

2011 - 2014

**TRANSPORTATION
IMPROVEMENT PROGRAM**

FOR THE

**TWIN CITIES
METROPOLITAN AREA**

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Minnesota Pollution Control Agency

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May 17, 2010

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

RE: Draft 2011-2014 Draft Transportation Improvement Program

Dear Mr. Roggenbuck:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2011-2014 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a check list of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the Safe, Accountable, Flexible, and Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU), when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity modeling is based on the most current Metropolitan Council (the Council) socioeconomic data used in the Council's 2030 Regional Development Framework that was adopted by the Council on January 14, 2004. The latest update to these forecasts was published May 31, 2009. The planning document provides the Council with the socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs. The air quality conformity analysis that is based on these forecasts shows that the daily carbon monoxide emissions in tons/day for the TIP's milestone years 2015, 2020, and 2030 are below the MPCA's regional emissions budget.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the 2011-2014 Draft TIP meets all requirements of the above laws with respect to air quality and transportation conformity from my own perspective.

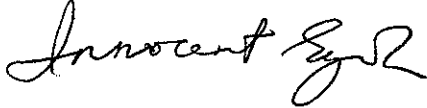
Mr. Kevin Roggenbuck

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

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

Sincerely,



Innocent Eyoh

Planner Principal

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2011 - 2014 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2011 through 2014 responds to procedures required by the Safe, Accountable, Flexible and Efficient Transportation Equity Act- a Legacy for User (SAFETEA-LU). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 2011-2014 TIP is fiscally constrained, is in conformity with the CAAA of 1990 and had adequate opportunity for public involvement.

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

The 2011-2014 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$2,086 million for highway, transit, enhancement, bike and walk projects, of which approximately \$1,031 million is requested of the federal government including the Federal Target funds, High Priority Project funds, and Misc. Federal funds allocated to regional projects.

The region has assumed it will receive approximately \$664 million in federal transit funds (Title III) over the 2011-2014 period. The region will receive \$306 million in Title III, Sections 5307 and 5309 in 2011. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately \$108 million.

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

The 2011-2014 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Policy Plan (TPP) adopted on January 14, 2009. All projects included are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

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

1. INTRODUCTION

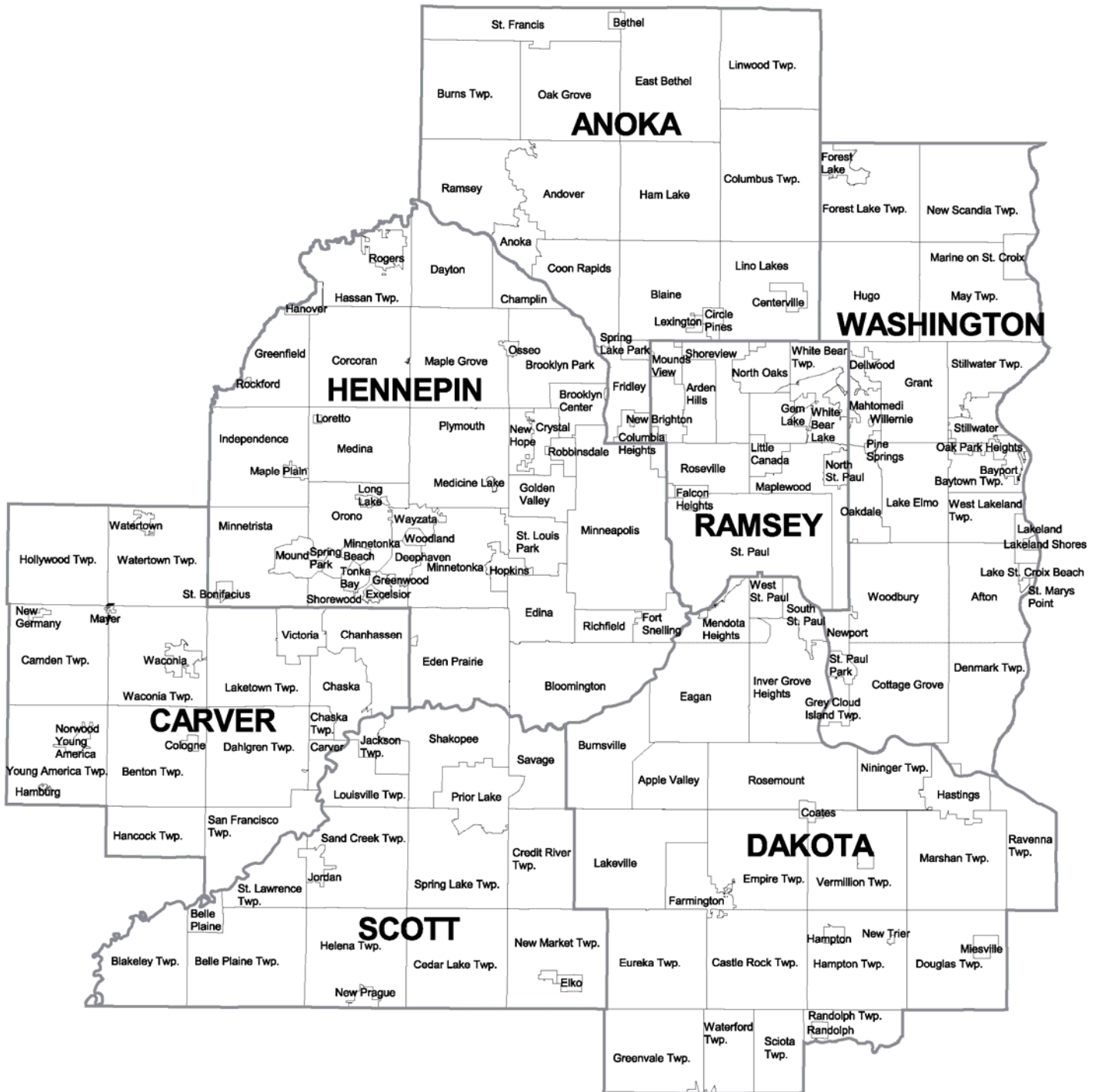
The 2011-2014 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next four years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

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

Figure 1
Twin Cities Metropolitan Area
Political Boundaries



The 2011-2014 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

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

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

REGIONAL PLANNING PROCESS

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

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

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

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

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

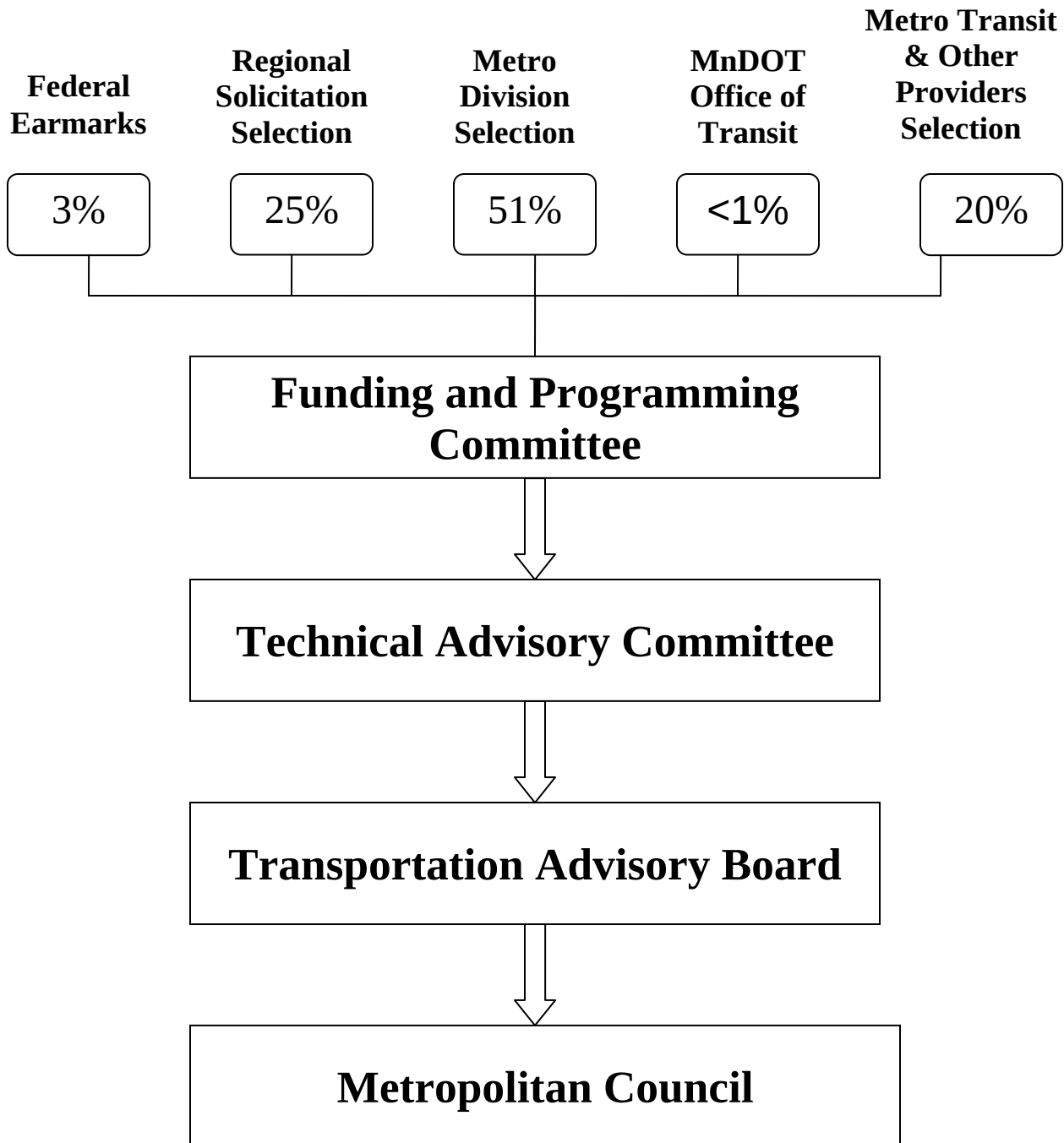
- A public meeting will be held on May 19, 2010 to adopt the draft TIP for the purpose of a public hearing and to initiate the public comment period on the draft TIP.
- A public hearing will be held by TAB on June 16, 2010 to hear comments on the draft TIP which includes the FTA Program of Projects (POP).
- The public comment period will end on July 6, 2010.
- A public meeting will be held by the TAB on August 18, 2010 to consider comments received, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

