

**ANNUAL IMPLEMENTATION REPORT  
FOR FEDERAL FISCAL YEAR 2005**

**ON**

**REGIONALLY SOLICITED AND FEDERALLY FUNDED  
TRANSPORTATION IMPROVEMENT PROJECTS AND  
PROGRAMS**

**in the**

**TWIN CITIES METROPOLITAN AREA**

Transportation Advisory Board  
390 N. Robert Street  
St. Paul, MN 55101

**June 2006**  
**Publication No. 35-06-036**



Accurate as of September 30, 2005, except where noted otherwise.

## INTRODUCTION

This is the Implementation Report for Federal Fiscal Year (FFY) 2005. Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the Transportation Advisory Board (TAB) and the Metropolitan Council have prepared reports on the region's activities in these programs for all federal fiscal years beginning with 1992. The purpose of the document is to report the status of projects selected by the TAB and the Metropolitan Council through its regional solicitation for federally funded transportation projects, which was initiated under ISTEA in 1993 and has been conducted biannually since 1995. Projects selected through this process are included in the Region's Transportation Improvement Program (TIP) and included in the State Transportation Improvement Program (STIP) by Mn/DOT.

This document reports on regionally-solicited projects that were authorized or dropped since the FFY 2004 report, or that remain in the TIP. **All policies, facts, figures and dates in this report reflect actions as of September 30, 2005, except the sunset dates and federal cost cap amounts shown under the "Current Information" column of the project tables – which are current as of the date of this report – or where otherwise noted.**

The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) for the Minneapolis/St. Paul urban area, and is responsible for continuing, comprehensive and cooperative ("3C") transportation planning in the seven-county region. Through the TAB, the Metropolitan Council is required by the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to oversee the allocation of federal funds for transportation projects. SAFETEA-LU replaces the previous law TEA-21 and was signed by the President on August 10, 2005. It continues many of the provisions in TEA-21 but with some refinements and additions including an emphasis on safety for highway users, workers, and pedestrians. While SAFETEA-LU had been passed by the end of FFY 2005, the projects in this report were all developed under the requirements set by TEA-21.

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

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

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

Year	STP		CMAQ		TEP		Total	
	No. of Projects	Federal Amount	No. of Projects	Federal Amount	No. of Projects	Federal Amount	No. of Projects	Federal Amount
1993	15	\$24,616,718	7	\$4,457,860	N/A	N/A	22	\$29,074,578
1994	36	\$66,932,000	12	\$14,000,000	30	\$10,024,260	78	\$90,956,260
1995	16	\$47,769,920	10	\$8,209,863	9	\$4,517,640	35	\$60,497,423
1997	17	\$49,431,760	5	\$8,915,498	14	\$8,015,904	36	\$66,363,162
1999	25	\$70,926,400	28	\$87,933,068	27	\$17,312,735	80	\$176,172,203
2001	15	\$46,515,632	9	\$27,603,342	11	\$8,606,400	35	\$82,725,374
2003	15	\$51,380,600	7	\$29,905,160	17	\$9,112,800	39	\$90,398,560
Total	139	\$357,573,030	78	\$181,024,791	108	\$57,589,739	325	\$596,187,560

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

There are four primary sets of tables in this report:

1. Accepted Projects (Tables 1 through 6): These tables list all of the projects under the applicable program selected through the regional solicitation process and programmed in the region’s TIP. These tables show the status of the projects, the original program year and funding amount, and the current sunset date and federal cost cap amount. Projects in these tables with a sunset date of September 30, 2005 that had not been dropped met their sunset date requirements within 90 days of this date but had not been authorized in FFY 2005.
2. Authorized Projects (Tables 7 and 8): The first table shows the amount of federal funds originally authorized throughout the history of the program since the passage of ISTEA. Table 8 lists all of the regionally-solicited projects that were authorized by Mn/DOT in federal fiscal year 2005. Local projects receive funding authorization from Mn/DOT after plans, specifications, cost estimates and right-of-way have been approved. State projects receive funding authorization when Mn/DOT advertises the project for bids. These tables indicate the number and value of projects implemented in a given federal fiscal year. If a project is authorized in a given year and not let within 90 days, Mn/DOT may “de-authorize” the project.
3. Dropped Projects (Table 9): This table lists all of the regionally-solicited projects that were dropped from the TIP during the given federal fiscal year, and the reasons why the projects were dropped, if known.

## STP/CMAQ/TEP PROJECT POLICIES

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

The overall guidance for project selection and administration is provided in the solicitation for federal funds that is prepared and distributed every two years. Projects selected through the 2003 solicitation were programmed in 2007 and 2008 and added to the 2005-2008 Transportation Improvement Program for the Twin Cities Metropolitan Area (TIP) and now appear in the 2006-2008 TIP. The policies are reviewed after each solicitation so, while many are the same as past and present years' policies, the policies cited in this report are unique to the 2003 solicitation.

In FFY 2005, the TAB released the 2005 solicitation. The TAC and TAB made the following changes to the criteria and policies for this most recent solicitation. At the end of FFY 2005, all applications had been received and were being reviewed under the revised criteria.

### **Changes in Federally-Funded Project Policies and Criteria for the 2005 Regional Solicitation**

The following significant policy and criteria changes were made for the 2005 Regional Solicitation:  
Policy Changes:

1. Replaced the Affordable Housing performance score criterion in all categories with a new criterion that asks how the transportation project supports the production or preservation of affordable and life-cycle housing.
2. Clarification of ineligibility of projects currently in the TIP and assumed to be fully-funded, unless the project submitted has independent utility from the project listed in the TIP.
3. Air quality: Utilization of new AQ model (MOBILE6) and addition of measures of reduction in precursors to ozone, including nitrogen oxide (NOx) and volatile organic compound (VOC) emissions. Previously the air quality criteria measured only the reduction in emissions of carbon monoxide (CO).
4. In the CMAQ category, limit the selection of projects along a transitway or along a congestion pricing corridor to one project per transitway/corridor per solicitation round.

## OBSERVATIONS/ISSUES

### **1. Criteria for Meeting Sunset Dates and Sunset Date Extensions.**

The TAC Funding and Programming Committee and the Transportation Advisory Board adopted new sunset date extension criteria and new criteria for meeting the sunset date. In its action on October 20, 2004, the TAB adopted the following policy:

- Project sponsors are expected to meet their program year.
- The Sunset Date is March 31 following the program year.
- Begin new sunset date with the 2007/2008 projects.

- There will be only one Sunset Date Extension granted.
- The Sunset Date Extension can be up to one year only.
- This process will be evaluated in one year. This could be a stepping-stone to the eventual removal of the sunset date entirely.
- Projects receiving a sunset date extension will not receive an inflationary cost increase in their cost cap beyond their original program year. If, however, the construction cost index decreases in the year of the extension, the cost cap will be reduced to reflect the lower cost index. The cost cap may never be adjusted below the original amount of federal funds programmed for the project.
- A sunset date extension process will exist for projects that come across “unique circumstances” that prevent them from delivering their projects on time.
- “Sunset Criteria” and “Procedure to Request a Sunset Date Extension” revisions are found in Appendix B and C.

## ACCEPTED STP/CMAQ/TEP PROJECTS

This chapter describes and documents the status of accepted projects. An "accepted" project is one that has been included in the regional TIP developed by the TAB and concurred with by the Metropolitan Council. All the projects in tables 1, 2 and 3 of this report are in the 2006-2008 TIP.

The tables in this section identify each project by its state project number, include a brief description of each project and the funding breakdown. The tables also include the project's original funding amounts, the original program year approved by the TAB, and its sunset date. Mn/DOT may change the requested program year of some projects to stay within federally mandated fiscal constraints. For this reason, the original program year approved by the TAB that appears in the tables in this document may not agree with the year shown in the 2006-2008 TIP. Action by TAC and TAB can change sunset dates. The "Federal \$ Cost Cap" refers to the amount of federal dollars available to the project as of year-end 2005, adjusted on an annual basis for inflation by the Minnesota Highway Construction Cost Index.

### Surface Transportation Program

Under the policies and criteria adopted by the TAB, STP Urban Guarantee funds are generally available for roadway construction and reconstruction, capacity improvement projects, safety improvement projects, bikeway and walkway projects, transit capital projects, transportation system and demand management projects, and intelligent transportation systems. Roadway construction projects are restricted to principal arterials of non-freeway design and "A" minor arterials as defined by the TAB. "A" minor arterials are broken down into four categories. These are "relievers" that provide direct relief for traffic on major highways, "expanders" that provide a way to make connections between developing areas outside the interstate ring, "connectors" that provide connections among town centers in the urban reserve, staging and rural areas within the 7-county region, and "augmenters" that augment the principal arterials within the interstate ring or beltway. Approximately \$114.6 million in federal funds in 36 STP projects are programmed in the 2006-2008 TIP, as shown in Table 1.

### Congestion Mitigation and Air Quality Improvement Program

The TAB is responsible for selecting projects that are to be partially financed with CMAQ funds and built or implemented within the Twin Cities carbon monoxide non-attainment area. CMAQ projects must be designed to relieve congestion and reduce carbon monoxide emissions. Funds are available for a variety of eligible projects and programs as defined by the U.S. Department of Transportation. There are two types of CMAQ categories under which projects are considered during the biennial solicitation. These are transit expansion and transportation demand management and system management (TDM/TSM). Table 2 shows 20 accepted CMAQ projects totaling nearly \$50 million in federal funds.

### Transportation Enhancement Program

Mn/DOT conducted the first solicitation for Transportation Enhancement projects in 1993, and the TAB has solicited for Enhancement projects since then. Only the twelve activities defined as eligible for Transportation Enhancement Program funding are eligible under the TAB process. Proposed projects must be related to the surface transportation system to be eligible. Table 3 lists 33 accepted Transportation Enhancement projects programmed through 2008 with a total federal cost of \$21.2 million.

