

**ANNUAL IMPLEMENTATION REPORT
FOR FEDERAL FISCAL YEAR 2007**

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

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Accurate as of September 30, 2007, except where noted otherwise.

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INTRODUCTION

This is the Implementation Report for Federal Fiscal Year (FFY) 2007. Beginning in 1993, the Transportation Advisory Board (TAB) and the Metropolitan Council have prepared reports on the region's activities in a number of federal funding programs for each federal fiscal year. 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 by the TAB in 1993 following the passage of ISTEA, 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 2006 report, or that remain in the TIP. **All policies, facts, figures and dates in this report reflect actions as of September 30, 2007, 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.

To receive SAFETEA-LU funding, a project must be included in the region's Transportation Improvement Program (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. SAFETEA-LU now requires all MPOs in air quality non-attainment or maintenance areas to prepare a four-year TIP. This requirement will result in a four-year TIP prepared each 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
2005	23	\$92,581,576	16	\$55,030,261	17	\$16,760,632	56	\$164,372,469
Total	162	\$450,154,606	94	\$236,055,052	125	\$74,350,371	381	\$760,560,029

During FY 2007, 133 applications were submitted for funding in the 2007 Solicitation. Selected projects from this Solicitation will be added to the TIP in FY 2008.

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 yet to be implemented 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, 2007 that had not been dropped met their sunset date requirements within 90 days of this date but had not been authorized in FFY 2007. Therefore they are still listed in the Accepted tables in this report.
2. Authorized Projects (Tables 7 and 8): The first table shows the amount of federal funds originally authorized beginning with the passage of ISTEA. Table 14 lists all of the regionally-solicited projects that were authorized by Mn/DOT in federal fiscal year 2007. 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.

OBSERVATIONS/ISSUES

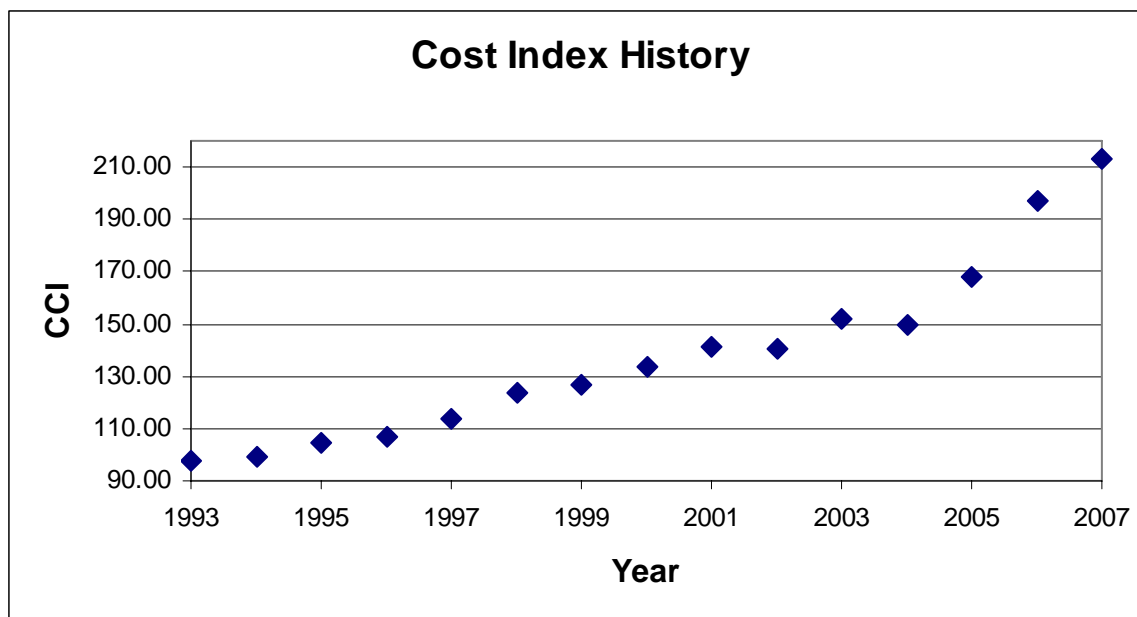
1. 2009 and 2010 Projects Inflation

The TAB changed its previous policy for applying inflation to projects selected through the 2005 solicitation. Instead of applying the Minnesota Highway Construction Cost Index for the previous year to projects each year, projects programmed for 2009 and 2010 were given a static inflation factor when they were included in the TIP and will not be adjusted again. The TAB programmed 2009 projects with an inflation adjustment of 5% and 2010 projects with an inflation adjustment of 7%. The current amounts reflected in Tables 7 through 12 include this adjustment. No other cost adjustments will be applied to these projects.

2. Application of the Minnesota Highway Construction Cost Index (CCI) in the 2007 Annual Implementation Report

In April 2007, the Transportation Advisory Board also revised its policy for applying the Minnesota Highway Construction Cost Index (CCI) to projects in the 2006 and 2007 Annual Implementation Reports. Projects programmed for 2007 will not receive an inflation adjustment; and projects programmed for 2008 will receive their last adjustment in the 2007 Annual Implementation Report. 2009 projects and beyond will receive no adjustments beyond that which was applied to them when they were selected by the Transportation Advisory Board.

TAB took this action because inflation has been running at double-digits and it has become hard to balance the TIP finances. TAB also did not want to apply an adjustment to projects that have the program year of the Implementation Report in order to encourage projects to be completed in their program year. Since the adjustment for the Annual Implementation Report is applied to projects in the year following the Annual Implementation Report year, awarding an inflation adjustment to projects that fall behind their program year would work against regional objectives for project delivery.



3. Change in Policy for Applying the CCI to Non-Construction Projects in the Annual Implementation Report

Concurrent with the above policy change, the TAB decided no longer to apply the Minnesota Highway Construction Cost Index (CCI) to non-construction projects because the CCI has been increasing so quickly in recent years and does not accurately reflect costs for non-construction projects. Non-construction projects such as bus purchases identify a number of transit vehicles to be purchased based on planned serviced and available operating funds. Other non-construction projects, such as travel demand management programs, do not have a construction element and it does not make sense to apply the CCI to them. These projects still retain any adjustments that they have received up through the 2005 Annual Implementation Report.

4. Exchange of CMAQ Funding in FY 2007

The Transportation Advisory Board approved the even exchange of funds for the CMAQ Hiawatha LRT Land Assembly Project (MN-90-X139) with Hennepin County Hiawatha LRT Operating Funds in September 2007. The CMAQ funding for the LRT land assembly project was awarded in the 1999 solicitation. At that time, this kind of project was acceptable to FTA. Today, the agency is interpreting the CMAQ program differently and would not release the funding for this purpose. Since the funding has already been transferred to FTA and authorized, the project is not in the TIP anymore. This kind of transaction is not new to the TAB process as MnDOT has already laid the groundwork for this type of financial transaction when state bridge bonds were swapped with federal bridge funding in 2004.

5. Change in Sunset Date Extension Policy

If a project was granted a sunset date extension through the process described in the sunset date extension guidance, that project can receive one additional 30-day sunset date extension if the project sponsor and the MN/DOT Metro District State Aid Office both agree that the project sponsor can meet the sunset date requirements within that 30-day period. The MN/DOT Metro District State Aid Office must notify the TAB of these extensions.

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 2005 solicitation were programmed in 2009 and 2010 and added to the 2007-2010 Transportation Improvement Program for the Twin Cities Metropolitan Area (TIP). The policies are reviewed after each solicitation so, while many are the same as past and present years' policies, the policies cited in this report are unique to the 2005 solicitation.

For more information on the regional solicitation, please review the solicitation webpage located on the Metropolitan Council website at <http://www.metrocouncil.org/planning/transportation/regsolicit.htm>.

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 2008-2011 TIP.

The tables in this section identify each project by its state project number and include a brief description of each project and the funding breakdown. The tables also include the project's original funding amounts, 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 2008-2011 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 2007, 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 \$161.6 million in federal funds for 39 STP projects are programmed in the 2008-2011 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 25 accepted CMAQ projects totaling nearly \$85.5 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 federally-defined activities are eligible for Transportation Enhancement Program funding under the TAB process. Proposed projects must be related to the surface transportation system to be eligible. Table 3 lists 34 accepted Transportation Enhancement projects with a total federal cost of \$31.0 million.

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Richfield	157-020-019	Augmenter	Reconstruct the 66th St. and Portland Av. Intersection (1)	\$1,680,000	\$420,000	\$2,100,000	2004	9/30/2007	\$2,226,336
Minneapolis	141-090-22	Bike/Walk	Royalston Ave. to W. River Pkwy in Mpls-Cedar Lake Trail (Phase 3) (3)	\$2,160,000	\$540,000	\$2,700,000	2005	3/31/2010	\$2,561,976
Hennepin County	27-701-13	Expander	On CSAH 101 from S of 14th Ave. to 30th Ave. in Plymouth-Reconstruct, Signals, etc.(2)	\$4,560,000	\$1,140,000	\$5,700,000	2006	9/30/2008	\$5,408,616
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)	\$2,560,000	\$640,000	\$3,200,000	2006	9/30/2008	\$3,036,416
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. (2)	\$4,080,000	\$1,020,000	\$5,100,000	2006	9/30/2008	\$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. (3)	\$5,500,000	\$18,300,000	\$23,800,000	2006	3/31/2009	\$6,523,550
Anoka Co.	02-651-06	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	\$2,236,172
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	\$7,150,550
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	\$7,150,550

TABLE 1
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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
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	\$1,430,110
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. (3)	\$5,500,000	\$1,501,000	\$7,001,000	2008	3/31/2010	\$7,723,221
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	\$3,944,179
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.(3)	\$2,000,000	\$500,000	\$2,500,000	2008	3/31/2010	\$2,808,444
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.(3)	\$5,100,000	\$1,275,000	\$6,375,000	2008	3/31/2010	\$7,161,532

