through a capacity restrained equilibrium method. Capacity on the highway system, in proportion to the volume of travel assigned to each link in an iteration, results in a decrease in speed on the link. The relationship between volume and capacity was adjusted for certain facility types based on 2000 Travel Behavior Inventory Highway Speed Survey data, rather than solely using the default Bureau of Public Roads ratios.

FIGURE 1
GENERAL FLOW DESCRIPTION OF THE TRIP GENERATION MODELS



F. AIR QUALITY MODELING

A regional air quality analysis s prepared using the MOBILE 6.2. 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 K-3. The daily mobile source Carbon Monoxide air pollution was calculated based on emission factors from MOBILE 6.2 (in grams per vehicle mile), vehicle miles of travel (VMT) aggregated by county and road facility type. Travel on Centroid connectors, and intrazonal travel also are accounted for by the model. 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-1 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 transportation 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 types of projects.

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

METROPOLITAN AREA FORECAST SUMMARY

	1990	2000	2010	2020	2030
Population	2,288,729	2,642,062	3,005,000	3,334,000	3,608,000
Households	875,504	1,021,459	1,198,000	1,362,000	1,492,00
Employment	1,272,773	1,563,245	1,816,000	1,990,000	2,124,000

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

IV. CONSULTATION

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 Citizen Participation Plan. The Citizen Participation Plan is in Appendix D of the 2030 Transportation Policy Plan and complies with the public involvement process as defined in 23 CFR 450.316(b) and the most current revisions to the USEPA conformity rules.

In addition to the Citizen 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 the plan. Solicitation of comments on the TIP is done by notice of a public hearing and providing 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 be 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 through out 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 and the FHWA. The following is a list of interagency meetings held and scheduled to consult during the preparation and adoption of the plan

document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

DATE	ACTIVITY
March 2005	The Council, MPCA , FHWA and MnDOT (Interagency Conformity Work Group) accept conformity review schedule , identified exempt projects and their classification. TIP revision procedures and identify conformity review issues to be addressed.
April 2004	Members of work group review draft of Appendix B (conformity documentation) prior to mailing draft 2006-2008 TIP to TAC Funding and Programming Committee.
April 14, 2005	Draft Appendix B and TIP mailed to TAC Funding and Programming Committee
April 21, 2005	TAC Funding and Programming Committee recommends to the TAC forwarding draft TIP to the TAB for the purposes of conducting public comment period.
July 2005	Interagency Conformity Work Group reviews comments received on the draft Appendix B and provides suggested revisions to TAC Funding and Programming Committee.
July 21, 2005	TAC Funding and Programming Committee completes comments on final TIP and forwards to TAC.
August 3, 2005	TAC takes action on the final TIP and forwards to TAB.
August 17, 2005	TAB reviews recommended changes to TIP proposed by the TAC and adopts TIP to be forwarded to the Council for its action.
August 22, 2005	Council Transportation Committee reviews final TIP and accepts recommendation to the Council for its action.
September 14, 2005	Council Approves TIP and forwards to Mn/DOT to be incorporated in the State Transportation Implementation Plan.

V. CONFORMITY TO THE SIP AND TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCM's)

Pursuant to the Conformity Rule, the Council reviewed the plan and certifies that the plan conforms 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 ongoing and funded. Table B-7 is a summary and status of the TSM's found in the Transportation Air Quality Control Plan that describes the status of each TSM. There are no TSM projects remaining to be completed. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future.

There are no fully adopted regulatory new TSM's nor fully funded non-regulatory TSM's that will be implemented during the programming period of the TIP. There are no prior TSM's that were adopted since November 15, 1990, nor any prior TSM's that have been amended since that date.

Table B-7 lists 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 CO monitoring site. 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.