**TABLE 1**  
**Surface Transportation Program – Accepted Projects as of 9/30/05**

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Ramsey Co.	62-623-41	Augmenter	Reconstruct County Road C from Snelling Av. to Oxford St. (1) (4)	\$1,600,000	\$400,000	\$2,000,000	2001	3/31/2005	\$2,099,840
Hennepin Co.	27-619-17	Connector	CSAH 19 - Reconstruct as two-lane road from TH 55 to CR 117. (2) (4)	\$3,984,000	\$996,000	\$4,980,000	2001	9/30/2005	\$5,228,602
Carver Co.	10-610-30	Connector	Reconstruct CSAH 10 from CR 110 to CSAH 11 (3)	\$4,160,000	\$1,040,000	\$5,200,000	2004	9/30/2006	\$5,512,832
Washington Co.	82-608-07	Connector	Reconstruct CSAH 8/14 from I-35E to TH 61 (4)(5)	\$3,600,000	\$900,000	\$4,500,000	2004	9/30/2005	\$4,249,440
Richfield	157-020-019	Augmenter	Reconstruct the 66th St. and Portland Av. Intersection (3)	\$1,680,000	\$420,000	\$2,100,000	2004	9/30/2006	\$2,226,336
North St. Paul	151-248-013	Principal	Reconstruct TH 36 from Third St. to Charles St. including bridge on Margret St. over TH 36 (6)	\$5,500,000	\$2,500,000	\$8,000,000	2004	9/30/2006	\$7,288,600
Minneapolis	141-090-018	Bike/Walk	Northeast Minneapolis Trail. (3)	\$1,686,400	\$421,600	\$2,108,000	2004	9/30/2006	\$2,234,817
Bloomington	107-399-29	Reliever	W. 79th St. from Fremont Ave. to Blaisdell Ave.- Reconstruct, Widen, Turn Lanes, Traffic Signal, etc.	\$3,503,520	\$875,880	\$4,379,400	2005	9/30/2006	\$4,155,525
Anoka County	02-614-24	Connector	On CSAH 14 from I-35W to I-35E in Centerville & Lino Lakes-Reconstruct, Signals, etc.	\$5,500,000	\$1,500,000	\$7,000,000	2005	9/30/2006	\$6,523,550
Minneapolis	141-090-21	Bike/Walk	Along the Dinkytown Rail Corridor from Oak St. to Mississippi River-U of M Transitway Trail (Phase 3)	\$640,000	\$160,000	\$800,000	2005	9/30/2006	\$759,104
Minneapolis	141-090-22	Bike/Walk	Royalston Ave. to W. River Pkwy in Mpls-Cedar Lake Trail (Phase 3)	\$2,160,000	\$540,000	\$2,700,000	2005	9/30/2006	\$2,561,976
Minneapolis	141-080-30	AHED	Heritage Park Van White Memorial Blvd. - Bridge, Lighting, Signals, Ped/Bike Facilities, Etc., (TEA-21 AHED Project)	\$1,250,000	\$1,350,000	\$2,600,000	2005	9/30/2006	\$1,482,625
Bloomington	107-020-51	Reliever	On E Bush Lk Rd from Gr Valley Dr to 84th & on 84th from E Bush Lk Rd to 8500 84th-Geometric, Traffic Control, Traffic Mgmt, etc. Improvements	\$3,493,152	\$873,288	\$4,366,440	2006	9/30/2007	\$4,143,228
Hennepin County	27-701-13	Expander	On CSAH 101 from S of 14th Ave. to 30th Ave. in Plymouth-Reconstruct, Signals, etc.	\$4,560,000	\$1,140,000	\$5,700,000	2006	9/30/2007	\$5,408,616

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PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Anoka County	02-678-16	Expander	On CSAH 78 from S of TH 242 in Coon Rapids to N of CSAH 116 in Andover-Reconstruct to 4 Lanes, Signals, etc.	\$4,000,000	\$1,000,000	\$5,000,000	2006	9/30/2007	\$4,744,400
Hennepin County	27-601-35	Expander	On CSAH 1 from W of W Jct. CSAH 4 to E of E Jct. CSAH 4 in Eden Prairie-Reconstruct, Signals, etc.	\$2,560,000	\$640,000	\$3,200,000	2006	9/30/2007	\$3,036,416
Anoka County	02-612-11	Expander	On CSAH 12 from TH 65 to E of CSAH 52 in Blaine-Reconstruct, Signals, etc.	\$2,400,000	\$600,000	\$3,000,000	2006	9/30/2007	\$2,846,640
Washington County	82-615-20	Connector	On CSAH 15 from TH 36 to 0.3 mi N of CSAH 12 in Washington Co.-Reconstruct, Signals, etc.	\$4,080,000	\$1,020,000	\$5,100,000	2006	9/30/2007	\$4,839,288
Mn/DOT	2750-57	Principal	On TH 169 S of CSAH 81 to N of CSAH 109 in Brooklyn Park-Construct Interchange, Bridges, Park/Ride, etc.	\$5,500,000	\$18,300,000	\$23,800,000	2006	9/30/2007	\$6,523,550
Metropolitan Council	TRS-TCMT-05DB ('06)	Transit	2006 T & TD Regional Fleet Expansion-Purchase Buses	\$1,400,000	\$1,919,000	\$3,319,000	2006	9/30/2007	\$1,660,540
Anoka Co.	02-651-04	Reliever	CSAH 51 (University Avenue, Coon Rapids/Blaine) reconstruct 0.5 miles from 92nd Avenue to CSAH 10 with a center median, turn lanes, etc.	\$1,720,000	\$430,000	\$2,150,000	2007	3/31/2008	\$1,905,760
Coon Rapids	114-010-14	Expander	Reconstruct CSAH 78 (Hanson Boulevard)/TH 10 interchange (Coon Rapids) to single-point diamond, replace TH 10 bridge, and 0.39 mile segment of CSAH 78.	\$5,500,000	\$2,730,000	\$8,230,000	2007	3/31/2008	\$6,094,000
Dakota Co.	19-670-08	Expander	CSAH 70 and I-35 interchange reconstruction in Lakeville: reconstruct 1.0 mile of CSAH 70 to 4-lane divided highway and bridge over I-35 with bike trails, relocated frontage roads, and expanded park and pool lot.	\$5,500,000	\$6,000,000	\$11,500,000	2007	3/31/2008	\$6,094,000



**TABLE 1**  
**Surface Transportation Program – Accepted Projects as of 9/30/05**

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Eagan	195-010-07	Expander	TH 149 Reconstruction (Eagan): reconstruct TH 149 from the existing two lane undivided highway to a four lane divided highway with a raised center median, bike/pedestrian path and new traffic signal at TH 149 and Wescott Road between TH 55 and Wescott Road (2.4 miles).	\$5,500,000	\$1,900,000	\$7,400,000	2007	3/31/2008	\$6,094,000
St. Paul Public Works	164-090-09	Bike/Walk	Ayd Mill Road Bicycle/Pedestrian Trail (St. Paul): construct an off road bicycle and pedestrian trail along the east side of the CP railroad from Syndicate Street at Ashland Avenue to Victoria Street at Benhill Road/Pleasant Avenue with extensions north and south totaling 2.4 miles.	\$1,100,000	\$275,000	\$1,375,000	2007	3/31/2008	\$1,218,800
Anoka Co.	02-652-05	Reliever	CSAH 116 (Bunker Lake Boulevard) and CSAH 52 (Radisson Road) Reconstruction (Ham Lake and Blaine): Reconstruct portions of 2.6 mile segments from TH 65 to CSAH 14 from two-lane rural facilities to four-lane, divided, urban facilities with a trail on one side of both roadways.	\$5,500,000	\$1,501,000	\$7,001,000	2008	3/31/2009	\$6,094,000
Washington Co.	82-613-21	Expander	Reconstruct CSAH 13 (Radio Drive, Woodbury) 1.9 miles from 0.25 miles south of Pioneer Drive/Afton Road to 0.12 miles south of CSAH 18 from 2-lane rural roadway to 4-lane divided highway with separated pedestrian/bicycle path.	\$4,248,000	\$1,062,000	\$5,310,000	2008	3/31/2009	\$4,706,784
Maple Grove	189-020-16	Expander	CSAH 109 (Weaver Lake Road, Maple Grove) reconstruct as six-lane divided roadway 0.5 miles from I-94 to Vinewood Lane, reconstruct parallel bike/pedestrian paths, etc.	\$1,440,000	\$360,000	\$1,800,000	2008	3/31/2009	\$1,595,520

**TABLE 1**  
**Surface Transportation Program – Accepted Projects as of 9/30/05**

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Washington Co.	82-618-11	Connector	CSAH 18 (40th Street North, Afton) reconstruct 4.25 miles from TH 95 to CSAH 21 to accommodate 10-ton loads and add 8-foot paved shoulders.	\$2,808,800	\$702,200	\$3,511,000	2008	3/31/2009	\$3,112,150
Scott Co.	70-686-01	Connector	CSAH 86 (280th Street East, New Market Township) reconstruct 3.25 miles from TH 19 to CSAH 27 to current standards, widen and pave shoulders, and provide turn and bypass lanes.	\$2,000,000	\$500,000	\$2,500,000	2008	3/31/2009	\$2,216,000
Ramsey Co.	62-665-44	Augmenter	White Bear Avenue Reconstruction (Maplewood): reconstruct 0.7 mile segment of White Bear Avenue and adjacent street connections from north of Radatz Avenue to north of County Road D from four lanes to six lanes with left turn lanes.	\$5,100,000	\$1,275,000	\$6,375,000	2008	3/31/2009	\$5,650,800
Washington Co.	82-625-02	Augmenter	Reconstruct CSAH 25 (Century Avenue, Woodbury) 1.25 miles from Woodbine Avenue to CSAH 16 (Valley Creek Road) from a 2-lane roadway to a 4-lane divided roadway with separated pedestrian/bicycle paths and traffic signal at CSAH 25 and CSAH 16.	\$2,827,000	\$706,800	\$3,533,800	2008	3/31/2009	\$3,132,316
New Hope	182-020-22	Augmenter	Reconstruct CSAH 10 (Bass Lake Road, New Hope) 0.32 miles from Zealand Avenue to 1,700 feet east, including turn lanes, median, signals, and bicycle/pedestrian walkway, etc.	\$1,236,800	\$309,200	\$1,546,000	2008	3/31/2009	\$1,370,374
Dakota Co. and Scott Co.	19-642-42	Principal	CSAH 42 (Burnsville and Savage): supporting roadway connection, relocation and reconstruction, extension of six-lane section and access management 1.5 miles from Glendale Road to CSAH 5.	\$5,500,000	\$3,450,000	\$8,950,000	2008	3/31/2009	\$6,094,000

**TABLE 1**  
**Surface Transportation Program – Accepted Projects as of 9/30/05**

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Hennepin Co. Transit and Comm. Works	27-090-12	Bike/Walk	29th Street Greenway over Mississippi River (Minneapolis and St. Paul): construct bikeway bridge over the Mississippi River on the existing CP railroad bridge plus improve approaches on both sides.	\$1,400,000	\$350,000	\$1,750,000	2008	3/31/2009	\$1,551,200
<b>Total</b>				<b>\$114,637,672</b>	<b>\$58,146,968</b>	<b>\$172,784,640</b>			<b>\$134,976,909</b>
(1) These projects were deferred to FY 2003 to help balance the TIP.									
(2) This project was deferred from 2003 to 2004 as an adjustment for adding the Ford Bridge project back into the TIP.									
(3) These projects were deferred to program year 2005 to help balance the TIP in 2001.									
(4) These projects met their sunset date requirements but funds had not been authorized prior to September 30, 2005.									
(5) This project did not receive a federal cost cap adjustment for 2005 because it was authorized in October, 2005 and so received the cost index for the previous calendar year. Since it was not authorized as of September 30, 2005, it is included in this table.									
(6) This project was deferred from 2004 to 2005 as an adjustment for adding the Ford Bridge project back into the TIP.									