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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.	82-625-02	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	\$3,969,736
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	\$1,736,742
CITY OF MINNEAPOLIS	141-020-108	Augmenter	CEDAR, FRANKLIN AND MINNEHAHA AVENUE INTERSECTION SAFETY AND CAPACITY IMPROVEMENT PROJECT - RECONSTRUCT SEVERAL INTERSECTIONS AND CONNECT STREET SEGMENTS TO THE PORTION OF CEDAR AVENUE LOCATED BETWEEN I-94 AND TH 55 (HIAWATHA AVENUE) IN SOUTH MINNEAPOLIS. IMPROVE MULTIMODAL TRANSPORTATION SAFETY AND CAPACITY, REDUCE PEDESTRIAN AND VEHICULAR CONFLICTS, IMPROVE ACCESS TO TRANSIT SERVICES, REDUCE BARRIERS TO DEVELOPMENT, AND IMPROVE ACCESS MANAGEMENT TO ADJACENT LAND USES AND MAJOR DEVELOPMENT SITES ALONG THIS SEGMENT OF CEDAR AVENUE. (3)	\$1,844,800	\$471,760	\$2,316,560	2009	3/31/2011	\$1,887,040

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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 COUNTY	62-678-12	Augmenter	COUNTY ROAD B2 -- RECONSTRUCTION BETWEEN FAIRVIEW AVENUE AND TH 51 (SNELLING AVENUE) - (0.5 MILES) BUILD A SIX-LANE FACILITY, INCLUDE SIGNAL AND TURN LANE MODIFICATIONS.(3)	\$2,280,000	\$598,500	\$2,878,500	2009	3/31/2011	\$2,394,000
CITY OF RICHFIELD	157-090-01	Bike/Walk	PEDESTRIAN/BICYCLE BRIDGE OVER I-35W AT 76TH STREET - WILL BE ADDED TO A NEW BRIDGE REPLACING THE 76TH STREET BRIDGE AS IT CROSSES OVER I-35W BEGINNING AT EMERSON AVENUE EAST OF I-35W AND ENDING WEST I-35W AT HUMBOLDT AVENUE, APPROXIMATELY 940 FEET IN LENGTH.	\$352,000	\$92,400	\$444,400	2009	3/31/2010	\$369,600
CITY OF ST. PAUL	164-090-11	Bike/Walk	MIDTOWN GREENWAY - ST. PAUL EXTENSION, PHASE I (CITY LIMITS TO PRIOR AVENUE) - CONSTRUCT AN OFF ROAD BICYCLE/PEDESTRIAN PATH TO CONNECT THE MINNEAPOLIS MIDTOWN GREENWAY TO A SAINT PAUL EXTENSION.(2) 7FT BIKE LANES AND (1) 6FT PEDESTRIAN LANE. UTILIZE EXISTING BRIDGES WITHIN THE ACQUIRED RIGHT OF WAY AT PELHAM, FAIRVIEW, AND MARSHALL/SNELLING. COMMUNICATION INFRASTRUCTURE WOULD BE INSTALLED ALONG THE NEW CORRIDOR TO PROVIDE POTENTIAL FUTURE EMERGENCY CALL BOXES AND SECURITY CAMERAS.	\$3,080,000	\$808,500	\$3,888,500	2009	3/31/2010	\$3,234,000

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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 COUNTY	82-618-14	Connector	CSAH 18 RECONSTRUCTION - (ST. CROIX TRAIL SOUTH) FROM UPPER 5TH STREET NORTH TO 7TH STREET SOUTH IN THE CITIES OF LAKE LAND AND LAKE LAND SHORES, 1.3 MILE SEGMENT RECONSTRUCTED TO A DIVIDED TWO-LANE ROADWAY WITH LEFT AND RIGHT TURN LANES, A FRONTAGE ROAD AND PEDESTRIAN FACILITIES.	\$1,944,800	\$510,510	\$2,455,310	2009	3/31/2010	\$2,042,040
ANOKA COUNTY	02-614-28	Expander	CSAH 14 INTERCHANGE RECONSTRUCTION - (CITY OF LINO LAKES) EXISTING CSAH 14/I-35E DIAMOND INTERCHANGE TO A DIAMOND INTERCHANGE WITH A LOOP IN THE NORTHWEST QUADRANT, WIDENING OF THE BRIDGE TO ACCOMMODATE A FOUR-LANE DIVIDED ROADWAY WITH A TRAIL ON ONE SIDE, ACCOMMODATE A FUTURE PARK-AND-RIDE IN THE SOUTHEAST QUADRANT OF THE INTERCHANGE. THE PROJECT SEGMENT EXTENDS ONE-HALF MILE FROM 21ST AVENUE TO OTTER LAKE ROAD.	\$5,500,000	\$4,620,000	\$10,120,000	2009	3/31/2010	\$5,775,000
CITY OF MAPLE GROVE	189-020-18	Expander	CSAH 30 - CSAH 101 TO DUNKIRK LANE - THE UPGRADE OF CSAH 30 TO A FOUR-LANE DIVIDED ROADWAY. TWO PEDESTRIAN/BICYCLE TRAILS WILL BE CONSTRUCTED, ONE ON EACH SIDE OF THE CORRIDOR. INCLUDES INSTALLATION OF TRAFFIC SIGNALS AT CSAH 101 AND LAWNDAL E LANE, 1.68 MILES.	\$5,500,000	\$3,937,500	\$9,437,500	2009	3/31/2010	\$5,775,000

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
DAKOTA COUNTY	19-623-23	Expander	COUNTY STATE AID HIGHWAY (CSAH) 23 EXPANDER - CONSTRUCTION OF A SIX-LANE FACILITY (SOUTH OF 153RD STREET), INTERSECTION UPGRADES, AND RELATED ROADWAY IMPROVEMENTS TO ADDRESS HIGHWAY OPERATION AND ACCOMMODATE BUS RAPID TRANSIT BUSES ON CEDAR AVENUE (CSAH 23) FROM 147TH STREET TO 1/4 MILE SOUTH OF 160TH STREET (CSAH 46). 1.5 MILES. (3)	\$5,500,000	\$2,625,000	\$8,125,000	2009	3/31/2011	\$5,775,000
WASHINGTON COUNTY	82-602-15	Expander	WEST BROADWAY AVENUE (CSAH 2) RECONSTRUCTION - CSAH 2 FROM 19TH STREET SW TO 12TH STREET SW AND THE I-35 INTERCHANGE. ACCESS WILL BE REDUCED THROUGH THE INTRODUCTION OF A RAISED MEDIAN CONVERTING THREE PRIVATE ACCESS POINTS INTO RIGHT IN/RIGHT OUT ROAD.(3)	\$5,500,000	\$4,935,000	\$10,435,000	2009	3/31/2011	\$5,775,000
MN/DOT METRO DISTRICT	0208-123UGAC	Principal	TH 65 AND 129TH & TH 65 AND 121ST AVE/PAUL PARKWAY OVERPASS PROJECT (BLAINE) - THE CURRENT SIGNALIZED INTERSECTIONS WILL BE CONVERTED TO OVERPASSES.	\$2,880,000	\$756,000	\$3,636,000	2009	3/31/2010	\$3,024,000
CITY OF SAVAGE	211-010-07	Principal	TH 13 ACCESS IMPROVEMENTS (SAVAGE) - BETWEEN VERNON AVENUE AND LYNN AVENUE, A DISTANCE OF APPROXIMATELY 0.9 MILE. CLOSE FOUR CITY STREET ACCESS POINTS ONTO TH 13. TH 13 SHOULDERS WILL BE IMPROVED TO MEET "BUS ONLY" STANDARDS.	\$3,750,000	\$787,500	\$4,537,500	2009	3/31/2010	\$3,937,500

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

PROJECT INFORMATION				ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Category	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
CITY OF ROGERS	238-020-02	Reliever	CSAH 81 REALIGNMENT PROJECT - SOUTH OF ITS INTERSECTION WITH THE I-94 EASTBOUND RAMPS IN THE CITY OF ROGERS. ADDITION OF THROUGH LANES IN EACH DIRECTION. INCLUDE ADDITIONAL TURN LANES WHERE NECESSARY AND A BICYCLE/PEDESTRIAN PATH ON BOTH SIDES OF THE ROADWAY.						
				\$1,680,000	\$441,000	\$2,121,000	2009	3/31/2010	\$1,764,000
HENNEPIN COUNTY	27-661-34	Reliever	CSAH 61/8637 - NORTH OF BREN ROAD TO SOUTH OF CSAH 3 - A 1.53-MILE, TWO-LANE, RURAL ROAD WILL BE RECONSTRUCTED AS A 4-LANE, URBAN, 10-TON ROAD WHICH WILL BE CHANNELIZED AT THE INTERSECTIONS OF SMETANA DRIVE AND K-TEL DRIVE. TEMPORARY SIGNALS AT TWO LOCATIONS WILL BE REPLACED WITH PERMANENT SIGNALS. PROJECT EXCLUDES TWO BRIDGES ON THE ROUTE. ONE NEW, 8-FOOT WIDE OFF-ROAD PATH, WILL BE CONSTRUCTED ON THE WEST SIDE OF CSAH 61 TO FACILITATE PEDESTRIAN AND BICYCLE TRAVEL.						
				\$5,280,000	\$1,386,000	\$6,666,000	2009	3/31/2010	\$5,544,000