Table B-7
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
Vehicle Inspection/Maintenance (listed in Transportation Control Plan as a TSM Strategy)	
• Establish VIM Program	• Program became operational in July 1991.and was terminated in December 1999
Exclusive Bus/Carpool Lane	
• I-35W Bus/Metered Freeway Project	• Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W and I-394. In March, 2002 a revised metering program became operational . • The 2030 Transportation Policy Plan calls for a BRT on I-35W
• Reserved transit lanes in 3rd Ave. distributor in Minneapolis	• 3rd Ave. distributor project including exclusive bus/carpool lanes was completed in 1992. Auto circulation has been enhanced by installing a system of electronic signage.
Alternative Fuels or Engines	
• Gasohol demonstration project	• Council implemented an alternatives fuel testing program for buses in 1992; completed in 1996. In 2002 tested a biodiesel blend. The Council has purchased 3 hybrid buses for service on Nicollet Mall and evaluation. All the buses are in regular service. • 20 more hybrid buses will be added to the regional fleet by 2009.
Cold Start Emissions Reductions	
• Auto plug-in program for cold-start reductions	• The measure was studied and found not to be feasible.
Staggered Work Hours	
• Variable work hours implemented by various agencies	• City, county and state employees have flex time programs available. Other employers allow flextime and help support van and carpooling programs. These programs are actively promoted and financially supported by employers.
Improved Public Transit	
• Reduced Metro Transit fares	• Special marketing concepts such as Metro Pass were implemented in 1998 and targeted to employers and SOV users fare concepts and programs to increase

Table B-7
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
	ridership continue to be introduced and tested by Metro Transit.
• Metro Transit Downtown Fare Zone	• Special reduced fares for Mpls. and St. Paul downtowns implemented and ongoing.
• Community Centered Transit	• "Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs are now in operation.
• Flexible Transit	• Alternative transit modes such as dial-a-ride introduced to provide specialized transit service in lower density urban areas. Hiawatha LRT opened from downtown Mpls. to the Mega Mall via the MSP airport
• Total Community Service Demonstration (elderly, persons with disabilities service)	• An accessible route service implemented in addition to ongoing Metro Mobility service.
• Responsiveness in Routing and Scheduling	• Transit agencies have implemented active planning and communication programs with communities such as restructuring of transit service through a regional Transit Redesign program. Reverse commute service between Minneapolis CBD and suburban major employers being implemented. Bus service along Hiawatha LRT rerouted to link with LRT stations
• CBD Parking Shuttle	• Shuttle service incorporated with the CBD regular route special fare zone.
• Simplified Fare Structure	• Council implemented a simplified fare structure that consists of a base rate with a rush hour and express service supplemental rates. Structure further revised in 1996. Fare structure and collection system is being replaced with a seamless smartcard system designed to collect fares for bus, LRT and commuter rail transit services in 2004
• Bus Shelters	• Established ongoing program of installing and retrofitting bus shelters with ADA access.
• Rider Information	Region-wide transit information is available through CBD Transit Stores, the Council's web site and a computerized phone system.
• Transit Marketing	• Transit marketing is ongoing and remains an integral part of transit planning and the provision of services by the Council.
• Cost Accounting Transit Performance Funding	• Operation computer models developed to monitor and assess transit costs and develop performance measures.
• Transit Maintenance Program	• New maintenance garage facility in St . Paul became operational in 2001.

Table B-7
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
• "Real-time" Monitoring	• ITS "real time" programs implemented on I-394 corridor. New transit operations center opened in 2000 and regional Traffic Management Center operated by Mn/DOT in 2003.
• Park and Ride	• Joint Metro Transit-Mn/DOT program for the planning and construction of park-and-ride facilities throughout the region funded through a "Team Transit" program, federal, state and regional funding sources. Transit service coordinated with construction of suburban park and ride facilities. A regional park-and-ride plan will be adopted by the Council in 2005.
Area-wide Carpool Programs	
• Expand Existing Area-wide Shared-ride Programs	• Commuter Services (rideshare) program is actively marketed by the Council. And a van pool program was added in 2002.
On-street Parking Controls	
• Enforcement of Parking Idling and Traffic Ordinances	• Ongoing enforcement aggressively pursued by Mpls. and St. Paul.
Park and Ride/Fringe Parking	
• CBD Fringe Parking Programs in Mpls. and St. Paul	• Mpls. and St. Paul implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations.
Pedestrian Malls	
• Nicollet Mall (Mpls.)	• Nicollet Mall pedestrian friendly renovations and extension completed. Street level passenger waiting areas built into new buildings on the mall.
• Pedestrian Facilities/skyway Systems	• Extension of Mpls. Skyway system to the fringe parking in the 3rd Ave. distributor is completed.
• CBD Housing and Related Pedestrian Way	• Mpls. and St. Paul are promoting the expansion of street level commercial uses and affordable housing as part of aggressive CBD redevelopment strategies to create more urban villages and transit supportive land uses in the CBD area.
Employer Programs for Transit, Paratransit and Bicycles	
• Shared-ride Programs Implemented and Underway in the Metropolitan Area	• Program designed to continually expand the number of Twin Cities employers supporting van and carpool programs and participating in Minnesota Rideshare