**TABLE 2**  
**Congestion Mitigation Air Quality – Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Metro Transit	90-595-05	Construct Rice St. transit hub/park and ride lot. (1)	\$2,000,000	\$500,000	\$2,500,000	2004	9/30/2006	\$2,360,800
Metro Transit	TRS-TCMT-05B	Sector 5A western St. Paul service expansion. (2)	\$1,329,728	\$332,432	\$1,662,160	2005	9/30/2006	\$1,762,156
Metro Transit	TRS-TCMT-05A	Sector 5B - Hiawatha corridor service expansion plan. (2)	\$1,649,466	\$412,367	\$2,061,833	2005	9/30/2006	\$2,185,872
Metro Transit	TRS-TCMT-05	Sector 5C south I-35W corridor service expansion plan. (2)	\$1,987,373	\$496,843	\$2,484,216	2005	9/30/2006	\$2,633,667
Metropolitan Council T&TD	CM-23A	2005 T & TD Regional Fleet Expansion-Purchase Large & Small Feeder Passenger Vehicles	\$2,750,000	\$687,500	\$3,437,500	2006	9/30/2007	\$3,261,775
Southwest Metro Transit Comm	91-595-18	Near TH 101/TH 212-Passenger Station, Park/Ride, Stalls, etc.	\$1,320,000	\$330,000	\$1,650,000	2006	9/30/2007	\$1,565,652
Metropolitan Council T&TD	TRS-TCMT-05DA	2006 T & TD Regional Fleet Expansion-Purchase Buses	\$2,600,000	\$650,000	\$3,250,000	2006	9/30/2007	\$3,083,860
Metro Transit	CM-15	Twin Cities Metro Transit-Purchase 40-foot Buses	\$476,000	\$119,000	\$595,000	2006	9/30/2007	\$564,584
Metropolitan Council	CM-25A	Regional TDM & Commuter Alternatives Program (2006)	\$1,905,000	\$476,250	\$2,381,250	2006	9/30/2007	\$2,259,521
Minneapolis	CM-36A	Downtown Minneapolis TMO (2006)	\$300,000	\$75,000	\$375,000	2006	9/30/2007	\$355,830
Metro Transit	TRS-LRT-06	Hiawatha Corridor LRT-Operating Assistance	\$3,000,000	\$750,000	\$3,750,000	2006	9/30/2007	\$3,000,000
Minneapolis	141-595-01	Downtown Circulator Transit Terminal - HVAC, elevator, waiting areas (TEA-21 AHED project)	\$750,000	\$210,000	\$960,000	2006	9/30/2007	\$889,575
Metro Transit	90-595-10	I-94 East Park and Ride Lot (Lake Elmo): construct new 500-car park and ride lot at County Road 19 and I-94.	\$3,200,000	\$800,000	\$4,000,000	2007	3/31/2008	\$3,545,600
Metro Transit	90-595-08	CR 81/Northwest Corridor Park and Ride Lot (Brooklyn Park): construct new 800-car park and ride lot at CR 81 and Brooklyn Boulevard.	\$5,500,000	\$1,375,000	\$6,875,000	2007	3/31/2008	\$6,094,000
Met. Council Trans. Services	CM-2-03	Regional travel demand management and commuter alternatives programs. This application also includes funding for programs run by Metro Commuter Services, the Downtown Minneapolis TMO, the St. Paul TMO, the St. Paul Midway TMO and the I-494 Corridor Coalition.	\$2,750,000	\$687,500	\$3,437,500	2007	3/31/2008	\$3,047,000

**TABLE 2**  
**Congestion Mitigation Air Quality – Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Met. Council Trans. Services	CM-1-03	2008 Twin Cities Regional Fleet Expansion: Purchase 21 transit buses to expand the regional fleet and increase transit service for opt-out transit providers.	\$5,500,000	\$1,375,000	\$6,875,000	2008	3/31/2009	\$6,094,000
Metro Transit	CM-12-03	Purchase ten Hybrid-Electric buses for I-94 East Park and Ride Service Expansion Plan (Lake Elmo): provide new weekday peak period commuter service on new Route 375 express service between Lake Elmo/Woodbury and downtown Minneapolis.	\$4,290,080	\$1,072,520	\$5,362,600	2008	3/31/2009	\$4,753,409
Metro Transit	CM-14-03	Purchase of 10 Hybrid Buses for Northwest Corridor/Sector 8 Service Expansion: for weekday peak period commuter service on new express route between Brooklyn Park and downtown Minneapolis.	\$4,290,080	\$1,072,520	\$5,362,600	2008	3/31/2009	\$4,753,409
Minneapolis	141-030-09	Adaptive Control Expansion (Minneapolis): provide sophisticated signal operation during congested periods to 38-intersection area in and around the University of Minnesota East Campus area.	\$1,625,000	\$475,000	\$2,100,000	2008	3/31/2009	\$1,800,500
Met. Council Trans. Services	CM-2-03A	Regional travel demand management and commuter alternatives programs. This application also includes funding for programs run by Metro Commuter Services, the Downtown Minneapolis TMO, the St. Paul TMO, the St. Paul Midway TMO and the I-494 Corridor Coalition.	\$2,750,000	\$687,500	\$3,437,500	2008	3/31/2009	\$3,047,000
<b>Total</b>			<b>\$49,972,727</b>	<b>\$12,584,432</b>	<b>\$62,557,159</b>			<b>\$57,058,208</b>
(1) Received a sunset date extension of one year.								
(2) The funding for this multi-year, multi-part project has been shifted between the different segments and years. Each year's implementation report will report the amount of federal funds authorized for the year. Comparisons between original programmed amounts and authorized amounts within any year should be avoided due to the shifting of funds.								

**TABLE 3**  
**Transportation Enhancements – Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO.		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	orig. TIP Year	Sunset Date	Federal \$ Cost Cap
North St. Paul	151-090-01	Pedestrian bridge across TH 36. (1)	\$700,000	\$175,000	\$875,000	2002	9/30/2006	\$1,031,380
St. Paul Parks/Rec.	91-090-33	Phalen Cr (Bruce Vento) Trl., Swede Hollow Prk, Ind. Mounds Pk to Lowertown/GR Rd Trail (previously proj. # 164-090-008, Liv. Comms Supplemental) (2)	\$1,100,000	\$516,000	\$1,616,000	2004	9/30/2005	\$1,298,440
Dakota Co.	19-090-06	North Urban Regional Trail: N. Side of TH 110 from TH 149 to Charlton Rd.-Phase II (3)	\$444,000	\$111,000	\$555,000	2004	9/30/2006	\$524,098
Minneapolis	141-080-27	Bicycle station at Lake St. and Chicago Av. (2)	\$240,000	\$60,000	\$300,000	2004	9/30/2005	\$283,296
Minneapolis	141-090-15	Near Northside redevelopment project-bike/ped trails. (2)	\$700,000	\$280,000	\$980,000	2004	9/30/2005	\$826,280
Minneapolis	141-595-02	Franklin-Portland Gateway - Sidewalks, plazas, lighting, traffic calming measures (TEA-21 AHED project)	\$332,222	\$467,778	\$800,000	2005	9/30/2006	\$350,993
Hennepin Co.	27-603-34	Lake St. streetscape improvement-Hiawatha Av. To West River Pkwy. (4)(5)	\$700,000	\$700,000	\$1,400,000	2004	9/30/2006	\$1,008,336
Hennepin Co.	27-603-33	Lake St. streetscape improvement-Lyndale Av. To Oakland Av. (4)(5)	\$700,000	\$700,000	\$1,400,000	2004	9/30/2006	\$723,293
St. Paul	164-595-03	Harvest States Head House & Sack House-Adaptive Reuse of GTA	\$1,000,000	\$562,000	\$1,562,000	2005	9/30/2006	\$1,186,100
St. Paul Parks & Rec	91-090-34	Como Regional Park Ped/Bike Trail-Construct Trail & Misc Improvements	\$640,000	\$160,000	\$800,000	2005	9/30/2006	\$759,104
St. Paul Parks & Rec	164-595-05	Chestnut Plaza Mississippi River Connection	\$1,000,000	\$562,000	\$1,562,000	2005	9/30/2006	\$1,186,100
St. Paul	164-595-01	Upper Landing Park-Mississippi Riverbank Improvements	\$1,000,000	\$562,000	\$1,562,000	2006	9/30/2007	\$1,186,100
DNR	92-090-22	Over CSAH 12 in Grant Township-Gateway State Trail Bridge & Approaches	\$276,000	\$69,000	\$345,000	2006	9/30/2007	\$327,364
St. Paul	164-595-02	Harvest States/High Bridge Barge Fleeting Area-Mississippi Riverbank Improvements	\$1,000,000	\$562,000	\$1,562,000	2006	9/30/2007	\$1,186,100
St. Paul	164-595-04	Commercial Navigation Interpretive Mississippi River Overlook	\$360,000	\$202,000	\$562,000	2006	9/30/2007	\$426,996
Fridley	127-090-04	TH 47 to BNSF RR in Fridley-85th Ave. Trail	\$800,000	\$200,000	\$1,000,000	2006	9/30/2007	\$948,880
Minneapolis Park Board	91-090-31	37th Ave NE to Stinson Pkwy in Mpls-St. Anthony Pkwy Bike Trail Reconstruction	\$762,400	\$190,600	\$953,000	2006	9/30/2007	\$904,283

**TABLE 3**  
**Transportation Enhancements – Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Roseville	160-020-17	On County Rd. C, Long Lake Rd to Lexington Ave in Roseville-Streetscape Construction	\$1,000,000	\$908,100	\$1,908,100	2006	9/30/2007	\$1,186,100
Hennepin Co.	27-753-11	Lowry Ave. Corridor Streetscape-Sidewalks, Bike Lanes, Ped Lighting and Landscaping (TEA-21 AHED project)	\$667,778	\$166,945	\$834,723	2006	9/30/2007	\$792,051
Dakota Co. Planning	19-090-07	Mississippi River Regional Trail - Northern Segment (South St. Paul and Inver Grove Heights): construct 2.4 mile trail that will complete the existing South St. Paul Riverfront Trail and connect to a bikeway at 70th Street.	\$644,000	\$161,000	\$805,000	2007	3/31/2008	\$713,552
Hennepin Co.	27-090-13	CSAH 19 Trail-Phase I (Medina): construct 1.08 mile multi-use trail from Baker Park Reserve to Maple Park	\$360,640	\$90,160	\$450,800	2007	3/31/2008	\$399,589
Washington Co. Parks	91-090-37	Forest Lake Trailhead - Hardwood Creek Regional Trail (Forest Lake): construct a trailhead facility adjacent to the Hardwood Creek Regional Trail with parking, restrooms, lighting and information kiosks.	\$200,000	\$50,000	\$250,000	2007	3/31/2008	\$221,600
Minneapolis Park & Recreation	91-090-40	East River Parkway Bike and Pedestrian Trail (Minneapolis): reconstruct approximately 1.5 mile section of pedestrian trail and one-half mile of bike trail between Franklin Avenue SE and the intersection of Fulton Street and East River Parkway. The project also includes new signage, site furnishings, landscaping, railing and drinking water.	\$1,000,000	\$330,000	\$1,330,000	2007	3/31/2008	\$1,108,000
Three Rivers Park District	91-090-35	36th Avenue No. Pedestrian Bridge (New Hope and Plymouth): construct pedestrian bridge over TH 169 at 36th Avenue No.	\$752,000	\$188,000	\$940,000	2007	3/31/2008	\$833,216
Dakota Co. Planning	19-090-08	Mississippi River Regional Trail - Eastern Segment (Nininger Township and Hastings): construct 3.4 miles trail connecting Spring Lake Park Reserve to existing trails in Hastings.	\$600,000	\$150,000	\$750,000	2008	3/31/2009	\$664,800
Minnesota DNR	92-090-29	Gateway State Trail Bridge over CSAH 15 (Grant): construct bridge on the Gateway Trail over CSAH 15 and approximately 1,200 feet of approach work.	\$720,000	\$180,000	\$900,000	2008	3/31/2009	\$797,760
MN/DOT	1913-61	USTH 61/Vermillion Street Historic Retaining Wall Rehabilitation (Hastings): repair and rebuild approximately 1,400 feet of retaining wall along USTH 61 in the Old Hastings Historic District.	\$184,000	\$46,000	\$230,000	2008	3/31/2009	\$203,872