In preparation for these meetings, 300 mailings will be sent, notification will be made in the State Register, press announcements will be sent to the media, and the schedule will be published in the Metropolitan Digest which will be mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 2011-2014 by the Metropolitan Council was made in the State Register.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Capital Funding process is shown in Figure 2. The TIP is a federal requirement. The Metropolitan Council and TAB have chosen to prepare a four-year document every year. The results of the regional solicitation are added to the TIP every other year. This year the TIP will cover 2011-2014 TIP has been prepared. The TIP is an integral part of the overall regional transportation planning and implementing process. The preparation is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants. The funding percentages in Figure 2 represent the approximate share of total funding (federal, state, and local) selected through five selection processes.

FIGURE 2
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS
Percentage of Funding by Selection Process for all projects (federal and state) 2011-2014



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

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

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

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

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

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

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

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

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

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

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

2. REGIONAL PLAN AND PRIORITIES

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

TRANSPORTATION AIR QUALITY CONTROL PLAN

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

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

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

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

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

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

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

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

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis approved models and other supporting documentation, shows that the TIP continues to remain below the motor vehicle emissions budget established for the region. The 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. The new federal transportation legislation SAFETEA-LU revises some requirements for long-range plans and TIPs, including air quality conformity and public participation requirements. The Metropolitan Council is revisiting its policies and processes in light of this new direction and will have a revised policy in place prior to the development of the 2011-2014 TIP. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

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

REGIONAL DEVELOPMENT FRAMEWORK

Accommodating Regional Growth

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

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

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

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

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

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

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

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

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

Regional Growth Forecasts

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

households. (Table1)

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

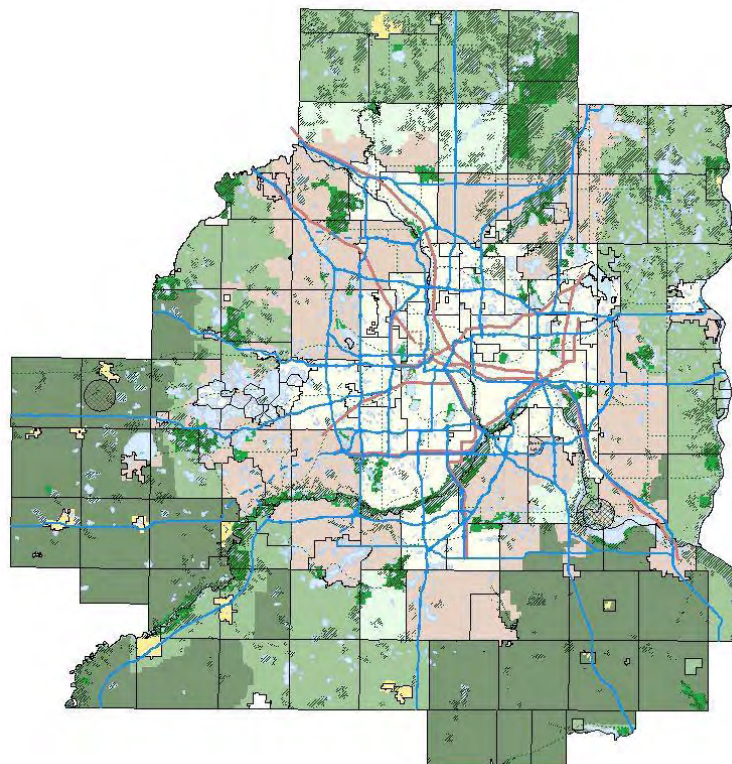
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess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

Transportation and Framework Planning Areas

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

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

Figure 3
Development Framework Geographic Planning Areas



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

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

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

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

2030 Transportation Policy Plan

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



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2030 TRANSPORTATION *Policy Plan*

Preface

Purpose

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

Authority

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

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

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

Public Participation Process

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

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

Chapter 1: Overview

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

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

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

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

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

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

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

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



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

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

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

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

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

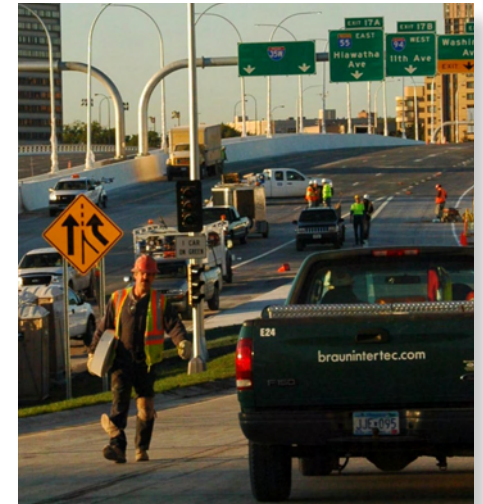


Figure 1-2: Road construction expenditures will be focused on maintenance, particularly Tier 1 and Tier 2 bridges

The Regional Transportation Strategy

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

The Highway Vision

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



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

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

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

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

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

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

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

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

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

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





Figure 1-3: Hiawatha LRT



Figure 1-4: Metro Transit Bus



Figure 1-5: Northstar Commuter Rail



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

The Transit Contribution

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

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

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

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

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

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

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

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



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

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

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

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

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



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



Other Transportation Modes

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

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

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



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

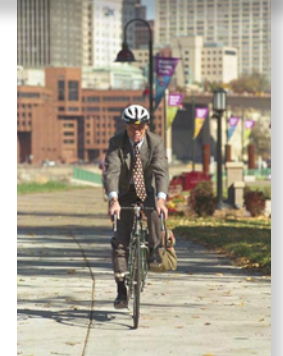
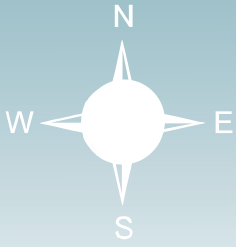


Figure 1-9: Pedestrian facilities are an important component of multimodal transportation



Chapter 2: Policies and Strategies



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

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

Transportation System Investment Policies

Policy 1: Ensure Adequate Resources for Transportation System Investments

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

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

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

Policy 2: Prioritizing Regional Transportation Investments

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

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

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





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

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

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

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

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

Policy 3: Investments in Regional Mobility

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

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

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

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

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



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

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

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

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

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

Policy 4: Coordination of Transportation Investments and Land Use

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

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

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

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



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



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

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

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

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

Policy 5: Investments in Regional, National and Global Connections

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

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

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

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

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



Policy 6: Public Participation in Transportation Planning and Investment Decisions

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

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

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

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

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

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

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

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

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

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



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





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



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

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

Policy 8: Energy and Environmental Considerations in Transportation Investments

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

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

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

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

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

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

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



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

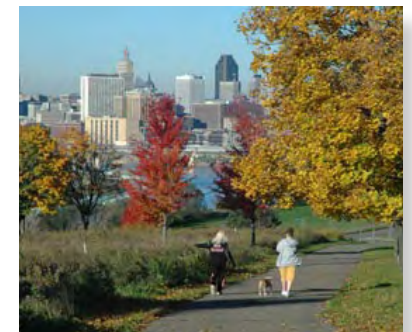


Figure 2-7: Transportation projects must adhere to federal standards, such as air quality

Highway System Policies

Policy 9: Highway Planning

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



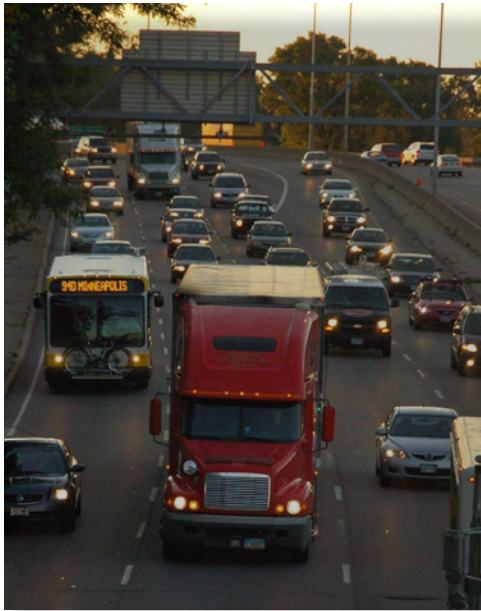


Figure 2-8: A highway is a multimodal facility capable of carrying cars, buses and trucks.