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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 COUNTY	27-681-27	Augmenter	CSAH 81/0118 (COUNTY 81) - RECONSTRUCT CSAH 81 FROM NORTH OF TH 100 TO NORTH OF CSAH 10 - 1.41 MILES OF NEW 6-LANE, 10-TON, URBAN, DIVIDED ROADWAY. WILL SUPPORT A PROPOSED MINNEAPOLIS TO ROGERS BUS RAPID TRANSIT (BRT) LINE IN MIXED USE LANES. THE INTERSECTION AT CSAH 10 (BASS LAKE ROAD) WILL BE EXPANDED. ADD A PEDESTRIAN AND BIKE PATH ON ONE SIDE.	\$5,500,000	\$2,675,000	\$8,175,000	2010	3/31/2011	\$5,885,000
MNDOT	6227-57	Augmenter	TH 120 MILL & OVERLAY AND FRONTAGE ROAD REALIGNMENT - ADD AN AUXILIARY LANE AND REALIGN THE FRONTAGE ROAD (HUDSON ROAD) VIA A NEW FRONTAGE ROAD SECTION (MAPLEWOOD AND OAKDALE IN RAMSEY AND WASHINGTON COUNTIES.)(3)	\$976,000	\$261,080	\$1,237,080	2010	3/31/2012	\$1,044,320
CARVER COUNTY	10-611-06	Connector	CSAH 11 (GUERNSEY AVENUE) - CSAH 10 TO TH 212 RECONSTRUCTION PROJECT - PROVIDE A CONTINUOUS CSAH 11 FROM TH 212 IN CHASKA TO TH 5 IN VICTORIA. RECONSTRUCTING CSAH 11 (GUERNSEY AVENUE) BETWEEN CSAH 10 AND CR 140 TO A PAVED 10-TON ROADWAY. A PORTION ON NEW ALIGNMENT TO PROVIDE A CONNECTION TO EXISTING CR 147. A BICYCLE TRAIL WILL BE CONSTRUCTED ON THE EAST SIDE OF CSAH 11 FROM CSAH 10 TO TH 212.	\$2,622,400	\$701,492	\$3,323,892	2010	3/31/2011	\$2,805,968

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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	02-617-18	Expander	CSAH 17 (LEXINGTON AVENUE) ACCESS MANAGEMENT AND RECONSTRUCTION PROJECT - IMPROVEMENTS ON A 2.2 MILE SEGMENT OF CSAH 17 (LEXINGTON AVENUE) FROM CSAH 14 (MAIN STREET) TO 1,000 FEET NORTH OF CSAH 116 (BUNKER LAKE BLVD.), RECONSTRUCTS CSAH 17 TO A SIX-LANE DIVIDED ROADWAY WITHIN BLAINE AND TO A FOUR-LANE DIVIDED ROADWAY WITHIN HAM LAKE. INCLUDES EXCLUSIVE TURN LANES AT MAJOR INTERSECTIONS, INCLUDES THE CONSTRUCTION OF SEPARATE PEDESTRIAN/BICYCLE FACILITIES ALONG ONE SIDE OF CSAH 17.(3)	\$5,456,000	\$1,459,480	\$6,915,480	2010	3/31/2012	\$5,837,920

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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 COUNTY	27-709-21	Expander	CSAH 109/0025 (WEAVER LAKE ROAD/85TH AVENUE) - CONSTRUCT SECOND HALF OF CSAH 109 AS A 4-LANE ROAD FROM EAST OF MAIN STREET TO EAST OF JEFFERSON HIGHWAY. - CONSTRUCTION OF THE SECOND HALF OF A PLANNED 1.95 MILE, 4-LANE, DIVIDED ROADWAY FROM EAST OF MAIN STREET TO EAST OF JEFFERSON HIGHWAY IN MAPLE GROVE AND BROOKLYN PARK. THE EXISTING ROAD IS BEING USED AS A TWO-LANE ROAD, UNTIL THE REMAINING TWO LANES CAN BE CONSTRUCTED, RESULTING IN A 4-LANE DIVIDED ROADWAY. AN OFF-ROAD, MULTI-USE PATH WILL BE CONSTRUCTED ON AT LEAST ONE SIDE OF THE ROADWAY. (3)						
				\$5,500,000	\$2,247,000	\$7,747,000	2010	3/31/2012	\$5,885,000
SCOTT COUNTY	70-621-25	Expander	CONSTRUCTION ON CSAH 21 FROM CSAH 16 TO CSAH 18 - INCLUDES PARALLEL TRAILS AND A TRANSIT PARK-AND-RIDE LOT IN THE SOUTHWEST QUADRANT OF CSAH 16 AND CSAH 18.						
				\$4,658,800	\$1,246,229	\$5,905,029	2010	3/31/2011	\$4,984,916

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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	02-596-08	Principal	TH 242 RECONSTRUCTION PROJECT - ACCESS MANAGEMENT AND MOBILITY IMPROVEMENTS ON A 1.1 MILE SEGMENT FROM THRUSH STREET TO CRANE STREET IN THE CITY OF COON RAPIDS. WIDENING TH 242 TO A FOUR-LANE DIVIDED HIGHWAY; INTERSECTION IMPROVEMENTS AND CONSTRUCT A PEDESTRIAN WALKWAY ON THE SOUTH SIDE OF TH 242 FOR THE ENTIRE PROJECT LENGTH.	\$5,500,000	\$2,225,600	\$7,725,600	2010	3/31/2011	\$5,885,000
CITY OF ST. LOUIS PARK	163-280-20	Principal	TH 7/WOODDALE AVENUE INTERCHANGE - CONSTRUCTION OF A GRADE-SEPARATED INTERCHANGE AT THE INTERSECTION OF TH 7 AND WOODDALE AVENUE IN THE CITY OF ST. LOUIS PARK. INCLUDES A DEDICATED PEDESTRIAN/BICYCLE FACILITY ON THE BRIDGE CROSSING OVER TH 7.	\$5,500,000	\$4,815,000	\$10,315,000	2010	3/31/2011	\$5,885,000
WASHINGTON COUNTY	82-596-03	Principal	TH 36 GRADE SEPARATION AT LAKE ELMO AVENUE (CSAH 17) AND THE CONSTRUCTION OF NORTH AND SOUTH FRONTAGE ROADS. ACCESS TO TH 36 FROM CSAH 17 WILL BE ELIMINATED.	\$3,169,600	\$847,868	\$4,017,468	2010	3/31/2011	\$3,391,472

TABLE 1
Surface Transportation Program – Accepted Projects as of 9/30/07

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	02-716-11	Reliever	CSAH 116 - CR 57 (SUNFISH LAKE BOULEVARD) TO GERMANIUM ST. RECONSTRUCTION PROJECT. - IMPLEMENTS A NUMBER OF MOBILITY IMPROVEMENTS ON A 1 MILE SEGMENT OF CSAH 116 FROM CR 57 (SUNFISH LAKE BOULEVARD) TO GERMANIUM STREET. THE PROJECT RECONSTRUCTS CSAH 116 TO A FOUR-LANE DIVIDED ROADWAY. INCLUDES THE CONSTRUCTION OF SEPARATE PEDESTRIAN/BICYCLE FACILITIES ALONG THE CSAH 116 CORRIDOR.						
				\$3,440,000	\$920,200	\$4,360,200	2010	3/31/2011	\$3,680,800
Total				\$141,247,000	\$75,857,819	\$217,104,819			\$162,488,993

(1) Sunset requirements met, but funds had not been authorized as of 9/30/2007.

(2) These projects received a one-year sunset extension in FFY2007.

(3) In order to balance the TIP, the project sponsors volunteered to move these projects from one TIP year to the next. Projects that moved from 2007 to 2008 received a sunset date extension but not an inflation adjustment; projects moving from 2008 to 2009 received an inflation adjustment equivalent to 2008 projects and a sunset date extension; and projects moving from 2009 to 2010 or 2010 to 2011 received a sunset date extension but not an inflation adjustment. The sunset date is in the year following the program year.

TABLE 2
Congestion Mitigation Air Quality – Accepted Projects as of 9/30/07

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	90-595-10	I-94 East Park and Ride Lot (Lake Elmo): construct new 500-car park and ride lot at County Road 19 and I-94. (1)	\$3,200,000	\$800,000	\$4,000,000	2007	3/31/2008	\$4,160,320
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	\$7,150,550
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.(1)	\$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	\$2,112,663
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

TABLE 2
Congestion Mitigation Air Quality – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
CITY OF MPLS.	CM-05-19	UPGRADES AND ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	\$2,000,000	\$525,000	\$2,525,000	2009	3/31/2010	\$2,100,000
CITY OF MPLS.	CM-05-20	TRAFFIC SIGNAL IMPROVEMENTS TO DOWNTOWN STREET SYSTEM TO PROVIDE DAILY ENHANCED PREFERRED TREATMENT FOR BUS AND LRT TRANSIT PATRONS	\$400,000	\$105,000	\$505,000	2009	3/31/2010	\$420,000
CITY OF RAMSEY	199-080-02	PROVIDE COMMUTER COACH EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND DOWNTOWN MINNEAPOLIS, AND CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS.	\$3,336,000	\$875,700	\$4,211,700	2009	3/31/2010	\$3,502,800
METRO TRANSIT	91-596-02	CONSTRUCT A NEW LRT STATION AT 34TH AVE.AND AMERICAN BLVD., AND EXPAND PARK-N-RIDE LOT FACILITY AT 28TH AVE.BY ADDING 500 NEW PARKING SPACES	\$5,500,000	\$6,825,000	\$12,325,000	2009	3/31/2010	\$5,775,000
METROPOLITAN COUNCIL	CM-05-09	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOL OPERATIONS,CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES, INCREASE PED AND BIKE WORK TRIPS. FUNDING SUPPORTS THE TDM ACTIVITIES AT METRO TRANSIT MARKETING DIVISION, METROPOLITAN TRANSPORTATION SERVICES, SUBURBAN "OPT-OUT" TRANSIT AUTHORITIES, AND FIVE LOCAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	\$2,750,000	\$721,875	\$3,471,875	2009	3/31/2010	\$2,887,500
MVTA	CM-05-17	PURCHASE 12 BUSES FOR DEDICATED OPERATION AND DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE. BUSWAY	\$4,680,000	\$1,228,500	\$5,908,500	2009	3/31/2010	\$4,914,000