**TABLE 3**  
**Transportation Enhancements – Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Minneapolis Park & Recreation	91-090-39	West River Parkway Bike and Pedestrian Trail (Minneapolis): reconstruct 2.75 miles of trail with new signage, site furnishings, landscaping and drinking water along the western side of the Mississippi River gorge between Franklin Avenue and intersection of 42nd Street and West River Parkway.	\$1,000,000	\$350,000	\$1,350,000	2008	3/31/2009	\$1,108,000
Washington Co. Transportation and Physical Develop.	82-090-01	Hardwood Creek Regional Trail Multi-modal Bridge (Forest Lake): construct a bike and pedestrian bridge over CSAH 2 (Broadway Avenue) to replace an at-grade crossing.	\$548,000	\$137,000	\$685,000	2008	3/31/2009	\$607,184
Hennepin Co.	27-090-15	CSAH 19 Trail-Phase III: (Medina and Loretto): construct about 1.0 mile multi-use trail from TH 55 through Loretto to CSAH 11.	\$325,680	\$81,420	\$407,100	2008	3/31/2009	\$360,853
Hennepin Co.	27-090-14	CSAH 19 Trail-Phase II: (Medina): construct about 1.0 mile multi-use trail connecting Maple Park to CSAH 11.	\$362,480	\$90,620	\$453,100	2008	3/31/2009	\$401,628
Washington Co. Parks	82-619-14	CSAH 19 Trail Connection (Lake Elmo and Woodbury): reconstruct a 2.5 mile separated trail along CSAH 19 linking Lake Elmo Park Reserve to a service road south of I-94 in Woodbury.	\$180,000	\$45,000	\$225,000	2008	3/31/2009	\$199,440
Edina	120-090-01	Interlachen Boulevard/Blake Road Trail (Edina and Hopkins): construct an off-road bike/pedestrian trail along Interlachen Boulevard and Blake Road (2.5 miles) from Vernon Avenue to the Southwest LRT Trail.	\$1,000,000	\$500,000	\$1,500,000	2008	3/31/2009	\$1,108,000
Minnesota DNR	92-090-28	Luce Line State Trail Limestone Rehabilitation (Watertown and Hollywood Township): rehabilitate 8.0 miles of the Luce Line Trail from Watertown to the McLeod County line to increase the depth of surface materials and width of the surface.	\$256,000	\$64,000	\$320,000	2008	3/31/2009	\$283,648
<b>Total</b>			<b>\$21,555,200</b>	<b>\$9,617,623</b>	<b>\$31,172,823</b>			<b>\$25,334,377</b>

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

(2) These projects met their sunset date but funds had not yet been authorized as of September 30, 2005.

(3) Received a sunset date extension of one year.

(4) These projects were deferred until FY 2005, along with STP project 27-603-31, to help balance the TIP in 2001. These projects also received a scope change that changed the termini of two of the sections of this three-part project but did not alter any cost figures.

(5) Mn/DOT State Aid approved an administrative STIP Amendment for these projects on 2/27/2006. Federal shares were changed to \$644,244 for 27-603-33 and \$1,008,336 for 27-603-34. The latter was authorized at that level and is represented here at that level to avoid confusion. The former received the cost cap adjustment of 12.27.



## **OTHER REGIONALLY SOLICITED AND ACCEPTED PROJECTS**

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

Prior to ISTEA (1991), Mn/DOT solicited these projects, prioritized them and programmed them within the TIP. Under current practice, Mn/DOT solicits projects, evaluates and prioritizes the proposals, and presents the lists to the TAC Funding and Programming Committee for selection in the HES and RRS programs. In the BIR program, Mn/DOT solicits projects and a sub-group of the TAC Funding and Programming Committee evaluates the proposals and presents the ranked list. Although the TAB does not directly solicit for these projects, the TAC has participated in the development of the criteria and has concurred with them prior to each project solicitation. Mn/DOT determines the funds available to the region and the TAB also sets the project funding levels for these three programs. Mn/DOT will continue to solicit projects under these three categories.

All the projects in tables 4, 5 and 6 of this report are in the 2006-2008 TIP.

### **Hazard Elimination Safety Improvement Program**

Projects funded under this program generally include traffic signal improvements and minor intersection improvements, such as channelization or the addition of exclusive turn lanes. In most cases, these projects are on the "A" minor arterial system or non-freeway principal arterials. Table 4 contains 14 projects originally programmed through FY 2008 totaling about \$7.1 million in federal funds.

### **Bridge Improvement and Replacement Program**

Any bridge on a public road with a sufficiency rating of 80 or less and with a length of 20 feet or more is eligible under this program. Bridge demolition/removal and roadway costs beyond bridge abutments are not eligible due to federal restrictions. The TAB has decided that a bridge must have a sufficiency rating of 50 or less and be on a road functionally classified as a collector or arterial to qualify for funding. Bridges on the Interstate system are no longer eligible due to regional policy. Table 5 shows 13 projects originally programmed through 2008 totaling over \$14 million in federal funds.

### **Railroad-Highway Grade Crossing Safety Improvement Program**

This program is specifically intended to improve safety at highway and railroad crossings by upgrading existing crossing equipment and installing new equipment where necessary. Table 6 lists 24 projects totaling about \$3.7 million in federal funds originally programmed through 2008.

**TABLE 4**  
**Hazard Elimination/Safety Improvement Program - Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Anoka Co.	02-716-07	On CSAH 116 at Dysprosium St./Thurston Ave.: Traffic signal installation, turn lanes, etc. (1)	\$450,000	\$50,000	\$500,000	2004	9/30/2005	\$531,180
Anoka Co.	02-623-14	CSAH 23 at CR 105/I-35W ramp: Traffic signal installation, turn lanes, etc. (1)	\$405,000	\$45,000	\$450,000	2004	9/30/2005	\$478,062
Ramsey Co.	62-665-42	On White Bear Ave. at Maryland Ave.-Channelization, Traffic Signal, etc.	\$540,000	\$60,000	\$600,000	2005	9/30/2006	\$640,494
Mn/DOT	2701-43	TH 5 at Dell Rd-Traffic Signal Revision	\$67,500	\$7,500	\$75,000	2006	9/30/2007	\$80,062
Ramsey Co.	62-665-41	On White Bear Ave. at Minnehaha Ave-Channelization, Traffic Signal, etc.	\$675,000	\$75,000	\$750,000	2006	9/30/2007	\$800,618
Mn/DOT	0205-81	On TH 47 at Osborne Rd-Rebuild Traffic Signal	\$180,000	\$20,000	\$200,000	2006	9/30/2007	\$213,498
Eagan	195-114-04	On Duckwood Dr. at Pilot Knob Rd-Channelization, Traffic Signal, etc.	\$400,050	\$44,450	\$444,500	2006	9/30/2007	\$474,499
Anoka Co.	02-609-14	CSAH 9 at CR 79: Dual left turn lanes, traffic signal revision, etc.	\$135,000	\$15,000	\$150,000	2007	3/31/2008	\$149,580
Minneapolis	141-165-27	Chicago Ave. Overhead Signal Add from 24th St. to 31st St.	\$171,000	\$19,000	\$190,000	2007	3/31/2008	\$189,468
Mn/DOT	6216-116	TH 51 - Har Mar entrance to EB TH 36 ramp - 3rd Lane Add	\$900,000	\$100,000	\$1,000,000	2007	3/31/2008	\$997,200
Mn/DOT	1907-68	TH 52 from Inver Grove Tr. to Clark Rd., construct frontage rd., acc mgmt, etc.	\$900,000	\$100,000	\$1,000,000	2008	3/31/2009	\$997,200
Dakota Co.	19-686-08	CSAH 47 at CSAH 86: turn lanes, sight distance corrections, shoulders, etc.	\$650,000	\$72,222	\$722,222	2008	3/31/2009	\$720,200
Anoka Co.	02-618-25	CSAH 18 at TH 65: turn lanes, channelization, traffic signal revision, etc.	\$900,000	\$100,000	\$1,000,000	2008	3/31/2009	\$997,200
Plymouth	155-164-11	Fernbrook Lane - 27th Ave. to TH 55: channelization, additional lanes, traffic signal, etc.	\$792,000	\$88,000	\$880,000	2008	3/31/2009	\$877,536
<b>Total</b>			<b>\$7,165,550</b>	<b>\$796,172</b>	<b>\$7,961,722</b>			<b>\$8,146,797</b>

(1) These projects met their sunset date but funds had not been authorized before September 30, 2005.