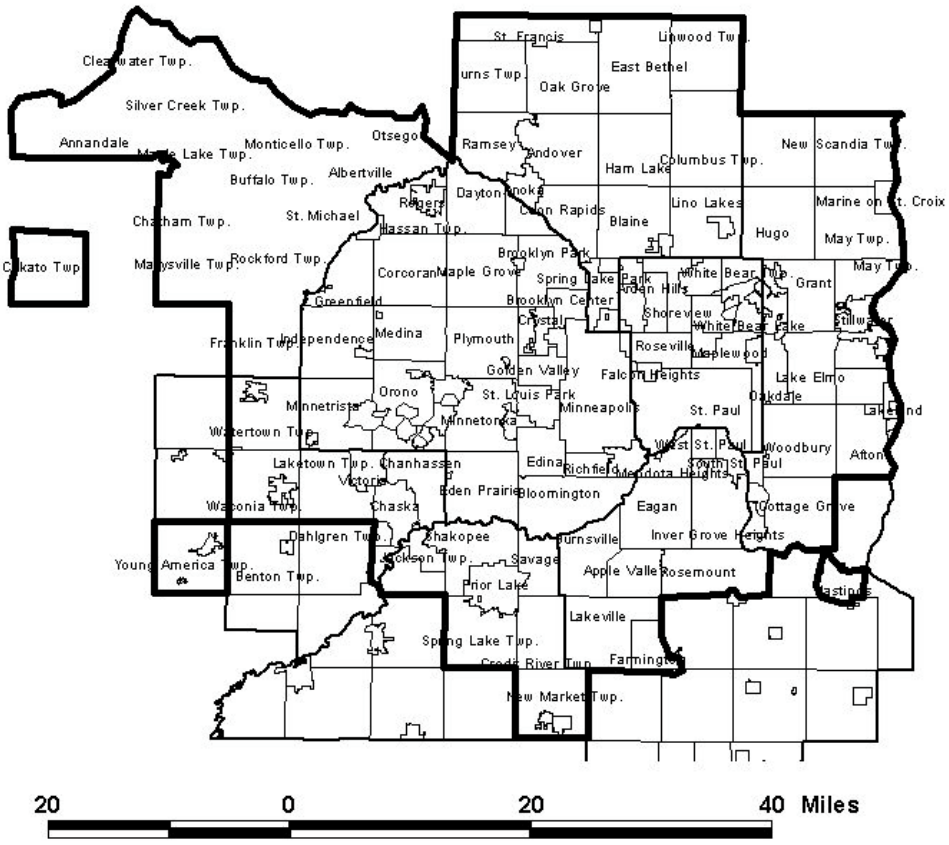
Table B-7
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
	program. Ongoing technical assistance is provided by the Council to implement local TSM programs. Collaboration formed with Clean Air Minnesota to promote awareness of increasing regional ozone problem and to promote volunteer program for emission reduction strategies for ozone precursors.
	Transportation Management Organizations established in the downtowns of Minneapolis, St. Paul and on the I-494 Strip in Bloomington.
Bicycle Lanes and Storage	
• Bicycle Facilities Implemented by Various Cities in Metropolitan Area	• Provisions for bicycle parking are included in fringe parking facilities for downtown Minneapolis. TEA-21 and regional transit capital funds are used to develop bicycle facilities such as trails and bike storage areas. First segments of the Midtown Greenway in Mpls. open to bike and pedestrian traffic –summer 2000. A regional bikeway map is under development.
Traffic Flow Improvements	
• Minneapolis Computerized Traffic Management System	• Minneapolis system installed. New hardware and software installation completed in 1992. System has be significantly extended since 1995 using CMAQ funding
• St. Paul Computerized Traffic Management System	• St. Paul system completed in 1991.
• New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul	• 3rd Ave. distributor in Minneapolis with computerized signals completed. I-35E through the downtown St. Paul reconstructed. Messaging signage system installed to direct motorist to available parking.
• University and Snelling Avenues, St. Paul; traffic flow improvements	• Improvements completed in 1990 and became fully operational in 1991.