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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

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

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

Policy 11: Highway System Management and Improvements

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

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

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



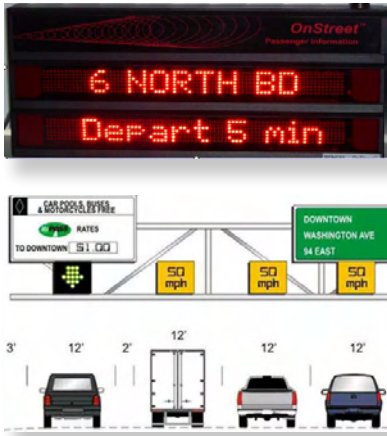


Figure 2-11: Technology represents one method to mitigate congestion

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

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

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

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

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



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

Transit System Policies

Policy 12: Transit System Planning

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

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





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

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

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

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

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

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

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

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

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

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

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

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



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

Policy 14: Transit System Operations and Management

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

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

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

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

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

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

Policy 15: Transitway Development and Implementation

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

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



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



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

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

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

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

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

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

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

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



Figure 2-15: Metro Mobility satisfies federal ADA requirements

Policy 16: Transit for People with Disabilities

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

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





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

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

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

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

Other Surface Transportation Policies

Policy 17: Providing for Regional Freight Transportation

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

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

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

Policy 18: Providing Pedestrian and Bicycle Travel Systems

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

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

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

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



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

Bike lockers at regional park-and-ride



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

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

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

Aviation Policies

Policy 19: Aviation and the Region's Economy

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

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

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

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

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

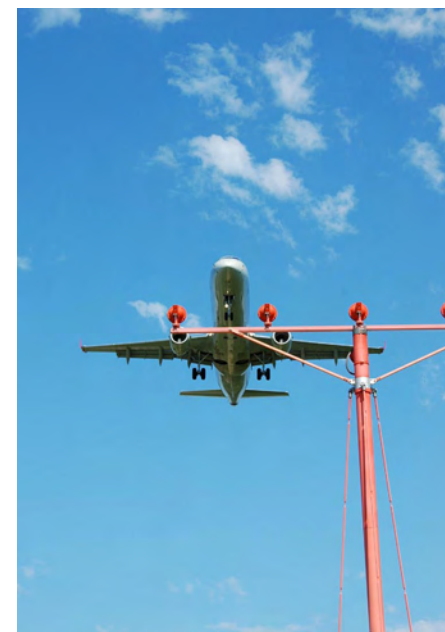


Figure 2-18: Freight transportation can take a variety of modes, including aviation



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

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

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

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

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

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

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

Policy 21: Consistency with Federal and State Plans/Programs

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

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

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

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

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



Policy 22: Airport Development Plans

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

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

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

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

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

Policy 23: Agency and Public Coordination

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

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

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

Policy 24: Protecting Airspace and Operational Safety

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

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



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

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

Policy 25: Airports and Land Use Compatibility

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

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

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

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

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



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

Policy 26: Adequate Aviation Resources

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

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

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

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



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

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

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

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

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

This allocation process has four basic steps:

1. MnDOT's Office of Investment Management (OIM) determines the target level of funds available for the TIP period 2011 to 2014. These funding targets are sent to the ATPS for comment. Also included is guidance for TIP preparation.
2. The regions develop their draft TIPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.
3. OIM assembles the draft regional TIPs and the requests for additional funds. OIM informs the regions if their request for a higher level of funds will be honored.
4. The regions modify their list of projects based on OIM response, adopt their final TIPs and submit them to MnDOT for inclusion in the STIP.

RESOURCES AVAILABLE 2011-2014

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

Transportation resources available to the region for highway, transit, and non-motorized mode projects are approximately \$3,181 million over the 2011 to 2014 period (See Tables 3, 4 and 5). These funds include capital investments for highway, transit and non-motorized modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 33% of the total funds available, other federal and state and local highway funds represent approximately 49% of total funds available, while Federal Title III and other state and local funds for transit represent approximately 19%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems. The highway funds do include some funding for transit projects such as from the federal CMAQ funds and associated local matches and from transit advantages on highway projects. They also include funds for non-motorized

investments listed in the detailed tables in Appendix A as Bike/Ped as well as bicycle and pedestrian elements of roadway projects.

Recorded in Table 4 are the traditional highway funding sources available to the region (including some funding to Chisago County, which is not in the Twin Cities MPO area). The total for four years is \$2,592 million. The region's "target" for Federal Title I and state trunk highway funds is \$1,103 million. These targets set out the parameters that are used in the regional and MN/DOT process for project selection. These funds come to the Area Transportation Partnership regions based on a formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The four year total includes \$676 million of Federal Formula funds and \$437 million of State Trunk Highway funds. (This has to be reduced by \$ 10 Million for BAP reduction/redistribution and other adjustments made to arrive at the final figure.)

This category also includes additional allocations to help the MnDOT Metro Division balance the TIP. In 2011 and 2012 Statewide Bridge Funds come to the region to help fund the Lafayette Bridge replacement. In 2008, Chapter 152 was passed. This increased gasoline tax and license tab fees and allowed Metro Counties to add a ¼ cent sales tax to fund transit. MnDOT was authorized to sell highway bonds to replace and repair bridges and do other trunk highway projects. High priority projects have received federal earmarked funds by Congress. At present, \$65 million is available over the four-year period for specific projects.

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

Within the TIP timeframe, \$213 million of funds will be used to advance construct projects in the region (Table 4). The AC funds that have been or will be used by the region by year are shown below (Table 2).

Table 2: Advance Construction Funds

	Advance Construction	AC Pay Back
2000	\$ 31 M	-
2001	44 M	16 M
2002	33 M	48 M
2003	150 M	32 M
2004	150 M	65 M
2005	115 M	97 M
2006	100 M	122 M
2007	202 M	115 M
2008	11 M	185 M
2009	4 M	141 M
2010	57M	25 M
2011	114 M	4 M
2012	0	48 M
2013	0	23M
2014	0	47 M
Post 2014	99 M	142 M
Totals	\$ 1110 M	\$ 1110 M

The last category of funds included in Table 4 is Local Funds necessary to match the federal funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost although this can be significantly higher. This represents \$613 million over four years.

Transit funds available to the region in 2011-2014 are recorded in Table 5. Included are Federal Title III funds and regional capital bonds used to match federal funds. This table does not show the Title I funds allocated to transit. These are shown as expenditures in Tables 7 and 8. The establishment of the level of Title III funds available for use by the region is done in a completely different manner than the Title I Funds. There are four different Title III section funds that come to the region. The region estimates a total of \$494 million in Title III funds will be received by the region in the next four years.

Section 5307 is capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. These funds have continued to increase year to year under TEA-21 and SAFETEA-LU. The total 5307 formula funds are approximately \$406 million.

Section 5309 is discretionary funds that are allocated to Metro Transit or other operators on request by Congress. The level of funds received varies from year to year. The level of funding in 2011 is the region's best estimate of what might be available and reflective of the Regional Capital Improvement Program. The level of funds shown in Table 5 reflects the detailed tables in Appendix A. Historically, the levels of funds that are made available in the latter years of the TIP are closer to the level received in the first year.

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

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$139 million will be used to match federal Title III funds as well as fund 100% of various capital transit investments.

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

Federal Title I		\$ 1,078 Million
• <i>Target</i>	\$ 657	
• <i>High Priority Funds</i>	59	
• <i>Misc. Federal Funds</i>	92	
• <i>Additional SAFETEA-LU</i>	0	
• <i>Additional MnDOT Allocation</i>	280	
<i>Adjustments (Payback, BAP Reductions)</i>	-10	
Federal Title III		494 Million
• <i>Formula/Discretionary</i>	494	
Property Tax and Other State Taxes		751 Million
• <i>Local and TRLF</i>	612	
• <i>Regional Transit Bonds/Bond Transit Adv.</i>	139	
Trunk Highway		858 Million
• <i>Target</i>	430	
• <i>Legislative Allocation (Bonds) & lapsed projects</i>	428	
TOTAL:		\$ 3,181 Million

**Advance Construction-additional authorization
available against future funds**

213 Million

These amounts do not show funds for Chisago County that are included in Table 4.

Table 4
Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2011-2014
(Millions)

	2011	2012	2013	2014	Total
Federal Title I Funds	169	169	169	169	676
BAP Reduction/Redistribution	-9	-5	1	3	-10
Additional SAFETEA-LU	0	0	0	0	0
State Funds	78	122	122	115	437
Target for Region	238	286	292	287	1103
Additional MnDOT Allocations	136	81	0	63	280
Legislative Allocation(Bonds) & anticipated lapsed projects	186	119	17	106	428
High Priority Projects	19	31	11	4	65
Misc Federal Funds	103	0	0	0	103
Local Funds	248	43	52	270	613
Total Funds Available	930	560	372	730	2592
Advance Construction (Additional authorization available against future funds)	114	0	0	99	213

Includes \$19M of Federal Formula, \$6M-HPP, \$11M of ARRA, \$7M of State, and \$1M of local funds for Chisago Co. projects.

Table 5
Federal Title III and Matching Funds Available
And Requested by Region 2011-2014
(Millions)

	2011	2012	2013	2014	Total
Section 5307	126.0	94.3	109.7	75.8	405.8
Section 5309	15.6	22.7	20.3	17.9	76.5
Section 5311	1.0	1.0	1.0	1.0	4.0
Section 5316	1.0	0.0	1.0	0.0	2.0
Section 5317	0.8	0.0	0.7	0.0	1.5
Section 5339	4.5	0.0	0.0	0.0	4.5
Total Federal Funds	148.9	118.0	132.7	94.7	494.3
Local/Regional Capital Bonds	41.7	32.6	37.7	27.0	139.0
Total Funds Available	190.6	150.6	170.4	121.7	633.3

PROJECT SELECTION PROCESS AND CRITERIA

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

Funding Category

Project Selection Process Followed

Title I Federal Funds (Traditional Highways Fund)

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

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

Competitive regional solicitation process conducted by MN/DOT and TAB

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

Federal Title III Funds

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

Metropolitan Transit Selected

MN/DOT Office of Transit/Statewide Competitive Process

MN/DOT Office of Transit/Categorical Allocation

Metropolitan Transit Services, Regionwide Competitive Process

State Trunk Highway Funds

MN/DOT Metro Division Process with CIC assistance

Regional Capital Transit Bond Funds

Competitive Regional Solicitation Process conducted by the Metropolitan Council

State Transportation Revolving Loan Fund (TRLF) State Aid and MnDOT Bridge Bonds

Statewide competitive solicitation process conducted by MN/DOT
Projects selected through Mn/DOT process.