**TABLE 5**  
**Bridge Improvement/Replacement Program - Accepted Projects as of 9/30/05**

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Minneapolis	141-080-23	St. Anthony Pkwy over BN RR in Minneapolis, Rehab Br. 90664	\$2,684,000	\$671,000	\$3,355,000	2005	9/30/2006	\$3,183,492
Mn/DOT	8214-9115	EB TH 36 over TH 95 in Oak Park Hts., Repair Br. 9115	\$1,200,000	\$300,000	\$1,500,000	2006	9/30/2007	\$1,423,320
Hennepin Co.	27-605-22	CSAH 5 (Minnetonka Blvd) over Hutchinson Spur Trail in Hennepin Co., Replace Br. 27501	\$160,000	\$40,000	\$200,000	2006	9/30/2007	\$189,776
Hennepin Co.	27-661-37	CSAH 61 (Shady Oak Rd) over HCRRA Corridor in Hennepin Co., Replace Br. 90596	\$640,000	\$160,000	\$800,000	2006	9/30/2007	\$759,104
Hennepin Co.	27-673-08	CSAH 73 (Hopkins Crossroad) over BNSF RR in Hennepin Co., Replace Br. 27518	\$760,000	\$190,000	\$950,000	2006	9/30/2007	\$901,436
Anoka County	02-649-01	CSAH 49 over Rice Creek in Lino Lakes; Bridge No. 4711	\$276,000	\$69,000	\$345,000	2007	3/31/2008	\$305,808
St. Paul	164-020-95	Maryland Ave. over Soo Line (Bridge No. 6599) and over BN railroad (Bridge No. 6600).	\$440,000	\$275,000	\$715,000	2007	3/31/2008	\$487,520
Hennepin County	27-752-18	CSAH 152; Cedar Ave. over HCRRA Corridor in Minneapolis; Bridge No. 90437	\$976,000	\$244,000	\$1,220,000	2008	3/31/2009	\$1,081,408
Hennepin County	27-603-43	CSAH 3; Excelsior Blvd. over Minnehaha Creek in St. Louis Park; Bridge No. 90455	\$512,000	\$128,000	\$640,000	2008	3/31/2009	\$567,296
Hennepin County	27-635-26	CSAH 35; Portland Ave. over HCRRA Corridor in Minneapolis; Bridge No. 90494	\$1,072,000	\$268,000	\$1,340,000	2008	3/31/2009	\$1,187,776
Mn/DOT Metro District	6241-51	Larpenteur Ave. over TH 280 in Lauderdale, Bridge No. 6738	\$2,080,000	\$520,000	\$2,600,000	2008	3/31/2009	\$2,304,640
Hennepin County	27-622-03	CSAH 22; Lyndale Ave. over Minnehaha Creek in Minneapolis; Bridge No. 90444	\$1,032,000	\$258,000	\$1,290,000	2008	3/31/2009	\$1,143,456
Mn/DOT Metro District	2782-288	W. 76th St. over I-35W in Richfield; Bridge No. 9796	\$2,376,000	\$594,000	\$2,970,000	2008	3/31/2009	\$2,632,608
<b>Total</b>			<b>\$14,208,000</b>	<b>\$3,717,000</b>	<b>\$17,925,000</b>			<b>\$16,167,640</b>

Table 6  
 Railroad-Highway Grade Crossing Safety Improvement Program – Accepted Projects as of 9/30/05

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal Cost Cap \$
Mn/DOT	27-00259	CSAH 150, Main St. in Rogers, install new signals & gates	\$157,500	\$17,500	\$175,000	2005	9/30/2006	\$186,811
Mn/DOT	62-00186	CP-CR 89 (Northwest Ave), White Bear Lake, add gates & upgrade circuitry	\$157,500	\$17,500	\$175,000	2006	9/30/2007	\$186,811
Mn/DOT	62-00187	CP-CSAH 51 (Lexington Ave), Shoreview, add cantilevers & new circuitry	\$157,500	\$17,500	\$175,000	2006	9/30/2007	\$186,811
Mn/DOT	62-00188	CP-CSAH 57 (Mcmenemy St), Vadnais Heights, upgrade circuitry & LED's	\$45,000	\$5,000	\$50,000	2006	9/30/2007	\$53,375
Mn/DOT	27-00264	BNSF-MSAS 298 (Nobles Ave), Robbinsdale, install cantilevers	\$157,500	\$17,500	\$175,000	2006	9/30/2007	\$186,811
Mn/DOT	82-00135	WC-CSAH 11 (Otchipwe Ave N), Washington Co., install signals & gates	\$157,500	\$17,500	\$175,000	2006	9/30/2007	\$186,811
Mn/DOT	27-00266	CP-MSAS 280 (Dakota Ave), St. Louis Park, install new signals	\$135,000	\$15,000	\$150,000	2006	9/30/2007	\$160,124
Mn/DOT	62-00189	CP-MSAS 109 (Arlington Ave), St. Paul, install signals & gates	\$157,500	\$17,500	\$175,000	2006	9/30/2007	\$186,811
Mn/DOT	62-00192	At Terminal Rd. in Roseville, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$174,510
Golden Valley/MnDOT	27-00268	At Zane Ave. and UP in Golden Valley, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$174,510
Mn/DOT	27-00269	At West 76th St. and PR in Richfield, install flashing light signals	\$135,000	\$15,000	\$150,000	2007	3/31/2008	\$149,580
Mn/DOT	27-00270	At 27th Ave. NE and BNSF in Minneapolis, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$174,510
Anoka County	02-00133	At CSAH 57, relocate gates, install cantilevers and upgrade circuitry	\$225,000	\$25,000	\$250,000	2007	3/31/2008	\$249,300
Mn/DOT	19-00134	At CR 73 and UP in Rosemount, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$174,510
Mn/DOT	27-00271	At Medicine Lake Dr. and UP in Plymouth, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$174,510
Washington Co.	82-00136	At CSAH 15 and ZEP, install signals and gates	\$225,000	\$25,000	\$250,000	2007	3/31/2008	\$249,300
Mn/DOT	62-00193	At James Ave. and CP, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$174,510
Mn/DOT	62-00194	At 4th St. and MNNR in White Bear Lake, upgrade circuitry	\$67,500	\$7,500	\$75,000	2008	3/31/2009	\$74,790
New Brighton	62-00195	At 8th St. NW and MNNR in New Brighton, install signals and gates	\$157,500	\$17,500	\$175,000	2008	3/31/2009	\$174,510
Mn/DOT	27-00272	At W. 111th St. and CP in Bloomington, install signals and gates	\$157,500	\$17,500	\$175,000	2008	3/31/2009	\$174,510
Lakeville	19-00135	At 210th St. W. and CP in Lakeville, install signals and gates	\$157,500	\$17,500	\$175,000	2008	3/31/2009	\$174,510
Mn/DOT	70-00117	At Atwood St. and UP in Shakopee, install signals	\$135,000	\$15,000	\$150,000	2008	3/31/2009	\$149,580
Mn/DOT	62-00197	At Witham Ave. and UP in St. Paul, install signals and gates	\$157,500	\$17,500	\$175,000	2008	3/31/2009	\$174,510
Mn/DOT	62-00198	At Long Lake Rd. and MNNR in Roseville, install cantilevers and gates	\$225,000	\$25,000	\$250,000	2008	3/31/2009	\$249,300
<b>Total</b>			<b>\$3,712,500</b>	<b>\$412,500</b>	<b>\$4,125,000</b>			<b>\$4,201,313</b>

## PROJECT AUTHORIZATIONS AND DROPPED PROJECTS

This section contains information regarding the regionally solicited projects that were authorized or dropped in Federal Fiscal Year 2005. Project authorizations help illustrate the levels and types of investments made through the regional solicitation. The amounts are summarized by program category.

Table 7 shows the total amount of federal STP, CMAQ and TEP dollars authorized since the passage of ISTEA. The STP total in 1992, 1993, 1994 and 1995 includes several projects originally selected for FAU and FAS funds (which preceded STP) that were built with STP-Urban Guarantee dollars. The amounts shown are the originally programmed federal amounts; not the amount of federal funds actually authorized. Actual federal funding authorization amounts for FY 2005 projects are included – for projects whose authorization amounts are known – in Table 8 beginning on page 26.

**TABLE 7  
Estimated Annual Federal Funds Authorized**

Category	FFY 1992	FFY 1993	FFY 1994	FFY 1995	FFY 1996	FFY 1997
STP	\$11,540,797	\$5,175,589	\$3,504,667	\$29,152,600	\$19,696,000	\$24,335,600
CMAQ	\$0	\$6,044,667	\$1,047,300	\$2,266,100	\$1,987,000	\$1,480,000
TEP	\$0	\$2,184,000	\$1,593,740	\$1,914,300	\$1,613,200	\$4,424,200
Total	\$11,540,797	\$13,404,256	\$6,145,707	\$33,333,000	\$23,296,200	\$30,239,800
Category	FFY 1998	FFY 1999	FFY 2000	FFY 2001	FFY 2002	FFY 2003
STP	\$14,590,000	\$22,940,000	\$21,124,800	\$7,280,000	\$17,769,000	\$23,755,574
CMAQ	\$1,799,000	\$3,984,200	\$5,211,463	\$32,815,838	\$26,682,704	\$20,690,118
TEP	\$746,400	\$4,411,710	\$3,752,000	\$2,121,600	\$4,979,400	\$6,461,104
Total	\$17,135,400	\$31,335,910	\$30,088,263	\$42,217,438	\$49,431,104	\$50,906,796
Category	FFY 2004	FFY 2005	Total ('92-'05)			
STP	\$18,461,800	\$22,050,120	\$241,376,547			
CMAQ	\$10,429,873	\$18,294,924	\$132,733,187			
TEP	\$2,288,000	\$6,859,105	\$43,348,759			
Total	\$31,179,673	\$47,204,149	\$417,458,493			

Local projects receive funding authorization from Mn/DOT after plans, specifications and cost estimates have been approved. State projects receive funding authorization when Mn/DOT advertises the project for bids. Table 14 on the following pages provides an itemized list of the 44 projects solicited by or for the TAB that were authorized for funding in FFY 2005 through the STP, CMAQ, TEP, HES, BIR, and RRS programs. The federal funds authorized for those 44 projects totals approximately \$60.1 million, which is approximately 56% of the total funds authorized, meaning the local match averaged approximately 44%. The originally programmed federal funds authorized for these projects across all six categories total over \$52.4 million, meaning that the total amount of federal funds authorized was approximately 14.6% greater than the total federal funds originally programmed. When projects are selected the federal funds programmed for the project are based on current-year costs, and as projects continue in the program they receive federal funding cost cap adjustments based on the construction cost index. In the development of the TIP, Mn/DOT and the Metropolitan Council account for expected inflation over the program years based on inflation projections. Projects that were authorized for fewer funds than originally programmed ended up costing less than expected when originally submitted. However, projects may still receive additional federal funds up to their cost cap through adjustments like supplemental agreements, so the authorization amount should not be considered the “actual” amount of

federal funds spent on the project. Those adjustments can occur years later, so the actual amount of funds spent would be difficult to calculate through this process.

Projects dropped over the report period are listed in Table 9. The total amount of federal funds dropped over the period covered by this report is \$11,776,500. The TAC Funding and Programming Committee must act to have a regionally selected project dropped from the TIP. Projects may be dropped for a variety of reasons. The reasons are listed for the individual projects under the “Comments” column in the tables. When projects are dropped, the federal funds that would have been allocated to the project are managed using the TAB-adopted Federal Funds Management Process, attached as Appendix D.