TABLE 2
Congestion Mitigation Air Quality – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
SMTC	91-080-06	COMPLETION OF SMTC MARKET STREET STATION IN CHANHASSEN PARK-N-RIDE EXPANSION FACILITY	\$5,500,000	\$1,443,750	\$6,943,750	2009	3/31/2010	\$5,775,000
CITY OF ANOKA	103-080-02	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION (2)	\$5,500,000	\$2,996,000	\$8,496,000	2010	3/31/2012	\$5,885,000
CITY OF MPLS.	CM-05-19A	UPGRADES AND ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER AND INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	\$2,120,000	\$567,100	\$2,687,100	2010	3/31/2011	\$2,268,400
CITY OF MPLS.	CM-05-21	OPTIMIZE SIGNAL TIMING AT 106 SIGNALIZED INTERSECTIONS ON HIAWATHA AVE., OLSON HIGHWAY, LYNDALE AVE. SOUTH, E/W LAKE STREET AND HENNEPIN AVE. SOUTH	\$200,000	\$267,500	\$467,500	2010	3/31/2011	\$214,000
METRO COUNCIL	CM-05-11	PURCHASE OF 15 BUSES TO SUPPORT EXPRESS SERVICE ROUTES	\$5,500,000	\$1,471,250	\$6,971,250	2010	3/31/2011	\$5,885,000
METRO TRANSIT	91-596-01	300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE NORTH EDGE OF AN EXISTING LOT AT 95TH	\$600,000	\$160,500	\$760,500	2010	3/31/2011	\$642,000
METRO TRANSIT	CM-05-06	PURCHASE 6 ARTICULATED BUSES AND RELATED SPARE PARTS AND EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON ROUTE 673 BETWEEN MINNETONKA AND DOWNTOWN MINNEAPOLIS	\$2,544,000	\$680,520	\$3,224,520	2010	3/31/2011	\$2,722,080
METROPOLITAN COUNCIL	CM-05-09A	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOL OPERATIONS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES, INCREASE PED AND BIKE WORK TRIPS. FUNDING SUPPORTS THE TDM ACTIVITIES AT METRO TRANSIT MARKETING DIVISION, METROPOLITAN TRANSPORTATION SERVICES, SUBURBAN "OPT-OUT" TRANSIT AUTHORITIES, AND FIVE LOCAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	\$2,750,000	\$735,625	\$3,485,625	2010	3/31/2011	\$2,942,500

TABLE 2
Congestion Mitigation Air Quality – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
SMTC	CM-05-13	PURCHASE OF 10 BUSES FOR SERVICE EXPANSION	\$4,080,000	\$1,091,400	\$5,171,400	2010	3/31/2011	\$4,365,600
CITY OF RAMSEY	CM-05-10A	PROVIDE COMMUTER COACH EXPRESS BUS SERVICE BETWEEN THE CITY OF RAMSEY AND DOWNTOWN MINNEAPOLIS, AND CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS. OPERATIONS	\$1,159,921	\$310,279	\$1,470,200	2009, 2010, 2011	3/31/2011	\$1,241,116
METRO TRANSIT	CM-05-03	PEAK PERIOD TRANSIT SERVICE EXPANSION OF EXPRESS SERVICE BETWEEN BROOKLYN PARK AND DOWNTOWN MINNEAPOLIS TO SERVE NEW PARK-RIDE LOTS ALONG COUNTY 81	\$949,480	\$253,987	\$1,203,467	2009, 2010, 2011	3/31/2011	\$1,015,944
METRO TRANSIT	CM-05-04	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY AND DOWNTOWN MINNEAPOLIS (1)	\$1,130,169	\$302,320	\$1,432,489	2009, 2010, 2011	3/31/2011	\$1,209,281
Total			\$77,854,731	\$27,418,846	\$105,273,577			\$85,836,571

(1) The TAB granted a scope change to these three projects moving the location of the park-and-ride to CSAH 13; reducing the number of park-and-ride spaces to 250; reducing the number of vehicles servicing the park-and-ride lot; and changing the vehicles purchased to ultra-low sulfur bio-diesel articulated buses.

(2) In order to balance the TIP, the project sponsor volunteered to move this project from one TIP year to the next. Projects that moved from 2007 to 2008 received a sunset date extension but not an inflation adjustment; projects moving from 2008 to 2009 received an inflation adjustment equivalent to 2008 projects and a sunset date extension; and projects moving from 2009 to 2010 or 2010 to 2011 received a sunset date extension but not an inflation adjustment.

TABLE 3
Transportation Enhancements – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	orig. TIP Year	Sunset Date	Federal \$ Cost Cap
St. Paul	91-595-21	Harvest States Head House & Sack House-Adaptive Reuse of GTA (1)	\$1,000,000	\$562,000	\$1,562,000	2005	9/30/2007	\$1,186,100
St. Paul	164-595-01	Upper Landing Park-Mississippi Riverbank Improvements (1)	\$1,000,000	\$562,000	\$1,562,000	2006	9/30/2007	\$1,186,100
St. Paul	164-595-02	Harvest States/High Bridge Barge Fleeting Area-Mississippi Riverbank Improvements (1)	\$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 (1)	\$360,000	\$202,000	\$562,000	2006	9/30/2007	\$426,996
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	\$837,264
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	\$468,868
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	\$1,300,100
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	\$977,675
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	\$842,533
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	\$1,011,040

TABLE 3
Transportation Enhancements – Accepted Projects as of 9/30/07

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	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	\$258,377
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 Stret and West River Parkway.(2)	\$1,000,000	\$350,000	\$1,350,000	2008	3/31/2010	\$1,404,222
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. (2)	\$548,000	\$137,000	\$685,000	2008	3/31/2010	\$769,514
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	\$457,327
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	\$509,002
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	\$1,404,222
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	\$359,481

TABLE 3
Transportation Enhancements – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	orig. TIP Year	Sunset Date	Federal \$ Cost Cap
ANOKA COUNTY PARKS AND RECREATION	91-090-43	RICE CREEK NORTH REGIONAL TRAIL EXPANSION: CONSTRUCT TRAIL FROM JUST SOUTH OF GOLDEN LAKE ELEMENTARY SCHOOL IN CIRCLE PINES TO THE LINO LAKES TOWN CENTER DEVELOPMENT, APPROXIMATELY 4.0 MILES.	\$1,000,000	\$2,298,450	\$3,298,450	2009	3/31/2010	\$1,050,000
BLOOMINGTON	107-090-06	KILLEBREW DRIVE GRADE SEPARATED CROSSING: CONSTRUCT AN ELEVATED BICYCLE AND PEDESTRIAN FACILITY ON SOUTH SIDE OF THE MOA CONNECTING 20TH AND 22ND AVENUES OVER KILLEBREW DR. IN BLOOMINGTON.	\$960,000	\$252,000	\$1,212,000	2009	3/31/2010	\$1,008,000
DAKOTA COUNTY OFFICE OF PLANNING	91-090-48	MISSISSIPPI RIVER REGIONAL TRAIL: CONSTRUCT BICYCLE/PEDESTRIAN TRAIL APPROXIMATELY 1.6 MILES FROM CAHILL AVENUE TO THE PINE BEND BLUFFS TRAILHEAD IN INVER GROVE HEIGHTS.	\$736,000	\$193,200	\$929,200	2009	3/31/2010	\$772,800
HENNEPIN COUNTY	27-753-12	LOWRY AVENUE CORRIDOR PHASE 2: BUILD SIDEWALKS, LANDSCAPED BOULEVARDS, ON-STREET BICYCLE LANES, PEDESTRIAN LIGHTING AND AMENITIES ON LOWRY AV. IN MINNEAPOLIS APPROX. 1.06 MILES.	\$1,000,000	\$7,875,000	\$8,875,000	2009	3/31/2010	\$1,050,000
MINNEAPOLIS	141-020-107	CEDAR AND FRANKLIN AVENUES PEDESTRIAN ACCESS AND SAFETY IMPROVEMENTS: IN MINNEAPOLIS, INSTALL PEDESTRIAN SCALE LIGHTING IMPROVE PEDESTRIAN STREET CROSSINGS, SIDEWALK AND BOULEVARD ENHANCEMENTS AND WAYFINDING SIGNAGE.	\$800,000	\$572,250	\$1,372,250	2009	3/31/2010	\$840,000
MINNEAPOLIS PARK AND RECREATION BOARD	91-090-42	LOWER WEST RIVER PARKWAY BIKE AND PEDESTRIAN TRAIL: RECONSTRUCT APPROXIMATELY 1.5 MILES OF TRAIL IN MINNEAPOLIS TO IMPROVE SAFETY, SIGNAGE, LIGHTING, AMENITIES AND LANDSCAPING.	\$1,000,000	\$315,000	\$1,315,000	2009	3/31/2010	\$1,050,000

TABLE 3
Transportation Enhancements – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	orig. TIP Year	Sunset Date	Federal \$ Cost Cap
MOUNDS VIEW	146-090-01	CSAH 10 CORRIDOR TRAIL: CONSTRUCT 1.3 MILE OFF-ROAD TRAIL FROM COUNTY ROAD H TO SILVER LAKE ROAD IN MOUNDS VIEW.	\$500,000	\$131,250	\$631,250	2009	3/31/2010	\$525,000
ST. PAUL PARKS AND RECREATION	91-090-45	PHALEN ARCADE PARK TRAILHEAD FACILITY: CONSTRUCT TRAILHEAD WITH RESTROOMS, PARKING, SIGNAGE, LIGHTING, ETC... FOR THE BRUCE VENTO REGIONAL TRAIL AT PHALEN BOULEVARD BETWEEN PAYNE AVENUE AND ARCADE STREET IN ST. PAUL.	\$1,000,000	\$262,500	\$1,262,500	2009	3/31/2010	\$1,050,000
ST. PAUL PARKS AND RECREATION	91-090-46	BRUCE VENTO NATURE SANCTUARY/INDIAN MOUNDS REGIONAL PARK TRAIL /STAIR CONNECTION: CONSTRUCT NEW STAIRWAY AND BIKEWALK THAT WILL TRAVERSE 110 FEET OF VERTICAL BLUFF.	\$1,000,000	\$262,500	\$1,262,500	2009	3/31/2010	\$1,050,000
BLOOMINGTON	107-090-05	REPLACE OLD LONG MEADOW LAKE BRIDGE: IN BLOOMINGTON, REPLACE OLD BRIDGE WITH A HELIX SCREW ANCHOR BOARDWALK CROSSING THE MINNESOTA RIVER VALLEY AT LONG MEADOW LAKE.	\$1,000,000	\$2,140,000	\$3,140,000	2010	3/31/2011	\$1,070,000
CARVER COUNTY	10-090-01	CARVER COUNTY DAKOTA RAIL LINE TRAIL: CONSTRUCT BIKE/PEDESTRIAN TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR FROM THE CITY OF MAYER TO THE HENNEPIN/CARVER COUNTY LINE.	\$976,000	\$261,080	\$1,237,080	2010	3/31/2011	\$1,044,320
DAKOTA COUNTY OFFICE OF PLANNING	91-090-47	MISSISSIPPI RIVER REGIONAL TRAIL: CONSTRUCT BICYCLE/PEDESTRIAN TRAIL APPROXIMATELY 1.5 MILES FROM THE PINE BEND BLUFFS TRAILHEAD TO 117TH STREET IN INVER GROVE HEIGHTS.	\$881,600	\$235,828	\$1,117,428	2010	3/31/2011	\$943,312