COMPETITIVE REGIONAL PROJECT SELECTION PROCESS

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

Projects have been solicited in the following categories:

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

Subcommittees of the TAC’s Funding and Programming Committee (F&PC) in 2007 and 2009 ranked all categories of projects except the last two categories that were ranked by MN/DOT staff. In turn, the recommended projects were reviewed and approved by the F&PC. Using these rankings, the F&PC recommended two allocation options to be considered by TAC and recommended to TAB in 2007. Subsequently, the TAB Programming Committee approved one option to be included in the 2011-2014 TIP. The same committees recommended consideration of seven allocation options in 2009 including four options that included a special allocation to provide funds to the 494/169 interchange reconstruction project using funds from a MnDOT commitment to repay the TAB for its financial participation in a previous project. The TAB approved one option that includes \$34 million for this interchange project, which is programmed in 2011. There was no predetermined distribution of funds by sub-category or geographic subarea.

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

Examples of Qualifying Criteria

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

Categories of Prioritizing Criteria

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

Regionally Selected Projects

Recorded in Table 6 is a summary of the projects selected by category through the regional competitive process in 2007/2008 and 2009/2010. This table only records the federal funds allocated to the projects. The 2007/2008 solicitation process identified projects to be programmed in 2011 and 2012. The 2009/2010 process selected projects to be programmed in 2013 and 2014. MN/DOT solicited projects for Hazard Elimination/Safety and the Railroad Safety. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once MN/DOT staff evaluated the projects, the Funding and Programming Committee selected the projects to be funded. The Enhancement (EN), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Program (STP) and Bridge Improvement and Replacement (BIR) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process. In addition, the TAB awarded a special allocation of \$34 million to a MnDOT project to reconstruct the interchange at 494 and 169.

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

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

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

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

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

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

MN/DOT OFFICE OF TRANSIT

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

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

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

	2011	2012	2013	2014	Total
	Selected 2007/2008	Selected 2007/2008	Selected 2009/2010	Selected 2009/2010	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HSIP)	3.296	3.532	8.272	8.686	23.786
Railroad Highway Crossing Safety (RRX)	2.109	1.537	1.561	1.968	7.175
Bridge Improvement/Replacement (BIR)	0	10.360	5.151	8.320	23.831
Enhancements (EN)	7.744	7.772	8.925	12.445	36.886
Congestion Mitigation Air Quality (CMAQ)	24.663	27.151	32.231	21.903	105.948
Surface Transportation Program (STP)	33.005	50.068	41.555	38.513	163.141
TOTALS	70.817	100.42	97.695	91.835	360.767

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

SAFETEA-LU requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2011 to 2014 closely match the funds available. The MN/DOT process of fund allocation to the Area Transportation Partnership (ATP) regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Title I and State Trunk Highways. MN/DOT sets funding targets for each of the regions to use as they developed their draft regional TIP. The draft TIPs submitted to MN/DOT can be over programmed by the regions as a means of requesting additional federal and state funds. MN/DOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels

The allocation of Federal Title I and state Trunk Highway funds to various expenditure categories are recorded in Table 7 for the 2011 to 2014 TIP period. This Table uses the major funding programs to illustrate how the funds are allocated. These reflect the programs followed in the selection processes. Comparing Table 7 with the resource recorded in Table 4 illustrates the use of Title I and State Trunk Highway funds. The differences with some of the funding categories is Chisago County funds which has a separate line on Table 7 and Table 8, but are combined in the total in Table 4.

The total Title I, Trunk Highway and Local funds allocated over four years is \$2,592 million. Also included in this figure are the high priority project funds allocated by Congress which represent \$198 million in resources which includes the state and other funds to deliver the projects.

In Table 8 the 2011 funds are allocated to various expenditures categories. By comparing this total to the 2011 figure from Table 4 it can be seen that revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The projects funded with Title III and local matching funds have a total value of approximately \$191 million (Table 5). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables attached).

Table 7
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2011-2014

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	197	136	2	59	0
Enhancements	64	42	0	22	1
STP Urban Guarantee	461	285	8	168	61
STP Non-Urban	15	6	7	2	0
MnDOT & State Aid Bridge	664	204	1	459	99
HPP	99	59	6	34	0
MN Interstate Maintenance	115	86	5	24	0
ITS	0	0	0	0	0
NHS	278	114	59	105	49
100% State Funded	383	0	363	20	0
HSIP	44	35	1	8	3
Chapter 152 Bonds	43	0	0	43	0
Misc Fed	185	92	0	93	0
Chisago County	44	36	7	1	0
TOTAL	2592	1095	459	1038	213

Table 8
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2011 Annual Element

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	61	46	0	15	0
Enhancements	27	16	0	11	1
STP Urban Guarantee	220	103	4	113	61
STP Non-Urban	10	2	6	2	0
MnDOT & State Aid Bridge	19	11	0	8	0
HPP	50	19	0	31	0
MN Interstate Maintenance	28	21	0	7	0
ITS	0	0	0	0	0
NHS	170	60	5	105	49
100% State Funded	92	0	78	14	0
HSIP	13	8	0	5	3
Chapter 152 Bonds	25	0	0	25	0
Misc Fed	185	92	0	93	0
Chisago County	30	26	3	1	0
TOTAL	930	404	96	430	114

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

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP) AND PRIORITIES

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

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 9.) Funds assigned to preservation projects are \$1,048 million. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 53.0% of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by MnDOT and other agencies. Approximately \$219 million or 11.1% will be spent on traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure these highway segments are used effectively. These projects include ramp meters and HOV bypasses of meters. Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, these categories were developed to promote traffic management activities.

The third priority for funding is the expansion category. All of the major projects identified in Table 10 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 15.1% or \$298 million. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another.

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

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects, which varies significantly by locale or based on court decisions. Also included are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns. The combined funds allocated to these set-asides are \$204 million or 10.3% of the total funds available.

The "other" category in Table 9 includes agreements with local governments, enhancements, transit and non-motorized projects. These projects represent 10.6% or \$210 million. Local agreements cover work in Mn/DOT right-of-way and Mn/DOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The Enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for funding can be found in the TPP or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

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

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

Table 9
2011-2014 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2011	2012	2013	2014	Total	
					\$	%
Preservation	282	314	158	294	1048	53.0%
Manage	45	49	59	66	219	11.1%
Expansion	214	43	15	26	298	15.1%
Setasides for R/W, Cost Overruns, Supplemental Agreements	62	67	46	29	204	10.3%
Other(agreements, enhancements, transit)	79	44	42	45	210	10.6%
TOTAL FED/STATE FUNDS	682	517	320	460	1979	100.0%
Local Funds	248	43	52	270	613	
TOTAL FUNDS AVAILABLE	930	560	372	730	2592	
Advance Construction	114	0	0	99	213	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

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

1. Urban Partnership Agreement Projects. Convert existing I-35W HOV lane to HOT lane, add priced dynamic shoulder lane northbound from 42nd Street to Minneapolis. Install lane control signals, cameras, dynamic signs and tolling infrastructure.
2. TH 169, Pioneer Trail and Anderson Lakes Pkwy. Intersections rebuilt as interchanges.
3. TH 169 at CSAH 81. New interchange.
4. Northstar Commuter Rail from Big Lake to Minneapolis.

The status of major transit capital projects appears in Table 11. This table records Federal Title I and Title III funded projects. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 11. Cedar Avenue BRT, Central Corridor Transitway and the Union Depot are major transitway projects in various stages of implementation. This table also identified major CMAQ funded projects to be programmed between 2011 and 2014.

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

PROJECTS AUTHORIZED IN FISCAL YEAR 2009.

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

The projects authorized in 2009 are recorded in Table A-21. The total value of these project authorizations is approximately \$812 million.

Table 10
STATUS OF MAJOR HIGHWAY PROJECTS

<u>Project Highway and Bridge</u>	Cost Estimates (000s)	Current program years	Program Year- Last TIP	Assumed year open to traffic	Project status/comments
TH 36, St. Croix Bridge	\$488,335	2014	---	2016	New 4-lane bridge and approaches. Cost share with Wisc. Chapter 152 provides funding for MN share.
I-494/TH 61 interchange, TH 61/ local access	\$250,000	2002	No change	2010	Replace and widen second I-494 bridge, reconstruct interchanges, reconstruct TH 61. One bridge completed.
TH 169/I-494 Interchange Reconstruction	\$172,000	2011	---	2013	Replace current partially signalized intersection with interchange.
TH 610 between TH 169 to CSAH 81.	\$ 62,000	2005	No change	2012	Under Construction
TH 169 N between CSAH 81 and CSAH 109	\$ 31,500 \$ 3,000 R/W	2009	2006	2011	Convert expressway to freeway. Under Construction.
TH 52 Lafayette Bridge over the Mississippi River	\$185,000	2011	2010	2012	Chapter 152, Tier I Bridge Replacement
TH 61 Hastings Bridge over the Mississippi River	\$275,000 to \$335,000	2010	2010	2012	Chapter 152, Tier I Bridge Replacement. Under Construction.
I-35E from I-94 to TH 36 (incl. Cayuga Bridge)	\$200,000	2012	---	2015	Chapter 152, Tier 1 Bridge Replacement
I-694 and TH 51 and TH 10 Interchange Reconstruction and Bridge Replacement	\$43,945	2012	---	2014	Chapter 152 Bridges combined with mobility project; add one through lane

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

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Construct 1000-space structured park-and-ride at the northeast corner of TH610 and Noble Parkway interchange in the City of Brooklyn Park.	\$14,560,000	\$7,840,000	<i>To Be Applied</i>	CMAQ	2012
Cedar Ave Bus Rapid Transit (BRT)	10,811,780	8,649,000		State Bond Funds	Program Year 2009
Central Corridor Transitway	80,192,000	10,192,000	<i>To be applied</i>	State Bond Funds Local Match	Program Year 2011
Union Depot	162,000,000	65,000,000	<i>To be applied</i>	Local Match	Received federal TIGER funds for construction. Program Year 2011

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration

*Major: In excess of \$ 10,000,000 committed to the project

Appendix A.

DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

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Appendix A

KEY TO TABLES

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

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

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

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

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

2011-2014 Table will be updated for Final TIP

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	TH 12	Wayzata to Long Lake	Construct Freeway	Yes	2	2
2	I-35E/I-694	Common Section in Vadnais Hts/Little Canada	Reconstruct & Weave Areas	Yes	6	8
3	I-35W/62	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
4	TH 52	Lafayette Bridge	Replace Bridge	Yes	4	4
5	TH 169	At I-494	Replace interchange	Yes	4	4
6	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
7	I-494	Wakota Bridge/Newport	New River Crossing, Freeway	Yes	4	6
8	I-494	TH 100 to TH 5	Reconstruct – Add lane	Yes	4	6
9	TH 610	I-94 to TH 10	Construct Freeway	Yes	NA	4

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

MN/DOT Metro District Construction Projects
2011-2014 PARENT Projects *

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

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

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	CMAQ		103-080-02	TR	CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	5,115,000	ANOKA	E6
2011	CMAQ		141-080-44	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PROJECT, PAYBACK IN 2012)	625,000	250,000	250,000	0	125,000	MINNEAPOLIS	NC
2011	CMAQ		141-080-45	TM	TRAF MGMT CTR & ITS UPGRADES-PHASE 3A, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE	3,250,000	2,400,000	0	0	850,000	MINNEAPOLIS	S7
2011	CMAQ		141-080-48	TM	OPTIMIZE SIGNAL TIMING, SIGNALIZED INTERSECTIONS, HIAWATHA AVE, LYNDALE AVE S, EW LAKE ST & HENNEPIN AVE S	236,250	189,000	0	0	47,250	MINNEAPOLIS	E2
2011	CMAQ		141-080-49	TM	DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR SOUTH SIDE INTERSECTIONS, MPLS	525,000	400,000	0	0	125,000	MINNEAPOLIS	E2
2011	CMAQ		164-070-11	TM	ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	1,675,000	1,340,000	0	0	335,000	SAINT PAUL	E2
2011	CMAQ		91-596-01	TR	300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE N EDGE OF AN EXISTING LOT AT I-35W/95TH AVE	802,500	642,000	0	0	160,500	MET COUNCIL-MT	E6
2011	CMAQ		CM-05-10AC3	TR	PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 3 OF 3)	416,300	416,300	0	0	0	RAMSEY	E6
2011	CMAQ		TDM-2011	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2011	CMAQ		TRS-MVTA-10A	TR	MVTA: PURCHASE 10 BUSES FOR DEDICATED OPERATION & DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE BUSWAY	5,253,700	4,202,960	0	0	1,050,740	MET COUNCIL-MTS	T2
2011	CMAQ		TRS-MVTA-11	TR	PURCHASE 8 BUSES, & OPERATING FUNDING FOR I-35	5,751,430	4,601,144	0	0	1,150,286	MVTA	T2

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	CMAQ		TRS-SWT-11	TR	PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	1,650,000	SOUTHWEST TRANSIT	T2
2011	CMAQ		TRS-TCMT-10B	TR	PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	680,520	MET COUNCIL-MT	T10
2011	CMAQ		TRS-TCMT-10C	TR	PURCHASE OF 4 LRVS (INCLUDES FORMER TRS-SMTC-10A)	13,600,000	10,250,600	0	0	3,349,400	MET COUNCIL-MT	T2
2011	CMAQ		TRS-TCMT-11A	TR	TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE, NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY & MPLS-FY	322,156	257,725	0	0	64,431	MET COUNCIL-MT	T10
2011	TH 999		2700-54	TM	INTEGRATED CORRIDOR SIGNAL COORDINATION, I-394 CORRIDOR INCLUDING THE 55, TH 7, ETC, DEPLOYMENT OF TRANSIT SIGNAL PRIORITY, CCTV CAMERAS & VARIABLE MESSAGE SIGNS	2,405,852	1,924,681	0	481,171	0	MN/DOT	S7
2012	CMAQ		141-080-44AC	TM	OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PAYBACK 1 OF 1)	250,000	250,000	0	0	0	MINNEAPOLIS	NC
2012	CMAQ		141-080-50	TM	TRAF MGMT CTR & ITS UPGRADES-PHASE 3B; REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE	3,250,000	2,400,000	0	0	850,000	MINNEAPOLIS	S7
2012	CMAQ		TDM-2012	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2012	CMAQ		TRS-TCMT-12A	TR	PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	1,680,000	MET COUNCIL-MTS	T10
2012	CMAQ		TRS-TCMT-12B	TR	NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	6,720,000	MET COUNCIL-MT	E6
2012	CR 10		90-610-01	TR	NE QUADRANT OF TH 212 & CO RD 10, CHASKA-ACQUIRE RW & CONSTRUCT 450 STRUCTURED STALL PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	1,957,196	SOUTHWEST TRANSIT	E6

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	TH 65	TH 65	0207-94	TM	INTEGRATED CORRIDOR SIGNAL COORDINATION, TH 65, ANOKA CO BETWEEN I-694 & 237TH AVE NE-DEPLOYMENT OF CCTV CAMERAS & VARIABLE MESSAGE SIGNS	1,400,000	1,120,000	0	280,000	0	MN/DOT	S7
2013	CMAQ	CMAQ	02-596-16	TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT	1,362,720	1,090,176	0	0	272,544	ANOKA COUNTY	E6
2013	CMAQ	CMAQ	02-596-17	TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE AND MPLS ON TH65, TH10/610, TH252 AND I-94	3,300,000	2,640,000	0	0	660,000	ANOKA COUNTY	T10
2013	CMAQ	CMAQ	02-596-18	TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-CONSTRUCTION OF PARK & RIDE LOT	1,632,000	1,305,600	0	0	326,400	ANOKA COUNTY	E6
2013	CMAQ	CMAQ	02-596-19	TR	AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-COMMUTER SERVICE BETWEEN BLAINE AND MPLS ON TH65, TH10/610, TH252 AND I-94	1,993,733	1,594,986	0	0	398,747	ANOKA COUNTY	T10
2013	CMAQ	CMAQ	10-596-06	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 AND CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE	1,444,014	1,155,211	0	0	288,803	CITY OF CARVER	O4
2013	CMAQ	CMAQ	10-596-07	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 AND CARVER CSAH 11-CONSTRUCT 400 STALL PARK & RIDE	3,060,000	2,448,000	0	0	612,000	CITY OF CARVER	E6
2013	CMAQ	CMAQ	10-596-08	TR	AT SW QUADRANT OF INTERSECTION OF TH 212 AND CARVER CSAH 11-SERVICE BETWEEN CARVER AND DOWNTOWN MPLS/U OF M AND DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS	1,032,750	826,200	0	0	206,550	CITY OF CARVER	T10
2013	CMAQ	CMAQ	107-030-05	TM	AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION AND EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 AND TH5	1,300,500	1,040,400	0	0	260,100	CITY OF BLOOMINGTON	O8
2013	CMAQ	CMAQ	201-080-02	TR	PURCHASE AND OPERATION OF THREE COACH BUSES PROVIDING MIDDAY SERVICE TO U OF M CAMPUS AND NEW SERVICE TO I-494 CORRIDOR	1,005,000	804,000	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10
2013	CMAQ	CMAQ	90-080-13	TR	PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	1,540,000	1,232,000	0	0	308,000	MVTA	T10

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CMAQ		90-080-14	TR	CONSTRUCT ROSEMOUNT DEPOT PASSENGER FACILITY FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	935,850	748,680	0	0	187,170	MVTA	E6
2013	CMAQ		90-080-15	TR	STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF	525,096	420,077	0	0	105,019	MVTA	T1
2013	CMAQ		CMT-09-03	TR	PURCHASE OF THREE LRT VEHICLES FOR HIAWATHA LRT	10,500,000	7,000,000	0	0	3,500,000	MET COUNCIL-MT	T10
2013	CMAQ		CMT-09-07	TR	AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR AND BEAM AVE-PURCHASE AND OPERATION OF FOUR BUSES, EXPAND EXISTING PARK & RIDE LOT BY 544 STALLS	17,606,629	7,140,000	0	0	10,466,629	MET COUNCIL-MT	T10
2013	CMAQ		TDM-2013	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2013	TH 5		1002-98	TM	FROM CARVER CR11 TO I-494-COORDINATION AND RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,711,489	1,369,191	0	342,298	0	MNDOT	E2
2013	TH 61		6222-168	TM	FROM RAMSEY CTY ROAD 30 TO CENTERVILLE ROAD-COORDINATION AND RETIMING OF SIGNALS INCLUDING CCTV CAMERAS AND MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,776,228	1,420,982	0	355,246	0	MNDOT	E2
2014	CMAQ		90-080-06	TR	PURCHASE SIX BUSES AND FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO AND DOWNTOWN ST. PAUL ALONG I-35E, TH 13 AND OTHER ROADWAYS	3,606,923	2,885,538	0	0	721,385	MVTA	T10
2014	CMAQ		CMT-09-04	TR	CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS AND DOWNTOWN ST. PAUL	13,839,259	7,000,000	0	0	6,839,259	MET COUNCIL-MT	T1
2014	CMAQ		CMT-09-05	TR	ON I-94 NEAR MANNING AVE IN LAKE ELMO-CONSTRUCT PARK AND RIDE	11,428,823	7,280,000	0	0	4,148,823	MET COUNCIL-MT	E6
2014	CMAQ		CMT-09-11A	TR	PURCHASE AND OPERATION OF THREE COACH BUSES PROVIDING MIDDAY SERVICE TO U OF M CAMPUS AND NEW SERVICE TO I-494 CORRIDOR	1,005,000	804,000	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	CMAQ	TH 55	8825-388	TM	TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	875,000	MET COUNCIL-MT	AQ1
2014	TH 55	TH 55	8825-388	TM	TH55, TH13 AND TH 149-COORDINATION AND RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT	1,172,475	937,980	0	234,495	0	MNDOT	E2
2014	TH 61	TH 61	1913-75	TM	FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	3,744,000	2,995,200	0	748,800	0	MNDOT	O8
Totals						198,184,255	136,378,493	250,000	2,442,010	59,113,752		