TABLE 8  
Project Authorizations - 10/1/04 through 9/30/05

PROJECT INFORMATION								Original Funding Information		
Applicant	Project Number	Category	Project Description	Date Authorized	Federal \$ Authorized	Fed'l % of Total	Total \$ Authorized	Federal \$	Match \$	Total \$
Minneapolis	141-090-13	Bike/Walk	Midtown Greenway-Phase 3	7/29/2005	\$1,098,053	80%	\$1,372,567	\$889,760	\$222,440	\$1,112,200
St. Paul	164-080-09	Transit	West end multi-modal hub	5/9/2005	\$6,787,550	45%	\$15,000,000	\$5,500,000	\$5,500,000	\$11,000,000
Dakota Co.	019-631-031	Expander	Reconstruct CSAH 31 from near CR 58 to near CSAH 42, including a transit center	12/14/2004	\$2,990,250	54%	\$5,496,044	\$2,500,000	\$625,000	\$3,125,000
Hennepin Co.	27-701-010	Expander	Reconstruct CSAH 101 from TH 7 to CSAH 5	1/21/2005	\$3,157,704	20%	\$15,545,590	\$2,640,000	\$660,000	\$3,300,000
Hennepin Co.	27-090-05	Bike/Walk	Hennepin County Public Safety - North Skyway	11/16/2004	\$1,123,138	38%	\$2,976,413	\$939,000	\$235,000	\$1,174,000
Roseville	160-090-07	Bike/Walk	County Road B-2: Pathway from Rice St. to Walnut St. aned to BN Rail Corridor	6/27/2005	\$1,090,690	78%	\$1,406,854	\$924,000	\$231,000	\$1,155,000
Hennepin Co.	27-603-31	Augmenter	Reconstruct CSAH 3 from 2nd Av. To 21st Av	3/4/2005	\$7,415,820	60%	\$12,326,938	\$5,500,000	\$1,375,000	\$6,875,000
Dakota County	19-660-05	Expander	On Dakota CSAH 60 & Scott CSAH 21 from Kenyon Ave. in Lakeville to E. of the Credit River in Scott Co-Reconstruct to 4-Lane Rdwy, etc.	2/17/2005	\$2,569,200	54%	\$4,733,014	\$2,400,000	\$600,000	\$3,000,000
St. Paul	164-030-05	Bike/Walk	Signing & Striping, Removal of Parking on Various Streets in St. Paul to Extend the Como Ave. Bikeway	8/11/2005	\$757,360	80%	\$946,700	\$757,360	\$189,340	\$946,700
Metro Transit	TRS-TCMT-04B	CMAQ	Sector 5A western St. Paul service expansion (1)	6/3/2005	\$436,850	80%	\$546,063	\$1,079,568	\$269,892	\$1,349,460
Metro Transit	TRS-TCMT-04A	CMAQ	Sector 5B - Hiawatha corridor service expansion plan (1)	6/3/2005	\$1,848,534	80%	\$2,310,668	\$2,257,382	\$564,346	\$2,821,728
Metro Transit	TRS-TCMT-04	CMAQ	Sector 5C south I-35W corridor service expansion plan (1)	6/3/2005	\$2,193,424	80%	\$2,741,780	\$2,725,632	\$681,408	\$3,407,040
Soutwest Metro Transit Comm	TRS-SWMT-05	CMAQ	Service Expansion 2005-Purchase 7 57-Passenger Vehicles (1)	12/8/2004	\$3,136,931	80%	\$3,921,164	\$2,930,342	\$732,586	\$3,662,928
Metropolitan Council	CM-25	CMAQ	Regional TDM & Commuter Alternatives Program (2005) (1)	12/22/2004	\$1,891,574	80%	\$2,364,468	\$1,767,000	\$441,750	\$2,208,750
Minneapolis	CM-36	CMAQ	Downtown Minneapolis TMO (2005) (1)	12/22/2004	\$305,093	80%	\$381,366	\$285,000	\$71,000	\$356,000

**TABLE 8**  
**Project Authorizations - 10/1/04 through 9/30/05**

<b>PROJECT INFORMATION</b>								<b>Original Funding Information</b>		
<b>Applicant</b>	<b>Project Number</b>	<b>Category</b>	<b>Project Description</b>	<b>Date Authorized</b>	<b>Federal \$ Authorized</b>	<b>Fed'I % of Total</b>	<b>Total \$ Authorized</b>	<b>Federal \$</b>	<b>Match \$</b>	<b>Total \$</b>
Metro Transit	TRS-LRT-05	CMAQ	Hiawatha Corridor LRT-Operating Assistance (1)	4/20/2005	\$3,097,000	80%	\$3,871,250	\$3,000,000	\$750,000	\$3,750,000
Minneapolis	141-090-23	TE	Midtown Urban Greenway safety project - Phase 3 and Urban Village public realm (Liv Comms Supplemental).	7/29/2005	\$282,657	80%	\$353,322	\$615,704	\$153,926	\$769,630
Minneapolis	141-090-24	TE	Midtown Urban Greenway safety project - Phase 3 and Urban Village public realm (Liv Comms Supplemental).	12/22/2004	\$331,711	80%	\$414,639	\$615,704	\$153,926	\$769,630
Vadnais Heights	209-090-02	TE	Centerville Rd. Trail: Horizon Ave. S. to Edgerton St.	11/10/2004	\$252,802	80%	\$316,200	\$607,475	\$151,869	\$759,344
Bloomington	107-090-04	TE	Bike and ped improvements along East Bush Lake Road from 84th St. to 106th St.	1/25/2005	\$816,656	78%	\$1,045,819	\$700,000	\$547,000	\$1,247,000
Minnesota Trans. Museum	27-595-01	TE	Como-Harriet streetcar line extension/improvement (previously proj. #91-595-14)	11/19/2004	\$516,984	80%	\$648,555	\$440,000	\$110,000	\$550,000
Minneapolis	141-090-16	TE	Loring Park bikeway - Phase II (Livable Comms Supplemental)	6/27/2005	\$1,315,710	80%	\$1,644,638	\$1,100,000	\$275,000	\$1,375,000
Hennepin Co.	27-603-32	TE	Lake St. streetscape improvement-Oakland Av. To 21st Av.	2/25/2005	\$837,270	52%	\$1,623,790	\$700,000	\$700,000	\$1,400,000
Minneapolis Park Board	91-090-32	TE	Lowry Ave. to 45th Ave. to Lyndale Ave. in Mpls-Reconstruct Victory Mem Pkwy Bike Trail	6/10/2005	\$837,120	80%	\$1,046,400	\$768,000	\$192,000	\$960,000
Minneapolis	141-595-02	TE	Franklin-Portland Gateway - Sidewalks, plazas, lighting, traffic calming measures (TEA-21 AHED project)	11/2/2005	\$355,644	42%	\$837,455	\$332,222	\$467,778	\$800,000
Washington Co. Parks	91-090-36	TE	Point Douglas Trail Phase 1A (Denmark Township): acquire an abandoned railroad corridor adjacent to the Mississippi River between Highway 61 and the Prescott Bikeway for future construction of a bike and pedestrian trail.	3/15/2005	\$440,000	80%	\$550,000	\$400,000	\$125,000	\$525,000



TABLE 8  
Project Authorizations - 10/1/04 through 9/30/05

PROJECT INFORMATION								Original Funding Information		
Applicant	Project Number	Category	Project Description	Date Authorized	Federal \$ Authorized	Fed'l % of Total	Total \$ Authorized	Federal \$	Match \$	Total \$
Minnesota DNR	92-090-30	TE	Minnesota Valley Trail - Chaska Connection (Chaska/Shakopee): construct 1.0 mile 10-foot trail and 530 linear feet of 12-foot bike/pedestrian treadway along new TH 41 bridge over Minnesota River.	2/11/2005	\$638,000	80%	\$797,500	\$580,000	\$145,000	\$725,000
Dakota Co.	019-596-004	HES	On CR 8: Humboldt Ave. to TH 52: Mill/Overlay, turn lanes, signal revision, etc. (previously 019-596-002)	2/8/2005	\$376,772	58%	\$654,531	\$315,000	\$35,000	\$350,000
Anoka Co.	02-610-11	HES	CSAH 51/CSAH 3 at future CSAH 10: Traffic signal installation, turn lanes, etc.	11/16/2004	\$538,245	63%	\$856,056	\$450,000	\$50,000	\$500,000
Anoka Co.	02-609-13	HES	CSAH 9 at CSAH 20: Traffic signal installation, turn lanes, etc.	4/26/2005	\$430,596	90%	\$478,440	\$360,000	\$40,000	\$400,000
Anoka Co.	02-716-06	HES	CSAH 116 at Jefferson St.: Traffic signal installation, turn lanes, etc.	10/14/2004	\$538,245	62%	\$867,582	\$450,000	\$50,000	\$500,000
Mn/DOT	8213-21	HES	TH 8 at TH 61 North Ramps-Reconstruct Median, Traffic Signal, etc.	1/26/2005	\$304,875	91%	\$335,750	\$225,000	\$25,000	\$250,000
Mn/DOT	7010-20	HES	TH 41 at TH 169-Signal Revision, Access Closures, Frontage Rd., etc.	4/27/2004	\$3,819,090	86%	\$4,453,954	\$900,000	\$100,000	\$1,000,000
Hennepin Co.	27-716-03	BIR	Bridge #6273 (CSAH 116) Replace bridge over the Crow River in Hassan Twp.	4/20/2005	\$1,329,800	20%	\$6,665,926	\$1,000,000	\$250,000	\$1,250,000
Mn/DOT	70-00114	RRX	UP-Shakopee & Savage, Corridor Safety Study-Phase I: Vernon/Yosemite & Spencer/Sommerville	10/11/2004	\$490,500	90%	\$545,000	\$450,000	\$50,000	\$500,000
Mn/DOT	27-00261	RRX	CP-Benjamin St., Minneapolis, safety improvements	10/11/2004	\$171,675	90%	\$190,750	\$157,500	\$17,500	\$175,000
Mn/DOT	27-00262	RRX	CP-37th Ave., Minneapolis, install cantilevers & circuitry	10/11/2004	\$196,200	90%	\$218,000	\$180,000	\$20,000	\$200,000
Mn/DOT	70-00115	RRX	UP-CSAH 17 (Marshall Rd), Shakopee, add gates	2/4/2005	\$122,625	90%	\$136,250	\$112,500	\$12,500	\$125,000
Mn/DOT	82-00134	RRX	WC-CSAH 7 (122nd St), Hugo, install signals & gates	10/12/2004	\$171,675	90%	\$190,750	\$157,500	\$17,500	\$175,000
Mn/DOT	62-00185	RRX	CP-CSAH 71 (Portland Ave), White Bear Lake, install signals & gates	10/12/2004	\$171,675	90%	\$190,750	\$157,500	\$17,500	\$175,000

**TABLE 8**  
**Project Authorizations - 10/1/04 through 9/30/05**

PROJECT INFORMATION								Original Funding Information				
Applicant	Project Number	Category	Project Description	Date Authorized	Federal \$ Authorized	Fed'l % of Total	Total \$ Authorized	Federal \$	Match \$	Total \$		
Mn/DOT	27-00263	RRX	CP-MSAS 103 (Johnson St), Minneapolis, install cantilevers & circuitry	10/12/2004	\$171,675	90%	\$190,750	\$157,500	\$17,500	\$175,000		
Mn/DOT	27-00265	RRX	CP-MSAS 399 (W. 79th St), Bloomington, install cantilevers & gates	6/21/2005	\$203,400	90%	\$226,000	\$180,000	\$20,000	\$200,000		
SURFACE TRANSPORTATION PROGRAM (URBAN GUARANTEE) TOTAL							\$26,989,765	45%	\$59,804,120	\$22,050,120	\$9,637,780	\$31,687,900
CONGESTION MITIGATION AIR QUALITY PROGRAM TOTAL							\$17,458,851	80%	\$21,823,566	\$18,294,924	\$6,254,482	\$24,549,406
TRANSPORTATION ENHANCEMENT PROGRAM TOTAL							\$6,624,554	71%	\$9,278,318	\$6,859,105	\$3,021,499	\$9,880,604
HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM TOTAL							\$6,007,823	79%	\$7,646,313	\$2,700,000	\$300,000	\$3,000,000
BRIDGE IMPROVEMENT REPLACEMENT PROGRAM TOTAL							\$1,329,800	20%	\$6,665,926	\$1,000,000	\$250,000	\$1,250,000
HIGHWAY - RAILROAD GRADE CROSSING SAFETY IMPROVEMENT PROGRAM TOTAL							\$1,699,425	90%	\$1,888,250	\$1,552,500	\$172,500	\$1,725,000
GRAND TOTAL							\$60,110,218	56%	\$107,106,493	\$52,456,649	\$19,636,261	\$72,092,910

(1) These transit projects were transferred to FTA funds from FHWA funds. The authorization information available as of the date of this report includes only the federal funding amounts. The total project authorization amounts were not reported, but were calculated based on the assumption that the federal amounts were 80% of the total project costs.