TABLE 3
Transportation Enhancements – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO.	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	orig. TIP Year	Sunset Date	Federal \$ Cost Cap
MINNEAPOLIS	141-090-26	18TH AVENUE NE TRAIL PHASE 2: CONSTRUCT 1.1 MILE BIKEWAY/WALKWAY IN MINNEAPOLIS ALONG 18TH AVENUE WITH LIGHTING, RETAINING WALLS, FENCING, SIGNAGE, SIGNAL WORK, UTILITY RELOCATION, ETC...	\$1,000,000	\$267,500	\$1,267,500	2010	3/31/2011	\$1,070,000
MINNEAPOLIS	141-090-27	RIVERLAKE GREENWAY: CONSTRUCT 2.5 MILE BIKEWAY/WALKWAY IN MINNEAPOLIS ALONG E. 40TH AND 42ND STREETS INCLUDING TRAFFIC CLAMING, LANDSCAPING AND STREETScape AMENITIES.	\$1,000,000	\$267,500	\$1,267,500	2010	3/31/2011	\$1,070,000
ST. PAUL PARKS AND RECREATION	91-090-44	HARRIET ISLAND REGIONAL PARK TRAIL CONNECTION: CONSTRUCT 1,100 FEET OF ESPALANDE ALONG HARRIET ISLAND IN ST. PAUL, INCLUDING 800 FEET OF RIP-RAP, AND A 1,300 FOOT TRAIL CONNECTION.	\$1,000,000	\$267,500	\$1,267,500	2010	3/31/2011	\$1,070,000
ST. PAUL PUBLIC WORKS	164-090-10	LEXINGTON PARKWAY BICYCLE CONNECTION: CONSTRUCT AN OFF-ROAD BICYCLE/PEDESTRIAN PATH WITH LIGHTING AND SIGNAGE ALONG LEXINGTON PKWY. IN ST. PAUL FROM MINNEHAHA AV. TO ENERGY PARK DR.	\$1,000,000	\$642,000	\$1,642,000	2010	3/31/2011	\$1,070,000
THREE RIVERS PARK DISTRICT	91-090-49	BELTLINE SEPARATED GRADE CROSSING: CONSTRUCT A GRADE SEPARATED CROSSING ON THE HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL AT BELTLINE BLVD. IN ST. LOUIS PARK	\$960,000	\$256,800	\$1,216,800	2010	3/31/2011	\$1,027,200
Total			\$26,926,400	\$20,756,558	\$47,682,958			\$31,345,553

(1) Sunset requirements met, but funds had not been authorized as of 9/30/2007.

(2) In order to balance the TIP, the project sponsor volunteered to move this project from one TIP year to the next. Projects that moved from 2007 to 2008 received a sunset date extension but not an inflation adjustment; projects moving from 2008 to 2009 received an inflation adjustment equivalent to 2008 projects and a sunset date extension; and projects moving from 2009 to 2010 or 2010 to 2011 received a sunset date extension but not an inflation adjustment.

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.

All the projects in tables 4, 5 and 6 of this report are in the 2008-2011 TIP.

Highway Safety Improvement Program (formerly 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 24 projects originally programmed through FY 2010 totaling about \$15.1 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 2010 totaling approximately \$20.3 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 37 projects totaling about \$8.1 million in federal funds originally programmed through 2010.

TABLE 4
Highway Safety Improvement Program (formerly HES) - Accepted Projects as of 9/30/07

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.	02-609-14	CSAH 9 at CR 79: Dual left turn lanes, traffic signal revision, etc.	\$135,000	\$15,000	\$150,000	2007	3/31/2008	\$175,514
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	\$222,317
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	\$1,170,090
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	\$1,263,800
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	\$912,744
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	\$1,263,800
RAMSEY COUNTY	62-631-05	RECONSTRUCTION OF MARYLAND AVE. AT RICE ST. IN CITY OF SAINT PAUL	\$675,000	\$78,750	\$753,750	2009	3/31/2010	\$708,750
MN/DOT	1928-52	TH 52/THOMPSON AVE EAST AND WEST RAMPS IMPROVEMENT PROJECT	\$675,000	\$78,750	\$753,750	2009	3/31/2010	\$708,750
CITY OF BLOOMINGTON	107-020-58	90TH ST. AND CSAH 52 (NICOLLET AVE) INTERSECTION IMPROVEMENTS	\$846,000	\$98,700	\$944,700	2009	3/31/2010	\$888,300
MN/DOT	1928-52(B)	TH 52/WENTWORTH AVE EAST AND WEST RAMPS IMPROVEMENT PROJECT	\$675,000	\$78,750	\$753,750	2009	3/31/2010	\$708,750
CITY OF MINNEAPOLIS	141-366-15	31ST ST. OVERHEAD SIGNAL ADDITIONS HENNEPIN TO CEDAR - PHASE 1	\$405,000	\$47,250	\$452,250	2009	3/31/2010	\$425,250
ANOKA COUNTY	02-601-43	CSAH 1 (COON RAPIDS BLVD) AT CSAH 18 (CROOKED LAKE BLVD.)	\$315,000	\$36,750	\$351,750	2009	3/31/2010	\$330,750
ANOKA COUNTY	02-596-07	CR 132 (85TH AVE) AT SPRINGBROOK DR	\$900,000	\$107,000	\$1,007,000	2010	3/31/2011	\$963,000
RAMSEY COUNTY	62-631-06	RECONSTRUCTION OF MARYLAND AVE. AT PROPSPERITY AVE. IN CITY OF SAINT PAUL	\$675,000	\$80,250	\$755,250	2010	3/31/2011	\$722,250
MN/DOT	8282-103	TH 94 AT TH 95/CSAH 15 - NORTH AND SOUTH RAMPS IMPROVEMENT PROJECT	\$333,000	\$39,590	\$372,590	2010	3/31/2011	\$356,310
MN/DOT	6284-140	TH 35W FROM COUNTY ROAD C TO TH 694 IMPROVEMENT PROJECT	\$549,000	\$65,270	\$614,270	2010	3/31/2011	\$587,430
MN/DOT	1002-80	TH 5 AT POWERS BLVD/CSAH 17 IMPROVEMENT PROJECT	\$315,000	\$37,450	\$352,450	2010	3/31/2011	\$337,050

TABLE 4
Highway Safety Improvement Program (formerly HES) - Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
WASHINGTON COUNTY	82-602-14	CSAH 2 (WEST BROADWAY AVE) AND 12TH STREET NW	\$900,000	\$214,000	\$1,114,000	2010	3/31/2011	\$963,000
MN/DOT	8214-145	TH 5/JAMACA AVE. IMPROVEMENT PROJECT	\$576,000	\$68,480	\$644,480	2010	3/31/2011	\$616,320
CITY OF MINNEAPOLIS	141-366-16	31ST ST. OVERHEAD SIGNAL ADDITIONS HENNEPIN TO CEDAR - PHASE 2	\$360,000	\$42,800	\$402,800	2010	3/31/2011	\$385,200
SCOTT COUNTY	70-616-24	CSAH 16 AT GLENDALE RD - INTERSECTION IMPROVEMENT	\$720,000	\$85,600	\$805,600	2010	3/31/2011	\$770,400
Total			\$12,575,000	\$1,565,612	\$14,140,612			\$14,479,775

(1) Project met its sunset date requirements but funds had not yet been authorized as of September 30, 2006

TABLE 5
Bridge Improvement/Replacement Program - Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION			CURRENT INFO		
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
Hennepin Co.	27-661-37	CSAH 61 (Shady Oak Rd) over HCRRA Corridor in Hennepin Co., Replace Br. 90596 (1)	\$640,000	\$160,000	\$800,000	2006	9/30/2007	\$759,104
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	\$358,828
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	\$572,044
Hennepin County	27-752-18	CSAH 152; Cedar Ave. over HCRRA Corridor in Minneapolis; Bridge No. 90437 (2)	\$976,000	\$244,000	\$1,220,000	2008	3/31/2010	\$1,370,521
Hennepin County	27-603-43	CSAH 3; Excelsior Blvd. over Minnehaha Creek in St. Louis Park; Bridge No. 90455 (2)	\$512,000	\$128,000	\$640,000	2008	3/31/2010	\$718,962
Hennepin County	27-635-26	CSAH 35; Portland Ave. over HCRRA Corridor in Minneapolis; Bridge No. 90494 (2)	\$1,072,000	\$268,000	\$1,340,000	2008	3/31/2010	\$1,505,326
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	\$2,920,782
Hennepin County	27-622-03	CSAH 22; Lyndale Ave. over Minnehaha Creek in Minneapolis; Bridge No. 90444 (2)	\$1,032,000	\$258,000	\$1,290,000	2008	3/31/2010	\$1,449,157
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	\$3,336,431
CITY OF ST. PAUL	164-020-100	EDGE CUMBE ROAD: REPLACE BRIDGE OVER RAVINE, INSTALL NEW APPROACH PAVEMENT. BRIDGE #L8804.	\$600,000	\$420,000	\$1,020,000	2009	3/31/2010	\$630,000
CITY OF ST. PAUL	164-020-101	WARNER ROAD: REMOVE AND REPLACE EXISTING BRIDGE #5950 OVER BNSF AND UP RAILROADS AND CHILDS ROAD, REPLACE APPROACHES.	\$5,000,000	\$3,424,000	\$8,424,000	2010	3/31/2011	\$5,350,000
HENNEPIN COUNTY	27-619-19	CSAH 19/NORTH SHORE DR.: REPLACE EXISTING BRIDGE #90480 OVER WEST ARM CHANNEL (2)	\$352,000	\$94,160	\$446,160	2010	3/31/2012	\$376,640
Total			\$15,356,000	\$6,454,160	\$21,810,160			\$19,347,794

(1) Project met its sunset requirements by 9/30/2007 but the project had not yet been authorized.