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	EN	EN	138-010-12	EN	KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT-MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	310,322	248,258	0	0	62,064	RAM-WASH METRO WATER DIST	O9
2011	EN	EN	164-020-113	EN	ALONG UNIV AVE FROM RICE ST TO HENN/RAMSEY CO LINE IN ST PAUL- STREETSCAPE FOR CCLRT, LIGHTING, BENCHES, ETC	1,300,000	1,040,000	0	0	260,000	SAINT PAUL	O6
2011	EN	EN	164-595-01AC	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS(AC PAYBACK 1 OF 1)	1,336,291	1,336,291	0	0	0	ST PAUL	O6
2011	EN	EN	164-595-02AC	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS(AC PAYBACK 1 OF 1)	668,496	668,496	0	0	0	ST PAUL	O6
2011	EN	EN	164-595-04AC	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK(AC PAYBACK 1 OF 1)	249,373	249,373	0	0	0	ST PAUL PARK/REC	O9
2011	PED/BIKE	10-090-03		EN	W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,362,500	1,090,000	0	0	272,500	CARVER COUNTY	AQ2
2011	PED/BIKE	107-090-05		EN	LONG MEADOW LAKE, BLOOMINGTON- REPLACE BR 3145 ON OLD CEDAR AVE WITH A PED/BIKE BOARDWALK	3,210,000	1,070,000	0	0	2,140,000	BLOOMINGTON	O9
2011	PED/BIKE	107-090-06		EN	20TH AVE TO 22ND AVE, BLOOMINGTON- CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	972,000	BLOOMINGTON	O9
2011	PED/BIKE	120-020-37		EN	LYNMAR LANE TO E OF FRANCE AVE NEAR 72ND ST S, EDINA-CONSTRUCT PED/BIKE BRIDGE OVER FRANCE AVE, 600 FT TRAIL, ETC	2,180,000	1,090,000	0	0	1,090,000	EDINA	AQ2
2011	PED/BIKE	141-020-107E		EN	ALONG CEDAR & FRANKLIN AVES, MPLS-IMPROVE PED ACCESS & SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,050,000	840,000	0	0	210,000	MINNEAPOLIS	O9
2011	PED/BIKE	164-090-10		EN	W SIDE OF LEXINGTON PKWY, MINNEHAHA AVE TO ENERGY PARK DR, ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	642,000	SAINT PAUL	O9

TABLE A-2
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		PED/BIKE	19-623-28	EN	ON THE CEDAR AVE TRANSITWAY FROM 181ST IN LAKEVILLE TO 138TH IN APPLE VALLEY-LIGHTING, LANDSCAPING, OTHER IMENITIES(AC PROJECT, PAYBACK IN 2013)	3,020,000	0	1,020,000	0	2,000,000	DAKOTA COUNTY	O6
2011		PED/BIKE	82-090-02	EN	OVER WASHINGTON CO RD 83(11TH AVE SW), FOREST LAKE-CONSTRUCT MULTI-MODAL BR FOR HARDWOOD CREEK REG TRAIL, ETC	926,500	741,200	0	0	185,300	WASHINGTON COUNTY	AQ2
2011		PED/BIKE	91-090-47	EN	PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS- CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,179,140	943,312	0	0	235,828	DAKOTA COUNTY	O9
2011		PED/BIKE	91-090-48	EN	CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS- CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	606,000	484,800	0	0	121,200	DAKOTA COUNTY	O9
2011		PED/BIKE	91-090-49	EN	BELTLINE BLVD, ST LOUIS PARK- CONSTRUCT BRIDGE ON HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL	1,284,000	1,027,200	0	0	256,800	THREE RIVERS PARK DISTRICT	O9
2011		PED/BIKE	91-090-56	EN	CHEROKEE REGIONAL PARK- CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	2,640,000	1,090,000	0	0	1,550,000	SAINT PAUL PARKS & REC	AQ2
2011		PED/BIKE	91-090-59	EN	MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, ETC	1,592,763	1,090,000	0	0	502,763	DAKOTA COUNTY	AQ2
2011		PED/BIKE	91-090-60	EN	ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL- CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	196,200	RAMSEY COUNTY PARKS	AQ2
2011		PED/BIKE	91-090-63	EN	CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS- PURCHASE RW	60,000	48,000	0	0	12,000	DAKOTA COUNTY	O9
2012		EN	141-080-42	EN	HENN AVE TO CEDAR AVE, MPLS- REHABILITATE/PRESERVE HISTORIC BRS WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	280,000	MINNEAPOLIS	O9
2012		EN	91-070-15	EN	INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	494,592	ST PAUL PARK/REC	O9
2012		PED/BIKE	10-090-02	EN	MAYER TO CARVER/MCLEOD CO LINE- CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	1,478,400	1,120,000	0	0	358,400	CARVER COUNTY	AQ2
2012		PED/BIKE	164-020-109	EN	RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL-PEDESTRIAN STREETSCAPE IMPROVEMENTS, ETC	1,612,800	1,075,200	0	0	537,600	SAINT PAUL	AQ2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	PED/BIKE		91-090-57	EN	MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY, ETC	1,290,240	1,032,192	0	0	258,048	DAKOTA COUNTY	AQ2
2012	PED/BIKE		91-090-58	EN	TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL-CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	198,520	DAKOTA COUNTY	AQ2
2013	PED/BIKE		02-614-35	EN	OVER 35W IN LINO LAKE-CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14	329,766	263,813	0	0	65,953	ANOKA COUNTY	AQ2
2013	PED/BIKE		10-090-04	EN	CONNECTION OF LAKE MINNETONKA TR AND MINN RIVER BLUFFS LRT REG TR-CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION	556,716	445,373	0	0	111,343	CARVER COUNTY	AQ2
2013	PED/BIKE		140-010-07	EN	AT DODD RD(TH 149) AND TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS, ETC	628,320	502,656	0	0	125,664	MENDOTA HTS	AQ2
2013	PED/BIKE		141-090-37	EN	FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-	1,275,000	1,020,000	0	0	255,000	MINNEAPOLIS	S18
2013	PED/BIKE		19-090-11	EN	THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL, ETC	1,275,000	1,020,000	0	0	255,000	DAKOTA COUNTY	AQ2
2013	PED/BIKE		194-010-10	EN	AT MINNEWASHTA PKWY AND TH 5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS	1,224,000	979,200	0	0	244,800	CHANHASSEN	AQ2
2013	PED/BIKE		19-623-28AC	EN	ON THE CEDAR AVE TRANSITWAY FROM 181ST IN LAKEVILLE TO 138TH IN APPLE VALLEY-LIGHTING, LANDSCAPING, OTHER IMENITIES(AC	1,020,000	1,020,000	0	0	0	DAKOTA COUNTY	O6
2013	PED/BIKE		199-108-03	EN	ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY-CONSTRUCT MISSISSIPPI RIVER TRAIL	509,487	387,808	0	0	121,679	CITY OF RAMSEY	AQ2
2013	PED/BIKE		82-090-04	EN	CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM WASHINGTON CR 8 TO 140TH ST IN HUGO	765,000	612,000	0	0	153,000	WASHINGTON COUNTY	AQ2
2013	PED/BIKE		91-090-69	EN	ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, ETC	637,500	510,000	0	0	127,500	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE		91-090-70	EN	ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS-TRAIL IMPROVEMENTS, LIGHTING, ETC	701,250	561,000	0	0	140,250	MPLS PARK/REC BOARD	AQ2
2013	PED/BIKE		91-090-73	EN	OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION & RW ACQ FOR A LUCE LINE REGIONAL TR	1,760,000	1,020,000	0	0	740,000	THREE RIVERS PARK DISTRICT	AQ2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013		PED/BIKE	92-090-49	EN	CONNECT LAKE BYLLESBY REG PARK TO STATE TR-CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER	678,300	542,640	0	0	135,660	DNR	AQ2
2014		EN	164-213-07	EN	ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY-STREETSCAPE, LIGHTING, ETC	1,425,000	1,040,000	0	0	385,000	SAINT PAUL	S10
2014		PED/BIKE	103-090-02	EN	FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA-CONSTRUCT THE RUM RIVER TR, & INTERPRETIVE/EDUCATIONAL FOR THE	988,000	790,400	0	0	197,600	ANOKA	AQ2
2014		PED/BIKE	107-425-08	EN	HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON-CONSTRUCT TRAIL	674,700	539,760	0	0	134,940	BLOOMINGTON	AQ2
2014		PED/BIKE	141-090-38	EN	OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REHABILITATE AND PAINT BR 9(MN BR 94246)	1,300,000	1,040,000	0	0	260,000	MINNEAPOLIS	AQ2
2014		PED/BIKE	164-090-13	EN	FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED	747,500	598,000	0	0	149,500	SAINT PAUL	AQ2
2014		PED/BIKE	179-090-04	EN	FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE-CONSTRUCT BIG RIVERS REGIONAL TRAIL	1,300,000	1,040,000	0	0	260,000	BURNSVILLE	AQ2
2014		PED/BIKE	188-118-04	EN	ON KENRICK AVE BETWEEN 185TH ST AND 205TH ST, ALONG MARION LAKE BETWEEN KENRICK AVE AND 195TH ST-CONSTRUCT TRAIL, PURCHASE 14 ACRES FOR PARK AND CONSTRUCT TRAIL IN PARK ALONG MARION LAKE	2,577,000	1,040,000	0	0	1,537,000	LAKEVILLE	AQ2
2014		PED/BIKE	235-090-02	EN	CONSTRUCT TRAIL ALONG ANOKA CR 81 FROM 233RD LN TO DEER CREEK 2ND PARK AND NEAR ST FRANCIS MIDDLE SCHOOL	232,866	186,293	0	0	46,573	ST FRANCIS	AQ2
2014		PED/BIKE	62-636-06	EN	CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL	3,437,000	1,040,000	0	0	2,397,000	RAMSEY COUNTY	AQ2
2014		PED/BIKE	70-701-08	EN	ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT PED/BIKE TRAIL	1,300,000	1,040,000	0	0	260,000	SCOTT COUNTY	AQ2
2014		PED/BIKE	91-090-68	EN	FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS, ETC	1,202,500	962,000	0	0	240,500	MPLS PARK/REC BOARD	AQ2