VI. EXHIBITS

This section contains the exhibits referenced in Sections III(B) and III(G)of this appendix.

Exhibit 1
Twin Cities Carbon Monoxide Maintenance Area



Based on Federal Register Notice November 6, 1991

Exhibit 3

Samples of MOBILE 6.2 Input and Output Files for 2010 Analysis Milestone Year

MOBILE 6.2 Input Command Set for 2010

```
************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                           *
* Input file: TIP2010.IN (file 1, run 1).                              *
************************************************************************
*****************************************************
** Definition of General Parameters
*****************************************************

* Reading Registration Distributions from the following external
* data file: 04REGDAT.MN
  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.36     21.54     28.56     23.32     10.51     0.820     0.704
1.576     20.38    19.535
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.44     18.32     24.36     19.86      7.29     0.777     0.668
1.431     10.62    16.528
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     17.21     19.17     25.47     20.77      6.69     0.727     0.627
1.262      9.44    17.229
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                             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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
-----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.36     21.54     28.56     23.32     10.51     0.820     0.704
1.576     20.38    19.535
  ------------------------------------------------------------------------------------------------
-----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.74     18.65     24.79     20.21      6.96     0.752     0.648
1.349     10.09    16.793
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  Hennepin freeway - 67.0 mph
* File 1, Run 1, Scenario 6.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                67.0     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

                    Calendar Year:  2010
                             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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.36     21.54     28.56     23.32     10.51     0.820     0.704
1.576     20.38    19.535
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.35     18.21     24.23     19.74      8.40     0.847     0.727
1.669     12.00    16.506
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # #
*  Ramsey freeway - 66.4 mph
* File 1, Run 1, Scenario 8.
* # # # # # # # # # # # # # # # # # # # # # # # #
  M 96 Warning:
                66.4     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

                    Calendar Year:  2010
                             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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
-----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.36     21.54     28.56     23.32     10.51     0.820     0.704
1.576     20.38    19.535
  ------------------------------------------------------------------------------------------------
-----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.44     18.30     24.36     19.84      9.02     0.884     0.758
1.794     12.62    16.624
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.55     21.67     28.68     23.45     10.26     0.817     0.702
1.566     19.60    19.656
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     17.21     19.17     25.47     20.77      6.69     0.727     0.627
1.262      9.44    17.229
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                             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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.36     21.54     28.56     23.32     10.51     0.820     0.704
1.576     20.38    19.535
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.87     18.80     24.98     20.37      6.81     0.741     0.639
1.312      9.84    16.915
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     19.55     21.67     28.68     23.45     10.26     0.817     0.702
1.566     19.60    19.656
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                            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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     18.07     20.12     26.71     21.79      7.09     0.722     0.623
1.245      9.00    18.076
  ------------------------------------------------------------------------------------------------
----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                     Calendar Year:  2010
                             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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
-----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     21.74     23.18     30.09     24.94      7.39     0.784     0.674
1.454     10.71    21.038
  ------------------------------------------------------------------------------------------------
-----------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # #
*  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

                    Calendar Year:  2010
                           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: 0.001       Alcohol Blend Market Share: 0.977
   Ether Blend Oxygen Content: 0.001     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:    0.3540    0.3855    0.1314              0.0357    0.0003    0.0019
0.0856    0.0054    1.0000
  ------------------------------------------------------------------------------------------------
-----------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     16.36     18.30     24.58     19.90     19.95     1.492     1.263
3.842     22.67    17.246
  ------------------------------------------------------------------------------------------------
-----------------------
```

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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 2005-2008 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.

<u>SAFETY</u>

<u>MASS TRANSIT</u>

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 CRF 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) 0-9
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.

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 2006-2008 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.

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