(2) In order to balance the TIP, the project sponsor volunteered to move this project from one TIP year to the next. Projects that moved from 2007 to 2008 received a sunset date extension but not an inflation adjustment; projects moving from 2008 to 2009 received an inflation adjustment equivalent to 2008 projects and a sunset date extension; and projects moving from 2009 to 2010 or 2010 to 2011 received a sunset date extension but not an inflation adjustment.

TABLE 6
Railroad-Highway Grade Crossing Safety Improvement Program – Accepted Projects as of 9/30/07

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	27-00269	At West 76th St. and PR in Richfield, install flashing light signals	\$135,000	\$15,000	\$150,000	2007	3/31/2008	\$175,514
Anoka County	02-00133	At CSAH 57, relocate gates, install cantilevers and upgrade circuitry	\$225,000	\$25,000	\$250,000	2007	3/31/2008	\$292,523
Washington Co.	82-00136	At CSAH 15 and ZEP, install signals and gates	\$225,000	\$25,000	\$250,000	2007	3/31/2008	\$292,523
Mn/DOT	62-00193	At James Ave. and CP, install signals and gates	\$157,500	\$17,500	\$175,000	2007	3/31/2008	\$204,766
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	\$94,785
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	\$221,165
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	\$221,165
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	\$221,165
Mn/DOT	70-00117	At Atwood St. and UP in Shakopee, install signals	\$135,000	\$15,000	\$150,000	2008	3/31/2009	\$189,570
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	\$221,165
HENNEPIN COUNTY	27-00275	CSAH 3, LAKE ST IN MPLS-ADD GATES-3-4 GATE SYSTEM	\$225,000	\$26,250	\$251,250	2009	3/31/2010	\$236,250
HENNEPIN COUNTY	27-00277	CSAH 8, BROADWAY AVE IN BROOKLYN PARK-INSTALL CANTILEVERS & 3-4 GATE SYSTEM	\$270,000	\$31,500	\$301,500	2009	3/31/2010	\$283,500
ST LAWRENCE TOWNSHIP	70-00118	PARK BLVD & ACORN WAY IN ST LAWRENCE TWP-ELIMINATE AT-GRADE X-ING AND CLOSE ACORN WAY X-ING	\$275,000	\$0	\$275,000	2009	3/31/2010	\$288,750
WASHINGTON COUNTY	82-00137	CSAH 17 IN LAKE ELMO-INSTALL GATES	\$202,500	\$23,625	\$226,125	2009	3/31/2010	\$212,625
BLOOMINGTON	27-00278	MSAS 384, JAMES AVE IN BLOOMINGTON-INSTALL CANTILEVERS & GATES	\$225,000	\$26,250	\$251,250	2009	3/31/2010	\$236,250
MINNEAPOLIS	27-00279	MUN 445, BROADWAY ST NE IN MPLS-INSTALL 4-LEG GATE SYSTEM	\$247,500	\$28,875	\$276,375	2009	3/31/2010	\$259,875

TABLE 6
Railroad-Highway Grade Crossing Safety Improvement Program – Accepted Projects as of 9/30/07

PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				CURRENT INFO	
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Sunset Date	Federal \$ Cost Cap
HENNEPIN COUNTY	27-00280	CSAH 102, DOUGLAS DR IN GOLDEN VALLEY-INSTALL CANTILEVERS & GATES	\$225,000	\$26,250	\$251,250	2009	3/31/2010	\$236,250
HENNEPIN COUNTY	27-00281	CSAH 52, HENNEPIN AVE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	\$225,000	\$26,250	\$251,250	2009	3/31/2010	\$236,250
MNDOT	6201-80	TH 5, W 7TH ST IN ST PAUL-INSTALL CANTILEVERS & GATES, CLOSE ALTON ST	\$245,327	\$0	\$245,327	2010	3/31/2011	\$262,500
MINNEAPOLIS	27-00282	MSAS 342, LYNDAL AVE IN MINNEAPOLIS-UPGRADE LENSES TO 12" LEDS	\$67,500	\$8,025	\$75,525	2010	3/31/2011	\$72,225
INVER GROVE HEIGHTS	19-00136	UPPER 71ST ST IN INVER GROVE HTS-INSTALL GATES	\$202,500	\$24,075	\$226,575	2010	3/31/2011	\$216,675
HENNEPIN COUNTY	27-00283	CSAH 66, BROADWAY ST NE IN MINNEAPOLIS-INSTALL CANTILEVERS & GATES	\$225,000	\$26,750	\$251,750	2010	3/31/2011	\$240,750
SHAKOPEE	70-00119	MUN 38, SCOTT ST IN SHAKOPEE-INSTALL FLASHERS	\$180,000	\$21,400	\$201,400	2010	3/31/2011	\$192,600
SHAKOPEE	70-00120	MSAS 101, APGAR ST IN SHAKOPEE-INSTALL GATES	\$202,500	\$24,075	\$226,575	2010	3/31/2011	\$216,675
MINNEAPOLIS	27-00284	MUN 1629, CEDAR LAKE BLVD IN MINNEAPOLIS-INSTALL GATES	\$202,500	\$24,075	\$226,575	2010	3/31/2011	\$216,675
HENNEPIN COUNTY	27-00285	CSAH 109, 85TH AVE IN BROOKLYN PARK-INSTALL CANTILEVERS & GATES	\$225,000	\$26,750	\$251,750	2010	3/31/2011	\$240,750
BLOOMINGTON	27-00286	MSAS 354, W 82ND ST IN BLOOMINGTON-INSTALL GATES	\$202,500	\$24,075	\$226,575	2010	3/31/2011	\$216,675
MINNEAPOLIS	27-00287	MUN 859, E ISLAND AVE IN MINNEAPOLIS-INSTALL GATES	\$202,500	\$24,075	\$226,575	2010	3/31/2011	\$216,675
MINNEAPOLIS	27-00288	MUN 866, W ISLAND AVE IN MINNEAPOLIS-INSTALL GATES	\$202,500	\$24,075	\$226,575	2010	3/31/2011	\$216,675
Total			\$5,627,827	\$591,375	\$6,219,202			\$6,432,964

PROJECT AUTHORIZATIONS AND DROPPED PROJECTS

This section contains information regarding the regionally solicited projects that were authorized or dropped in Federal Fiscal Year 2007. 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. Actual federal funding authorization amounts for FY 2007 projects are included – for projects whose authorization amounts are known – in Table 8 beginning on page 36.

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	FFY 2006	FFY 2007	Total ('92-'07)	
STP	\$18,461,800	\$22,050,120	\$27,286,982	\$42,533,757	\$311,197,286	
CMAQ	\$10,429,873	\$18,294,924	\$18,371,533	\$6,306,355	\$157,411,075	
TEP	\$2,288,000	\$6,859,105	\$4,777,612	\$5,925,763	\$54,052,134	
Total	\$31,179,673	\$47,204,149	\$50,436,127	\$54,765,875	\$522,660,495	

Local projects receive funding authorization from Mn/DOT after plans, specifications and cost estimates have been approved. State projects receive funding authorization when Mn/DOT advertises the project for bids. Table 8 on the following pages provides an itemized list of the 30 projects solicited by or for the TAB that were authorized for funding in FFY 2007 through the STP, CMAQ, TEP, HSIP, BIR, and RRS programs. The federal funds authorized for those 30 projects totals approximately \$58.6 million, which is approximately 42% of the total funds authorized, meaning the local match averaged approximately 58%. The originally programmed federal funds authorized for these projects across all six categories total over \$52.5 million, meaning that the total amount of federal funds authorized was approximately 11.6% 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 \$2,550,000. 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
Projects Authorized in FFY 2007

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	141-090-018	Bike/Walk	Northeast Minneapolis Trail	10/27/2006	\$1,456,570	80%	\$1,820,712	\$1,686,400	\$421,600	\$2,108,000
North St. Paul	151-010-02	Principal	Reconstruct TH 36 from Third St. to Charles St. including bridge on Margret St. over TH 36	12/21/2006	\$7,288,600	56%	\$13,000,000	\$5,500,000	\$2,500,000	\$8,000,000
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.	3/14/2007	\$4,706,784	36%	\$12,943,821	\$4,248,000	\$1,062,000	\$5,310,000
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	4/6/2007	\$4,143,228	68%	\$6,079,722	\$3,493,152	\$873,288	\$4,366,440
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.	5/18/2007	\$4,744,400	46%	\$10,332,490	\$4,000,000	\$1,000,000	\$5,000,000
Anoka County	02-614-24	Connector	On CSAH 14 from I-35W to I-35E in Centerville & Lino Lakes-Reconstruct, Signals, etc.	6/18/2007	\$6,523,550	40%	\$16,310,426	\$5,500,000	\$1,500,000	\$7,000,000
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.	1/9/2007	\$6,094,000	38%	\$15,891,596	\$5,500,000	\$2,730,000	\$8,230,000
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.	5/21/2007	\$6,094,000	35%	\$17,467,261	\$5,500,000	\$3,450,000	\$8,950,000