**TABLE A-2
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014		PED/BIKE	91-090-71	EN	ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS	1,040,000	832,000	0	0	208,000	MPLS PARK/REC BOARD	AQ2
2014		PED/BIKE	91-090-72	EN	OVER HENNEPIN CSAH 19 IN SHOREWOOD AND TONKA BAY-CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE	2,000,000	1,040,000	0	0	960,000	THREE RIVERS PARK DISTRICT	AQ2
2014		PED/BIKE	98-090-07	EN	ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE	270,291	216,233	0	0	54,058	HANOVER	AQ2
Totals						65,491,701	42,069,866	1,020,000		22,401,835		
									0			

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	CR	B2	62-678-12	RC	FAIRVIEW AVE TO TH 51(SNELLING AVE), ROSEVILLE-RECONSTRUCT TO 6-LANE RDWY, INCLUDING SIGNAL & TURN LANE IMPROVEMENTS	2,992,500	2,394,000	0	0	598,500	RAMSEY COUNTY	E1
2011	CSAH	10	189-020-20	RC	VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PROJECT,PAYBACK IN 2012)	15,300,000	2,920,000	3,920,000	0	8,460,000	MAPLE GROVE	A15
2011	CSAH	109	27-709-21	MC	WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	2,247,000	HENNEPIN COUNTY	A15
2011	CSAH	11	10-611-06	RC	CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL, ETC	3,507,460	2,805,968	0	0	701,492	CARVER COUNTY	E4
2011	CSAH	116	02-716-11	RC	ANOKA CO RD 57(SUNFISH LAKE BLVD), RAMSEY TO GERMANIUM ST, RAMSEY & ANOKA-RECONSTRUCT TO 4-LANE DIVIDED RDWY INCLUDING PED/BIKE TRAIL	5,900,000	3,680,800	0	0	2,219,200	ANOKA COUNTY	A15
2011	CSAH	2	82-602-15	RC	W BDWY(WASHINGTON CSAH 2), 19TH ST SW TO 12TH ST SW INCLUDING I-35 INTERCHANGE, FOREST LAKE-RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	4,935,000	WASHINGTON COUNTY	A15
2011	CSAH	2	82-602-15B	RC	12TH SW TO TH 61, FOREST LAKE-RECONSTRUCT TO DIVIDED SECTION, TRAIL, ETC	4,469,000	3,575,200	0	0	893,800	WASHINGTON COUNTY	A15
2011	CSAH	23	19-623-23	RC	181ST ST IN LAKEVILLE TO 147TH ST IN APPLE VALLEY-RECONSTRUCT TO 6-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC (LOCAL SAP 19-623-25 IS INCLUDED AS PART OF THIS PROJECT)	25,500,000	5,775,000	0	0	19,725,000	DAKOTA COUNTY	A15
2011	CSAH	23	19-623-24	RC	DAKOTA CSAH 42 TO N OF 138TH ST IN APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PROJECT, PAYBACK IN 2012)	13,240,000	0	7,840,000	0	5,400,000	DAKOTA COUNTY	S4
2011	CSAH	96	62-596-03UG	MC	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	10,203,778	5,630,000	0	0	4,573,778	RAMSEY COUNTY	A10
2011	PED/BIKE	141-020-107		RC	RECONSTRUCT 22ND ST E ON NEW ALIGNMENT AND ADD RIGHT-IN RIGHT-OUT WITH CEDAR AVE(TIPEDD FUNDS)	1,590,000	1,000,000	0	0	590,000	MINNEAPOLIS	O9

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	TH 13	TH 13	211-010-07	RC	VERNON AVE TO LYNN AVE, SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	6,250,000	3,937,500	0	0	2,312,500	SAVAGE	E1
2011	TH 13	TH 13	7001-103	RC	TH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-ASSOCIATED TO SP 70-596-03)	1,772,531	710,025	0	1,062,506	0	MN/DOT	A10
2011	TH 13	TH 13	70-596-03	RC	TH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT TH 13/101 INCLUDING BR 70003 FOR EB 101 TRAFFIC, ETC (ASSOCIATED TO 7001-103)	9,640,000	7,680,000	0	0	1,960,000	SCOTT COUNTY	A10
2011	TH 169	TH 169	2776-03	MC	HIGHWAY 169/494 INTERCHANGE IMPROVEMENTS, MN(AC PROJECT, PAYBACKS IN 2012, 2013, 2014)	157,000,000	48,000,000	49,000,000	3,000,000	57,000,000	MN/DOT	A10
2011	TH 36	TH 36	82-596-03	MC	LAKE ELMO AVE (WASHINGTON CSAH 17), LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS, ETC	4,239,340	3,391,472	0	0	847,868	WASHINGTON COUNTY	NC
2012	CSAH 10	CSAH 10	189-020-20AC	RC	VICKSBURG LN TO PEONY LN, MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PAYBACK 1 OF 1)	3,920,000	3,920,000	0	0	0	MAPLE GROVE	A15
2012	CSAH 116	CSAH 116	02-716-12	RC	ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER-RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC	5,885,600	4,708,480	0	0	1,177,120	ANOKA COUNTY	A10
2012	CSAH 17	CSAH 17	02-617-18	RC	ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116(BUNKER LAKE BLVD), HAM LAKE-RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE	12,000,000	5,837,920	0	0	6,162,080	ANOKA COUNTY	A15
2012	CSAH 23	CSAH 23	19-623-24AC	RC	DAKOTA CSAH 42 TO N OF 138TH ST, APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PAYBACK 1 OF 1)	7,840,000	7,840,000	0	0	0	DAKOTA COUNTY	S4
2012	CSAH 81	CSAH 81	27-681-29	RC	N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY, ETC	10,080,000	7,840,000	0	0	2,240,000	HENNEPIN COUNTY	A10
2012	PED/BIKE	PED/BIKE	164-090-12	BT	MIDTOWN GREENWAY-ST PAUL, PHASE 2 FROM CP RR CORR, PRIOR AVE TO CP RR CORR AT AYD MILL TRAIL, ST PAUL-RW ACQUISITION, CONSTRUCT PED/BIKE TRAIL, ETC	7,700,000	6,160,000	0	0	1,540,000	SAINT PAUL	AQ2
2012	TH 120	TH 120	6227-57	SC	I-94 TO CONWAY AVE, MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC(INCLUDES \$1.53M ACCESS MANAGEMENT FUNDS)	2,530,000	1,044,320	0	1,485,680	0	MN/DOT	E1

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	7	TH 169	2776-03AC1	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 1 0F 3)	15,000,000	15,000,000	0	0	0	MN/DOT	A10
2012		TH 36	8204-55	MC	AT HILTON TRAIL IN PINE SPRINGS & GRANT-RECONSTRUCT TO A GRADE-SEPARATED INTERCHANGE, FRONTAGE RD, ETC	9,905,000	7,924,000	0	1,981,000	0	MN/DOT	A10
2012		TH 7	163-010-38	MC	LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC	18,400,000	7,630,000	0	0	10,770,000	SAINT LOUIS PARK	A10
2013		CITY	141-433-02	RC	ON GRANARY RD FROM 25TH AVE SE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS AND BICYCLE TRAIL	8,925,000	7,140,000	0	0	1,785,000	MINNEAPOLIS	A15
2013		CSAH 17	70-617-22	RC	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT, ETC	8,874,000	7,099,200	0	0	1,774,800	SCOTT COUNTY	A15
2013		CSAH 5	19-605-28	RC	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC	20,000,000	7,140,000	0	0	12,860,000	DAKOTA COUNTY	A15
2013		CSAH 60	188-020-21	RC	AT DAKOTA CSAH 60(185TH ST) & DAKOTA CSAH 50(KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT	2,040,000	1,632,000	0	0	408,000	LAKEVILLE	E1
2013		CSAH 9	19-609-18	RC	FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS AND TURN	7,012,500	5,610,000	0	0	1,402,500	DAKOTA COUNTY	S4
2013		TH 101	194-010-11	RC	FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	6,783,000	5,426,400	0	0	1,356,600	CHANHASSEN	A15
2013		TH 149	195-010-10	RC	FROM TH 55 TO I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL, ETC	3,162,000	2,529,600	0	0	632,400	EAGAN	A15
2013	7	TH 169	2776-03AC2	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 2 0F 3)	8,000,000	8,000,000	0	0	0	MN/DOT	A15
2014		CSAH 11	02-611-32	RC	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL, ETC	3,031,600	2,425,280	0	0	606,320	ANOKA COUNTY	A15
2014		CSAH 18	10-618-13	RC	ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	6,222,000	4,977,600	0	0	1,244,400	CARVER COUNTY	A15