Table 9  
Projects Dropped from the TIP in FFY 2005

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				Comments
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	
Minnesota Valley Restoration	91-595-15	Reconstruction of Murphy's Inn and Landing	\$700,000	\$475,000	\$1,175,000	2004	Withdrawn by agency
MN/DOT	6241-41	Reconstruct TH 280 from Larpenteur Av. To I-35W/TH 36.	\$5,500,000	\$1,375,000	\$6,875,000	2003	Withdrawn by Mn/DOT
Ramsey Co.	62-678-10	Reconstruct Terminal Rd./Co. Rd. B2 from TH 280/I-35W to Fulham St.	\$3,680,000	\$920,000	\$4,600,000	2004	Withdrawn by County
Minneapolis	141-090-19	Hiawatha bike trail connections: from 11th Ave. S. to Hennepin Ave. S.	\$614,000	\$154,000	\$768,000	2004	Failed to meet Sunset Date
Mn/DOT	70-00116	At Bluff Dr and UP in St. Lawrence Twp, install signals and gates	\$157,500	\$17,500	\$175,000	2008	Dropped by Rail Office
Mn/DOT	62-00196	At CSAH 51 and CP in Shoreview, install cantilevers and gates	\$225,000	\$25,000	\$250,000	2008	Dropped by Rail Office
Shakopee	166-020-12	CSAH 17 at 4th Ave.-Channelization, Traffic Signal, etc.	\$450,000	\$50,000	\$500,000	2005	Withdrawn by City
Shakopee	166-020-11	CSAH 17 at 10th Ave-Channelization, Traffic Signal, etc.	\$450,000	\$50,000	\$500,000	2006	Withdrawn by City
TOTAL			\$11,776,500	\$3,066,500	\$14,843,000		

**APPENDIX**

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APPENDIX B – CRITERIA FOR MEETING SUNSET DATES  
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## **APPENDIX A. STP/CMAQ/TEP PROJECT POLICIES – 2005 REGIONAL SOLICITATION**

### **Surface Transportation Program**

President Clinton signed the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) in June 1998. The Act provided a record level of federal investment while reaffirming the priorities and funding flexibility established in the Intermodal Surface Transportation Efficiency Act (ISTEA). Title I, Federal Aid Highways, addresses highway funding (as opposed to Title III, Federal Transit Act Amendments that focus on transit). Title I provides, among others, the Surface Transportation Program (STP), which provides federal funds on a reimbursable basis. Transit capital projects are also eligible under this program, however in this solicitation all applications for transit capital expansion should be submitted using the CMAQ transit expansion forms and criteria, which begin on page 65. STP funds can be used to accommodate other modes, and transportation planning, research and development are eligible activities. TEA-21 expands and clarifies STP eligibility, such as environmental provisions (natural habitat mitigation, stormwater retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modification of sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities.

In August of 2005, President Bush signed the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which replaces TEA-21. SAFETEA-LU continues most of the provisions in TEA-21 but adds some new policies and programs. The TAB and TAC will be revisiting its programs and policies in the next year in light of the direction provided by this legislation.

The Transportation Advisory Board is responsible for the selection of projects that are to be financed in part with STP funds made available to the seven-county region. To implement this responsibility, the TAB has developed policies to define eligibility and prioritize eligible projects. The region solicits for projects in seven different STP categories: "A" Minor Arterial Relievers, Expanders, Augmenters and Connectors, Principal Arterials, Bikeway/Walkway, and Transit Capital Expansion.

### **STP General Policies**

1. STP funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven-county region, and the ten Regional Park System implementation agencies. Other local nonprofit agencies or parties and special governmental agencies are eligible, but must have a public agency sponsor. The agency sponsor is the local unit of government of record. The local unit of government is responsible for making arrangements with the agency sponsor to ensure all project requirements of the local unit of government are met.

Federal and state statutes govern the manner in which Mn/DOT acts as an agent for other units of government or local parties when managing Federal Highway Trust Funds for STP projects. Federal Funds are considered "Anticipated Receipts" for accounting purposes. The local match is the responsibility of the local unit of government and/or local or non-profit party.

An Agency Agreement is written between Mn/DOT and the local unit of government. The local unit of government will administer the project using the State Aid for Local Transportation (SALT) Delegated Contract Process (DCP) for federal aid projects.

2. Generally, STP funds are available for roadway construction and reconstruction, capacity projects, safety projects, bikeway or walkway components of projects, transit projects including transit vehicle purchase and activities to promote carpool, vanpool and other paratransit services, park and ride facilities, transportation planning and research, transportation demand management techniques, congestion management, transportation management organizations, transportation control measures, integrated traffic management systems and intelligent transportation systems. All projects must comply with the requirements of the Americans with Disabilities Act.
3. Costs required to complete studies, preliminary engineering, design, construction engineering, etc. are not eligible for STP funding. Noise barriers, drainage projects, fences, landscaping, etc., are also ineligible for STP funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way costs are eligible only for transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and bicycle and walkway projects. The cost of reconstructing or constructing a replacement bridge deck is eligible but the remainder of the superstructure and all elements of the substructure are not eligible. Projects to improve or replace bridges are solicited separately.
4. An STP construction or reconstruction project must be a permanent improvement. Traffic management projects as part of a construction project are exempt from this policy. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work.
5. STP funds can be used for transit facilities and expansion, but not for transit operating costs.
6. No more than \$5,500,000 in STP funds are to be provided for a specific project. TAB reserves the right to partially fund any project. The local match in funding for any project must be at least 20% of the total and be in "hard dollars". "Soft match" is allowed only for Transportation Enhancement projects (See Section V. Transportation Enhancement Projects, Qualifying Criteria). Additional points will not be awarded for providing a match in excess of 20%.
7. A roadway improvement project, including staged projects, must be structurally capable of handling all applicable legal load limits; roadway projects must meet statutory load limits.
8. Highway projects on principal arterials that are of freeway design are not eligible for STP funds. Projects on non-freeway type principal arterials are eligible for funding, including projects that upgrade the facility to freeway design.
9. Projects will be added to the TIP only as a result of the TAB approval in response to TAB requesting MN/DOT, the Metropolitan Council, Metro Transit, transit operating agencies, Indian tribal governments, regional park implementing agencies, the seven counties and municipalities within the seven counties to submit eligible projects and subsequent evaluation of these submittals.
10. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited STP projects for the review and approval of the TAB. This report, the Annual

Implementation Report, shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.

11. The fundable amount of a project is based on the original submittal. TAB must approve any significant change in the scope of an approved project. The STP federal fund participation for each project will be updated and reported in the Annual Implementation Report on the STP/CMAQ/TE Programs as the federal cost cap. The federal cost cap will be based on the change in the previous year's Minnesota Highway Construction Cost Index; however, it will not be adjusted to an amount less than the original amount approved by TAB at the time when the project was first programmed in the TIP. The amount could decrease or increase from year to year.
12. If a project is added to the STP program, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested, provided that a significant portion of the work is scheduled for letting within the request period.
13. Projects in the STP element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed 80% of the project costs. The federal amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as plan specification and estimate approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the total project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to Mn/DOT and the Transportation Advisory Board. If the project exceeds the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual report at the time of approval. As noted in Policy 6, no more than \$5,500,000 in STP funds are to be provided for a specific project.
14. An STP project will be eliminated from the program if it does not meet its sunset date. For projects programmed until 2006, the sunset date is September 30 of the year following the program year identified in the project proposal or as otherwise established by the TAB. In 2004, the TAB changed the adopted Criteria and moved the sunset date for projects programmed from 2007 and beyond to March 31 of the year following the program year identified in the project proposal. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix B.

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

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

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



## **Congestion Mitigation and Air Quality Improvement Program**

CMAQ provides flexible funding to state and local governments for transportation projects and programs to help meet the requirements in the Clean Air Act of 1990. Funding is available in areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) for ozone, carbon monoxide (CO) and small particulate matter (PM-10), as well as former nonattainment areas that are now in compliance (maintenance areas), such as the Twin Cities region. CMAQ funds provide the resources for a variety of transportation services and facilities to help meet the requirements in the Clean Air Act Amendments of 1990. Funding must be used in the carbon monoxide maintenance area, which is somewhat smaller than the seven-county metropolitan region.

The TAB and Council have chosen to modify the potential uses of CMAQ funds described in the federal guidance. A set of qualifying and prioritizing criteria have been developed that evaluates projects based on the regional adopted plans and strategies to address congestion and air quality issues. The principal focus of that effort as recorded in the regional transportation plan is to discourage single-occupant vehicle use, encourage ridesharing and transit use and to coordinate land use and transportation services. The region strongly supports management of the highway system to encourage high occupancy vehicle use and to utilize the existing facilities in the most productive manner. The Metropolitan Council's Transportation Policy Plan describes specific regional transit and paratransit needs that address the region's major strategy to reduce carbon monoxide.

### **CMAQ General Policies**

1. CMAQ funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven-county region, and the ten Regional Park System Implementation agencies. Other local nonprofit agencies or parties and special governmental agencies are eligible, but must have a public agency sponsor. The agency sponsor is the local unit of government of record. The local unit of government is responsible for making arrangements with the agency sponsor to ensure all project requirements of the local unit of government are met.

Federal and state statutes govern the manner in which Mn/DOT acts as an agent for other units of government or local parties when managing Federal Highway Trust Funds for CMAQ projects. Federal Funds are considered "Anticipated Receipts" for accounting purposes. The local match is the responsibility of the local unit of government and/or local agency.

An Agency Agreement is written between Mn/DOT and the local unit of government. The local unit of government will administer the project using the State Aid for Local Transportation (SALT) Delegated Contract Process (DCP) for federal aid projects.