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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).	1/26/2007	\$6,094,000	55%	\$11,125,711	\$5,500,000	\$1,900,000	\$7,400,000
MN/DOT METRO DISTRICT	0208-123UGAC	Principal	TH 65 AND 129TH & TH 65 AND 121ST AVE/PAUL PARKWAY OVERPASS PROJECT (BLAINE) - THE CURRENT SIGNALIZED INTERSECTIONS WILL BE CONVERTED TO OVERPASSES.	3/23/2007	\$3,024,000	80%	\$3,780,000	\$2,880,000	\$756,000	\$3,636,000
Minneapolis	141-080-30	AHED	Heritage Park Van White Memorial Blvd. - Bridge, Lighting, Signals, Ped/Bike Facilities, Etc., (TEA-21 AHED Project)	7/2/2007	\$1,482,625	74%	\$2,000,000	\$1,250,000	\$1,350,000	\$2,600,000
North St. Paul	151-090-01	TE	Pedestrian bridge across TH 36	12/21/2006	\$1,031,000	54%	\$1,900,000	\$700,000	\$175,000	\$875,000
Hennepin Co.	27-603-33	TE	Lake St. streetscape improvement- Lyndale Av. To Oakland Av	3/19/2007	\$723,293	9%	\$8,445,318	\$700,000	\$700,000	\$1,400,000
Washington Co. Parks	91-090-37	TE	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.	3/9/2007	\$221,600	28%	\$781,000	\$200,000	\$50,000	\$250,000
St. Paul Parks & Rec	91-090-34	TE	Como Regional Park Ped/Bike Trail-Construct Trail & Misc Improvements	5/2/2007	\$759,104	69%	\$1,104,603	\$640,000	\$160,000	\$800,000
Minneapolis Park Board	91-090-31	TE	37th Ave NE to Stinson Pkwy in Mpls-St. Anthony Pkwy Bike Trail Reconstruction	6/29/2007	\$811,493	80%	\$1,014,366	\$762,400	\$190,600	\$953,000
Roseville	160-020-17	TE	On County Rd. C, Long Lake Rd to Lexington Ave in Roseville-Streetscape Construction	6/29/2007	\$553,268	80%	\$691,585	\$1,000,000	\$908,100	\$1,908,100
Fridley	127-090-04	TE	TH 47 to BNSF RR in Fridley-85th Ave. Trail	6/22/2007	\$794,858	80%	\$993,573	\$800,000	\$200,000	\$1,000,000

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St. Paul Parks & Rec	164-595-05	TE	Chestnut Plaza Mississippi River Connection	2/20/2007	\$846,724	80%	\$1,058,405	\$1,000,000	\$562,000	\$1,562,000
Washington Co. Parks	82-619-14	TE	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.	6/25/2007	\$184,423	23%	\$788,421	\$180,000	\$45,000	\$225,000
Plymouth	155-164-11	HSIP	Fernbrook Lane - 27th Ave. to TH 55: channelization, additional lanes, traffic signal, etc.	4/17/2007	\$877,536	18%	\$4,763,581	\$792,000	\$88,000	\$880,000
Ramsey Co.	62-665-42	HSIP	On White Bear Ave. at Maryland Ave.-Channelization, Traffic Signal, etc	4/10/2007	\$640,494	63%	\$1,009,447	\$540,000	\$60,000	\$600,000
WASHINGTON COUNTY	82-619-18	HSIP	CSAH 19 (KEATS AVE) AND I-94 NORTH RAMPS	6/25/2007	\$369,626	78%	\$475,964	\$540,000	\$63,000	\$603,000
Mn/DOT	2701-43	HSIP	TH 5 at Dell Rd-Traffic Signal Revision	10/1/2005	\$67,500	34%	\$198,000	\$67,500	\$7,500	\$75,000
Mn/DOT	0205-81	HSIP	On TH 47 at Osborne Rd-Rebuild Traffic Signal	2/1/2006	\$213,498	41%	\$514,800	\$180,000	\$20,000	\$200,000
SCOTT COUNTY	70-596-02	CMAQ	CONSTRUCT 500 STALL PARK-N-RIDE SURFACT LOT SOUTH OF TH 169, EAST OF CSAH 18 IN THE CITY OF SHAKOPEE	11/3/2006	\$1,156,703	74%	\$1,566,630	\$1,071,467	\$914,676	\$1,986,143
Met. Council Trans. Services	CM-2-03	CMAQ	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.	12/19/2006	\$3,047,000	80%	\$3,808,750	\$2,750,000	\$687,500	\$3,437,500
Soutwest Metro Transit Comm	91-595-18	CMAQ	Near TH 101/TH 212-Passenger Station, Park/Ride, Stalls, etc.	4/12/2007	\$1,565,652	27%	\$5,786,600	\$1,320,000	\$330,000	\$1,650,000
Metro Transit	CM-15	CMAQ	Twin Cities Metro Transit-Purchase 40-foot Buses	5/15/2007	\$537,000	5%	\$11,400,000	\$476,000	\$119,000	\$595,000

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Hennepin Co.	27-673-08	BIR	CSAH 73 (Hopkins Crossroad) over BNSF RR in Hennepin Co., Replace Br. 27518	11/14/2006	\$901,436	51%	\$1,750,817	\$760,000	\$190,000	\$950,000
Hennepin Co.	27-605-22	BIR	CSAH 5 (Minnetonka Blvd) over Hutchinson Spur Trail in Hennepin Co., Replace Br. 27501	11/14/2006	\$189,776	10%	\$1,996,976	\$160,000	\$40,000	\$200,000
Mn/DOT	8214-9115	BIR	EB TH 36 over TH 95 in Oak Park Hts., Repair Br. 9115	3/1/2007	\$587,063	80%	\$733,829	\$1,200,000	\$300,000	\$1,500,000
Mn/DOT	62-00192	RRX	At Terminal Rd. in Roseville, install signals and gates	FY2007	\$204,766	90%	\$227,518	\$157,500	\$17,500	\$175,000
Golden Valley/ MnDOT	27-00268	RRX	At Zane Ave. and UP in Golden Valley, install signals and gates	FY2007	\$204,766	90%	\$227,518	\$157,500	\$17,500	\$175,000
Mn/DOT	27-00270	RRX	At 27th Ave. NE and BNSF in Minneapolis, install signals and gates	FY2007	\$204,767	90%	\$227,519	\$157,500	\$17,500	\$175,000
Mn/DOT	19-00134	RRX	At CR 73 and UP in Rosemount, install signals and gates	FY2007	\$204,766	90%	\$227,518	\$157,500	\$17,500	\$175,000
Mn/DOT	27-00271	RRX	At Medicine Lake Dr. and UP in Plymouth, install signals and gates	FY2007	\$204,766	90%	\$227,518	\$157,500	\$17,500	\$175,000
Mn/DOT	62-00198	RRX	At Long Lake Rd. and MNRR in Roseville, install cantilevers and gates	FY2007	\$315,950	90%	\$351,056	\$225,000	\$25,000	\$250,000
HENNEPIN COUNTY	27-00276	RRX	CSAH 17, FRANCE AVE S-INSTALL CANTILEVERS & GATES	FY2007	\$236,250	90%	\$262,500	\$225,000	\$26,250	\$251,250
DAYTON	27-00289	RRX	CONSOLIDATION OF TERRITORIAL RD & HOLLY LN X-INGS TO NEW X-ING AT LAWDALE LANE IN DAYTON	FY2007	\$240,750	100%	\$240,750	\$229,286	\$0	\$229,286
SURFACE TRANSPORTATION PROGRAM (URBAN GUARANTEE) TOTAL					\$51,651,757	47%	\$110,751,739	\$45,057,552	\$17,542,888	\$62,600,440
CONGESTION MITIGATION AIR QUALITY PROGRAM TOTAL					\$6,306,355	28%	\$22,561,980	\$5,617,467	\$2,051,176	\$7,668,643
TRANSPORTATION ENHANCEMENT PROGRAM TOTAL					\$5,925,763	35%	\$16,777,271	\$5,982,400	\$2,990,700	\$8,973,100
HIGHWAY SAFETY IMPROVEMENT PROGRAM TOTAL					\$2,168,654	31%	\$6,961,792	\$2,119,500	\$238,500	\$2,358,000
BRIDGE IMPROVEMENT REPLACEMENT PROGRAM TOTAL					\$1,678,275	37%	\$4,481,622	\$2,120,000	\$530,000	\$2,650,000
HIGHWAY - RAILROAD GRADE CROSSING SAFETY IMPROVEMENT PROGRAM TOTAL					\$1,816,780	91%	\$1,991,894	\$1,466,786	\$138,750	\$1,605,536
GRAND TOTAL					\$69,547,584	43%	\$163,526,298	\$62,363,704	\$23,492,014	\$85,855,718

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PROJECT INFORMATION			ORIGINAL FUNDING INFORMATION				
Applicant	Project Number	Project Description	Federal \$	Match \$	Total \$	Orig. TIP Year	Comments
Minneapolis	141-595-01	Downtown Circulator Transit Terminal - HVAC, elevator, waiting areas (TEA-21 AHED project)	\$750,000	\$210,000	\$960,000	2006	City withdrew project after it did not receive a viable RFP response
Hennepin Co. Transit and Comm. Works	27-090-12	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	Railroad would not grant easement on bridge structure
Eagan	195-114-04	On Duckwood Dr. at Pilot Knob Rd- Channelization, Traffic Signal, etc.	\$400,050	\$44,450	\$444,500	2006	
TOTAL			\$2,550,050	\$604,450	\$3,154,500		

APPENDIX

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APPENDIX A. STP/CMAQ/TEP PROJECT POLICIES – 2007 REGIONAL SOLICITATION

Surface Transportation Program

The SAFETEA LU was passed in 2005. The Act provides 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 includes, among others, the Surface Transportation Program (STP), which provides federal funds on a reimbursable basis. Transit capital projects and travel demand and system management programs and projects are also eligible under this program, however in this solicitation all applications for those types of projects should be submitted using the appropriate CMAQ forms and criteria, which begin on page 71. Under the federal program, 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. Regional policies, outlined beginning page 6, may limit the use of STP funds more strictly than federal guidelines.

The Twin Cities Metropolitan Area is allocated the urban area guaranteed portion of the STP funds described here. The region has programmed approximately \$445 million in STP Urban area funds for projects since the ISTEA was passed in December of 1991. Through this solicitation, the region will program approximately \$93 million (subject to adjustment depending on amounts authorized) in STP Urban Guarantee funds in Federal Fiscal Years 2011 and 2012.

Applicants need to be aware of the time required to process projects using STP funds through MN/DOT's Office of State Aid for Local Transportation process. Please review Appendix C before requesting a program year on the STP application form. Applicants may suggest a program year, but the final decision is up to the Transportation Advisory Board. The TAB intends to accommodate applicants' program year requests to the extent possible, but the decision will depend upon the amount of funds available for programming and the total amount requested.

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 six different STP categories: "A" Minor Arterial Relievers, Expanders, Augmenters and Connectors, Non-Freeway Principal Arterials, and Bikeway/Walkway. Transit Capital Expansion projects also may be funded by TAB through the STP program, but must be submitted under the appropriate CMAQ program criteria. The solicitation package contains separate qualifying and prioritizing criteria for each of these categories. Applicants may not submit the same project in more than one STP category.

The TAB has requested that the Technical Advisory Committee develop recommendations for defining project eligibility for STP Urban Guarantee funding and establish a process to prioritize the eligible projects. The overall guidance for this process is provided by the following policies adopted by the TAB.

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.

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 demand management (TDM) techniques, congestion management, transportation management organizations, transportation control measures, integrated traffic management systems and intelligent transportation systems. Although the TAB may select transit, transportation demand management, and transportation system management projects for STP funding, those projects should be submitted under the CMAQ criteria in this solicitation package. All projects must comply with the requirements of the Americans with Disabilities Act.
3. 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 \$7,000,000 in STP funds will be originally programmed for a specific project, the exceptions being the connector and bike/walk projects which are limited to \$5,500,000. TAB reserves the right to partially fund any project. The local match for any STP project must be at least 20% of the total cost and be in "hard dollars". "Soft match" is allowed only for Transportation Enhancement projects (See Section V. Transportation Enhancement Projects, Qualifying Criteria). Higher criteria scores are not 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.
10. Projects listed in the region's draft or adopted TIP are assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.
11. In the 2007 Solicitation the TAB will not fund more than one project in each of the four "A" Minor Arterial categories that are within 3.5 miles of one another on a highway route as defined in Criterion 1A or within 7 miles of one another on a non-freeway principal arterial category route as defined in Criterion 1A.
12. 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.
13. 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 an inflation adjustment set by the Transportation Advisory Board upon inclusion in the Transportation Improvement Program.
14. If a project is added to the STP program, the entire project is included even though a portion of that work may extend beyond the period for which submittals were requested, provided that a significant portion of the work is scheduled for letting within the request period.
15. 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 \$7,000,000 in STP funds is to be provided for a specific project other than connectors and bike/walk which are limited to \$5,500,000.

The minimum federal amount for highway projects is \$1,000,000, and \$250,000 for bike/walk STP projects.

16. An STP project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the program as established by the TAB. Meeting the established sunset date shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

If a project has met the Criteria for Meeting Sunset Date requirements but STP funds are not presently available, that particular project will be placed on a waiting list for funds, in order of date of approval.

17. 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 6-1 and b-1 and 6.1. 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.
18. All STP "A" Minor Arterial and Principal Arterial projects will be constructed to Minnesota State-Aid Standards as a minimum. Exceptions to the State Aid standards are granted during final design, **not** through this solicitation process. Depending on the project, more stringent standards may apply.
19. Applicants may not submit the same project proposal under more than one STP category.

Congestion Mitigation and Air Quality Improvement Program

In 2005, the federal transportation bill SAFETEA-LU was passed into law. It provides a source of flexible funds to state and local governments for the Congestion Mitigation Air Quality (CMAQ) Program. The seven-county region expects to utilize a significant portion of these funds that come to the state. The region has programmed approximately \$233 million in CMAQ funds for projects since the ISTEA was passed in 1991. The process described here will allocate approximately \$55 million (subject to change depending on amounts authorized) to be programmed in Federal Fiscal Years 2011 and 2012.

Federal guidance issued by the FHWA in April 1999 describes how these funds can be spent. The portion of federal guidance regarding project eligibility is included as Appendix L. Links to supplemental CMAQ program guidance documents released by FHWA since the April 1999 guidance are included at the beginning of Appendix L. 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. The region is also committed to improving traffic flows using transportation system management technology thereby reducing congestion and air pollution.

All proposed projects will be subject to a U. S. Department of Transportation review for eligibility prior to a final selection by the TAB.

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.

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. At this time, the Department of Transportation is taking testimony on Interim Guidance on the CMAQ Program. Section VII Project Eligibility Provisions cover what can and cannot be funded with CMAQ. All projects and programs that are eligible for CMAQ are eligible in the Regional Solicitation except Planning and Project Development sub-section A-4. The interim guidance can be accessed through: <http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/06-9679.pdf>. The project eligibility provisions of the interim guidance is also provided in Appendix L. The eligible activities in the interim guidance are similar to those in previous solicitations. 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. Operating costs for existing transit service and maintenance costs are not eligible for CMAQ funds under the TAB process.

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. 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. In the 2007 Solicitation, the TAB will not fund more than one transit capital project in each of the following Tier 1 Transitway Corridors: LRT in Hiawatha and Central Corridors, BRT in Cedar, 35W or Bottineau Corridors, or commuter rail in the Northstar Corridor (See Figure 4-2 in the 2030 Transportation Policy Plan, Tier 1 Transitways). Projects with independent utility* (see Appendix A for definition) at separate locations cannot be combined into a single application. This policy does not apply to bus shoulder lane corridors.
9. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.
10. Projects listed in the region's draft or adopted TIP are assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.
11. 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 an inflation adjustment set by the Transportation Advisory Board upon inclusion in the Transportation Improvement Program.
12. 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.
13. If a project is added to the CMAQ program, the entire project is included even though a portion of that work may extend beyond the period for which submittals were requested provided that a significant portion of the work is scheduled for letting within the request period.
14. 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

* a project with *independent utility* is defined in FHWA guidance as one that is usable and would be a reasonable expenditure even if no additional transportation improvements in the area are made.

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. No more than \$7,000,000 and no less than \$500,000 in CMAQ funds will be originally programmed for a specific project.

15. A CMAQ project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the program year identified in the project proposal or as otherwise established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB-adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.

If the Criteria for Meeting Sunset Date requirements (as noted above) 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.

16. No more than \$7,000,000 and no less than \$500,000 in CMAQ funds will be originally programmed for a specific project. The local match for any CMAQ project must be at least 20% of the total. The match must be in "hard dollars"; a "soft match" will not be allowed. "Soft match" includes volunteer labor, donated materials, professional services provided by the proposer, etc. Higher criteria scores are not awarded for providing a match in excess of 20%.

Transportation Enhancements Program

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. Under SAFETEA-LU, Transportation Enhancement activities continue to be funded through a 10 percent set-aside from STP funds. All projects must relate to surface transportation. Transportation Enhancement (TE) funds may be used for the activities identified in Qualifying Criterion #1.

The region has allocated approximately \$85 million in TE funds for projects since the beginning of the program in 1991. Through this solicitation, approximately \$17 million in TE funds is expected to be programmed in Federal Fiscal Years 2011 and 2012.

The Transportation Advisory Board (TAB) is responsible for the selection of projects that are to be financed in part with TE funds made available to the seven-county region. To implement this responsibility, the TAB has developed policies to define eligibility and prioritize eligible projects.

General Policies

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

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, 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, for projects that involve the construction of facilities, the TAB will provide TE funds for project construction and materials, right of way, and land acquisition. For TE-eligible projects that do not involve construction (e.g., bicycle and pedestrian safety education activities), the TAB will provide TE funds for 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 having independent utility. 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 award 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.
6. Projects will be added to the TIP only as a result of the TAB approval in response to this and subsequent solicitations.
7. Projects listed in the region’s draft or adopted TIP are assumed to be fully-funded and to have independent utility from other projects. TAB will not consider projects already listed in the draft or adopted TIP, nor the payback of Advanced Construction funds for those projects, for funding through the solicitation process. Projects submitted that are related to projects listed in the draft or adopted TIP but that have independent utility from those projects are eligible for consideration.
8. The Technical Advisory Committee shall prepare an annual report on the implementation of regionally solicited TE projects for the review and approval of the TAB. This report, the Annual Implementation Report shall include updated program, system and project information. The TAC shall include such findings, recommendations and additional information, as it deems appropriate.
9. 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 an inflation adjustment set by the Transportation Advisory Board upon inclusion in the Transportation Improvement Program.
10. 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.
11. Project approvals for projects in the TE element of the TIP are specifically limited to the federal fund amount identified in the Annual Implementation Report for purposes of plan specification and estimate (PS&E) approval as well as project authorization. The federal fund amount listed for each project may be used to fund 80% of any identifiable useable element of the project described or to

fund the entire project with a flexible federal/non-federal participation. The federal fund amount listed in the Annual Implementation Report is the total that shall be authorized as PS&E approval for all advertisements of the project described. Any federal fund amounts authorized at PS&E approval in years prior to the current year shall be deducted from the amount identified in the TIP at the time of approval. As noted in Policy 5, TAB will not award more than \$1,000,000 in TE funds for a specific project.

12. A TE project will be eliminated from the program if it does not meet its sunset date. The sunset date for projects is March 31 of the year following the program year identified in the project proposal or as otherwise established by the TAB. Meeting the sunset date established for a project shall be governed by the TAB adopted Criteria for Meeting Sunset Date requirements, attached as Appendix D.
13. If the Criteria for Meeting Sunset Date requirements (as noted above) for a project have been met, but STP funds are not presently available, that particular project will be placed on a waiting list for funds, listed in order of date of approval, and the sunset date would not apply.

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

For projects selected by MN/DOT:

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

For projects selected by the Metropolitan Council or Metro Transit:

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

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