2. CMAQ funds are available for a variety of projects and programs. Appendix L lists eligible project types as defined by the U.S. Department of Transportation in their guidance dated April 1999. All projects defined as eligible by the guidance in Appendix L are eligible in the Twin Cities region except #14, Planning and Project Development Activities (p. 119). All projects must comply with the requirements of the Americans with Disabilities Act.

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

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

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

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

4. A CMAQ construction or reconstruction project must be a permanent improvement. Temporary construction is defined as work that must be essentially replaced in the immediate future (within 5 years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. A project required for traffic management during construction is excluded from this provision.
5. Costs required to complete studies, preliminary engineering, design, construction engineering, etc. are not eligible for CMAQ funding. Noise barriers, drainage projects, fences, landscaping, etc., are also ineligible for CMAQ funding unless included as part of a larger project which is otherwise eligible or specifically defined as eligible under an individual funding category. Right-of-way costs are eligible only for transit hubs, transit terminals, park-and-ride or pool-and-ride lots, and bicycle and walkway projects.
6. The CMAQ program may be used to fund projects/programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. A state may use CMAQ funds for initiatives that are privately owned and/or operated, including efforts developed and implemented by transportation management associations, as long as the activity is one which:
  - a) normally is a public sector responsibility (such as facility development for enhanced I/M programs in test-only networks);
  - b) private ownership or operation is shown to be cost-effective; and
  - c) the state is responsible for protecting the public interest and public investment inherent in the use of federal funds.
7. Roadway improvement projects, including staged projects, must be structurally capable of handling all applicable legal load limits. Roadway projects must meet statutory load limits.
8. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.

9. The fundable amount of a project is based on the original submittal. An approved project may not be changed significantly in scope without approval of the TAB and may be subject to a re-analysis of the project's air quality benefits. The CMAQ federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on the change in the previous year's Minnesota Highway Construction Cost Index; however, it will not be adjusted to an amount less than the original amount approved by the TAB at the time when the project was first programmed in the TIP.
10. MN/DOT and the Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited CMAQ projects for the review and acceptance of the TAB. This report, the Annual Implementation Report, shall include updated program, system and project information. MN/DOT and TAC shall include such findings, recommendations and additional information, as it deems appropriate.
11. If a project is added to the CMAQ program, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.
12. Projects in the CMAQ element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed the dollar limit identified in the Implementation Report and shall not exceed 80% of the project costs. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as plan specification and estimate (PS&E) approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the total project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to Mn/DOT and the Transportation Advisory Board. If the project exceeds the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval. As noted in Policy 14, no more than \$5,500,000 in CMAQ funds will be provided for a specific project.
13. A CMAQ project will be eliminated from the program if it does not meet its sunset date. For projects programmed until 2006, the sunset date is September 30 of the year following the program year identified in the project proposal or as otherwise established by the TAB. In 2004, the TAB changed the adopted Criteria and moved the sunset date for projects programmed from 2007 and beyond to March 31 of the year following the program year identified in the project proposal or otherwise established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix B. If Criteria for Meeting Sunset Date Requirements for a project have been met, but CMAQ funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.
14. No more than \$5,500,000 in CMAQ funds will be provided for a specific project. The local match (nonfederal) in funding for any project must be at least 20% of the total. The match must be in "hard dollars"; a "soft match" will not be allowed. Additional points will not be awarded for providing a match in excess of 20%.

## **Transportation Enhancements Program**

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

#### TE Purpose and Vision

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

#### **TEP General Policies**

1. TE funds are available to all Minnesota state agencies, the Metropolitan Council, other transit providers, Indian tribal governments, the seven counties, all cities and towns within the Twin Cities seven county region, and the ten Regional Park System Implementation agencies. Other local nonprofit agencies or parties and special governmental agencies are eligible, but must have a public agency sponsor. The agency sponsor is the local unit of government of record. The local unit of government is responsible for making arrangements with the agency sponsor to ensure all project requirements of the local unit of government are met.

Federal and state statutes govern the manner in which Mn/DOT acts as an agent for other units of government or local parties when managing Federal Highway Trust Funds for TE projects. Federal Funds are considered "Anticipated Receipts" for accounting purposes. The local match is the responsibility of the local unit of government and/or local or nonprofit party.

An Agency Agreement is written between Mn/DOT and the local unit of government. The local unit of government or local party sponsor will administer the project using the State Aid for Local Transportation (SALT) Delegated Contract Process (DCP) for federal aid projects.

2. Generally, TE funds are available for the activities listed under #1 of the Qualifying Criteria and incidental activities associated with them if the incidental work does not constitute more than 30% of the project costs. See Qualifying Criterion #1 for a description of what is meant by "incidental activities".
3. Generally, the TAB will provide TE funds for project construction and materials, right of way, land acquisition, program implementation and related activities. TAB will not provide TE funds for study completion, preliminary engineering, design, construction engineering, or other similar costs.
4. A TE construction or reconstruction project must be a permanent improvement. Temporary construction is defined as work that must be essentially replaced in the immediate future (within five years). Staged construction is considered permanent rather than temporary so long as future stages build on, rather than replace, previous work. All projects must comply with the requirements of the Americans with Disabilities Act. Reconstruction of a bikeway/walkway facility is eligible as long as the facility is beyond its useful life.
5. TAB will not provide more than \$1,000,000 in TE funds for a specific project. TAB reserves the right to partially fund any project. The local (nonfederal) match in funding for any project must be at least 20% of the total. The local match can be provided in the form of cash up front "hard dollars" or a "soft match". A "soft match" may include construction materials and equipment rental if adequate documentation. Donated materials, e.g., railroad ties, asphalt pavement, or wiring necessary to run a street car, must meet all standards and specifications. Caution in using a "soft match" should be taken

to ensure the donated materials or equipment rental during actual construction does not fall below the 20% non-federal match required to be able to receive 100% of the federal funds. Mn/DOT will evaluate the soft match component to determine its eligibility and value. Soft match shall be identified in the application. TAB will not award additional points for providing a local match in excess of 20%.

6. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.
7. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited TE projects for the review and approval of the TAB. This report, the Annual Implementation Report shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.
8. TAB will base the fundable amount of a project on the original submittal. The TAB must approve any change in the scope of an approved project. The TE federal fund participation for each project will be updated and reported in the Annual Implementation Report as the federal cost cap. The federal cost cap will be based on the change in the previous year's Minnesota Highway Construction Cost Index; however, it will not be adjusted to an amount less than the original amount approved by the TAB at the time when the project was first programmed in the TIP.
9. If a project is added to the TIP, the entire project is included even though a portion of that work extends beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.
10. Projects in the TE element of the TIP are specifically limited to the federal funding caps identified in the Metropolitan Council's Annual Implementation Report on regionally solicited and federally funded transportation improvement projects and programs. The federal funding will be capped as follows: federal funds shall not exceed the dollar limit identified in the Implementation Report and shall not exceed 80% of the project costs. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project and is the total that shall be authorized as PS&E approval for all advertisements of the project described. All eligible extra work and supplemental agreements will be federally funded if the project costs remain under the cost cap. Any proposed change by the local agency to the federal cost cap will have to be presented to Mn/DOT and the Transportation Advisory Board. If the project exceeds the federal cost cap, the agency will be responsible to fund all additional work regardless if it is justifiable as an eligible expense. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the annual report at the time of approval. As noted in Policy 5, TAB will not provide more than \$1,000,000 in TE funds for a specific project.
11. A TE project will be eliminated from the program if it does not meet its sunset date. For projects programmed until 2006, the sunset date is September 30 of the year following the program year identified in the project proposal or otherwise established by the TAB. In 2004, the TAB changed the adopted Criteria and moved the sunset date for projects programmed from 2007 and beyond to March 31 of the year following the program year identified in the project proposal. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix B.

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

## **APPENDIX B. CRITERIA FOR MEETING SUNSET DATE REQUIREMENTS – 2003 REGIONAL SOLICITATION – AMENDED, OCTOBER 20, 2004**

### **Construction Projects through the FHWA Process**

- Environmental document approved
- Right of way certificate approved or condemnation proceedings have been formally initiated
- District State Aid Engineer approval of plans
- Engineer's estimate
- Special provision information
- Utility relocation certificate
- Permit applications submitted
- Letting date can be set within 90 days

### **Construction Projects through the FTA Process**

- Environmental document completed; reviewed by Metro State Aid for completeness
- Satisfactory review by Metro State Aid that project plans are complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

### **Right of Way Only Projects through FHWA Process**

- Environmental document approved
- OIM/SALT authorization to proceed

### **Right of Way Only Projects through FTA Process**

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

### **Program Project**

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

### **Transit Capital (Bus Purchase)**

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

### **Transit Operating**

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

\*For non-Metro Transit projects only.

## **APPENDIX C. PROCEDURE TO REQUEST A SUNSET DATE EXTENSION**

On October 20, 2004, the Transportation Advisory Board adopted the following procedure for requesting an extension of a sunset date:

The project sponsor must illustrate to the Funding and Programming Committee that significant progress has been made on the project and the criteria can be met within the time period requested. The maximum length of a sunset extension is 1 year. Projects are only eligible for one sunset extension request.

The project sponsor is required to submit the following materials to the Funding and Programming Committee so it can determine if a sunset date extension is reasonable:

- 1) Project Background
  - a) Project Name
  - b) Location Map
  - c) Sponsoring Agency
  - d) Other Participating Agencies
  - e) Project Description
  - f) Funding Category (ie: STP, TE, CMAQ)
  - g) Federal Funds Allocated
  - h) Local Share and Source
  - I) Fiscal Year Programmed
  
- 2) Project Progress
  - a) Complete attached progress schedule with actual dates.
  - b) Right of way acquisition - provide map showing status of individual parcels.
  - c) Plans - provide a copy of current plans.
  - d) Permits - provide a list of permitting agencies, permits needed and status.
  - e) Approvals - provide a list of agencies with approval authority and approval status.
  - f) Identify funds and other resources spent to date on project.
  
- 3) Justification for Extension Request
  - a) What is unique about this project that requires an extension of the sunset?
  - b) What are the financial impacts if this project does not meet its sunset date?
  - c) How does this project implement regional policies?
  - d) What are the implications if the project does not obtain the requested extension?
  - e) What actions will the agency take to resolve the problems facing the project in the next 3 to 6 months.

### **PROCESS AND ROLES**

The Funding and Programming Committee will hear all requests for extensions. The Committee's recommendation will be forwarded to the TAC for concurrence. The TAC will report the action to the TAB Programming Committee. The Funding and Programming Committee will notify the applicant of its decision.

Due to potential controversy of these requests, any challenge to the decision may be presented to the TAB/Programming Committee for review and recommendations.



## APPENDIX D. TAB FEDERAL FUNDS MANAGEMENT PROCESS

### Transportation Improvement Program (TIP) Management

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

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

#### For projects selected by the Transportation Advisory Board: \*

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

#### For projects selected by MN/DOT:

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

#### For projects selected by the Metropolitan Council or Metro Transit:

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

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

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