TABLE A-3
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	CSAH 51	CSAH 51	02-661-07	RC	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS AND BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS, ETC	7,956,000	6,364,800	0	0	1,591,200	ANOKA COUNTY	A15
2014	CSAH 61	CSAH 61	27-661-46	RC	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS AND MINNETONKA-UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	10,000,000	7,280,000	0	0	2,720,000	HENNEPIN COUNTY	A15
2014	PED/BIKE	PED/BIKE	91-090-74	BT	CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON	7,150,000	5,720,000	0	0	1,430,000	THREE RIVERS PARK DISTRICT	AQ2
2014	PED/BIKE	PED/BIKE	91-090-75	BT	CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS,SHELTERS, KIOSKS, ETC	2,704,000	2,163,200	0	0	540,800	THREE RIVERS PARK DISTRICT	AQ2
2014	TH 169	TH 169	2776-03AC3	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK, 3 OF 3)	26,000,000	26,000,000	0	0	0	MN/DOT	A15
2014	TH 36	TH 36	138-010-18	RC	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT SPLIT-DIAMOND INTERCHANGE BETWEEN ENGLISH ST/TH 61, ACCESS CLOSURES, SIGNAL INSTALLATION, ETC	9,100,000	7,280,000	0	0	1,820,000	MAPLEWOOD	A15
2014	TH 952A	TH 952A	173-010-07	RC	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-WIDENING, MILL AND OVERLAY, LANDSCAPING, ETD	10,383,000	7,280,000	0	0	3,103,000	WEST ST PAUL	S19
Totals						521,050,309	285,132,765	60,760,000	7,529,186	167,628,358		

TABLE A-4
STP Non Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	I 94		2781-444	TM	FROM LOWRY TUNNEL IN MPLS TO JOHN IRELAND BLVD IN ST PAUL-ITS SIGN STRUCTURES (\$1M DIST C IS ITS; \$5.5M DIST C IS DEST INNOV; \$2,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	10,000,000	2,500,000	0	5,500,000	2,000,000	MNDOT	S7
2012	TH 5		1002-89	RS	0.2 MI W OF CARVER CSAH 11 E JCT IN VICTORIA TO 0.1 MI E OF TH 41 IN CHANHASSEN - BITUMINOUS MILL & OVERLAY, ADD TURN LANES, ETC	4,760,000	3,680,000	0	920,000	160,000	MN/DOT	S10
Totals						14,760,000	6,180,000	0	6,420,000	2,160,000		

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	CITY	CITY	164-020-100	BR	EDGE CUMBE RD OVER RAVINE, HIGHLAND PARK, ST PAUL-REPLACE BR L8804 & APPROACHES	1,050,000	630,000	0	0	420,000	SAINT PAUL	S19
2011	CITY	CITY	164-020-101	BR	WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL-REMOVE & REPLACE EXISTING BR 5950	9,900,000	5,350,000	0	0	4,550,000	SAINT PAUL	S19
2011	CSAH 152	27-752-18		BR	CEDAR AVE(HENNEPIN CSAH 152) OVER HCRRRA CORRIDOR,MPLS-REPLACE BR 90437	2,200,000	1,370,521	0	0	829,479	HENNEPIN COUNTY	S19
2011	CSAH 19	27-619-19		BR	HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-REPLACE EXISTING BR 90480	470,800	376,640	0	0	94,160	HENNEPIN COUNTY	S19
2011	CSAH 22	27-622-03		BR	LYNDALE AVE(HENNEPIN CSAH 22) OVER MINNEHAHA CREEK, MPLS-REPLACE BR 90444	2,400,000	1,449,157	0	0	950,843	HENNEPIN COUNTY	S19
2011	CSAH 35	27-635-26		BR	PORTLAND AVE(HENNEPIN CSAH 35) OVER HCRRRA CORRIDOR, MPLS-REPLACE BR 90494	2,500,000	1,505,326	0	0	994,674	HENNEPIN COUNTY	S19
2012	CITY	CITY	141-454-01	BR	COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTH TOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	3,248,000	MINNEAPOLIS	S19
2012	CITY	CITY	164-158-20	BR	300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	1,047,200	SAINT PAUL	S19
2012	1	I 35E	6280-308	BR	I94 THRU MARYLAND AVE IN ST PAUL-RECONSTRUCT INCLUDING NEW CAYUGA BRIDGE AND OTHER VARIOUS BRIDGES	162,000,000	60,000,000	0	0	102,000,000	MN/DOT	A20
2012	5	TH 52	6244-30AC1	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) , APPROACHES & RAMP MODIFICATIONS(AC PAYBACK 1 OF 3)	18,000,000	18,000,000	0	0	0	MN/DOT	S19
2013	CITY	CITY	BIR-09-02	BR	HAMLIN AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL-REPLACE BR 62502 & APPROACHES	9,750,000	3,876,000	0	0	5,874,000	SAINT PAUL	S19
2013	TH 5	1002-92		BR	OVER ABANDONED RR IN VICTORIA-REPLACE BR 6654	2,025,000	1,275,000	0	750,000	0	MN/DOT	S19
2013	5	TH 52	6244-30AC2	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) , APPROACHES & RAMP MODIFICATIONS(AC PAYBACK 2 OF 3)	12,000,000	12,000,000	0	0	0	MN/DOT	S19
2014	CSAH 5	BIR-09-04		BR	HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER-RECONDITION BR 2441	19,200,000	8,320,000	0	0	10,880,000	HENNEPIN COUNTY	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	4	TH 36	8217-82045	BR	OVER ST CROIX RIVER NEAR STILLWATER AND OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON AND OFF TH 95(AC PROJECT, PAYBACKS IN 2015, 2016 & 2017)	488,335,000	60,625,000	99,375,000	0	328,335,000	MN/DOT	A20
2014	5	TH 52	6244-30AC3	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) , APPROACHES & RAMP MODIFICATIONS(AC PAYBACK 3 OF 3)	19,000,000	19,000,000	0	0	0	MN/DOT	NC
Totals						763,486,000	204,137,644	99,375,000	750,000	459,223,356		

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CITY		164-070-08	RW **MN219**RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2011	CITY		164-070-09	RC **MN219**CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2011	CITY		98-080-34	DR **MN34**NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT-EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,594,185	0	564,185	0	0	1,030,000	NEWPORT	NC
2011	CR		02-596-09	RW **MN130**RIGHT OF WAY ACQUISITION FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101	1,125,000	0	719,921	0	0	405,079	ANOKA COUNTY	O4
2011	CR 5		179-020-29	PL **MN190**AT TH 13, BURNSVILLE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF	513,284	0	410,627	0	0	102,657	BURNSVILLE	O4
2011	CR 5		179-020-30	MC **MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT-STP)	950,000	0	950,000	0	0	0	BURNSVILLE	E3
2011	CSAH 153		27-753-13	BR **MN262**LOWRY AVE BRIDGE #2723 REPLACEMENT PHASE II IN MPLS (2010 APPROPRIATIONS ACT-STP)	486,917	0	486,917	0	0	0	HENNEPIN COUNTY	S19
2011	CSAH 153		27-753-13A	BR **MN262**LOWRY AVE BRIDGE #2723 REPLACEMENT PHASE II IN MPLS (2009 APPROPRIATIONS ACT-TCSP)	26,513,083	0	475,000	0	0	26,038,083	HENNEPIN COUNTY	S19
2011	CSAH 2		82-602-15A	RC **MN165**CONSTRUCTION FOR I-35 & WASHINGTON CSAH 2 INTERCHANGE & CSAH 2 CORRIDOR TO TH 61 IN FOREST LAKE-	1,899,700	0	1,519,760	0	0	379,940	WASHINGTON COUNTY	A15
2011	CSAH 42		19-642-44	RW **MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE	2,700,000	0	1,462,238	0	0	1,237,762	DAKOTA COUNTY	E3

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CSAH 42	19-642-45	PL **MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE	2,000,000	0	1,462,337	0	0	537,663	DAKOTA COUNTY	E3
2011	1	I 35E	6280-308B	RW **MN055**CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-RW ACQUISITION	44,646	0	35,717	0	8,929	0	MN/DOT	O4
2011	1	I 35E	6280-308C	RW **MN091**PHALEN BLVD IN ST PAUL-RW ACQUISITION	709,612	0	709,612	0	0	0	MN/DOT	O4
2011		I 494	2785-330B	PL **MN199**I-494 LANE ADDITION, HENNEPIN CO	982,499	0	785,999	0	196,500	0	MNDOT	A20
2011		LOCAL	160-080-02	RW **MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN(2010 APPROPRIATIONS ACT-STP)	999,829	0	999,829	0	0	0	ROSEVILLE	O4
2011		PED/BIKE	27-090-22	BT **MN242**FRANCE AVE TO MISSISSIPPI RIVER-RAILING & RETAINING WALL ALONG MIDTOWN GREENWAY CORRIDOR(2006 APPROPRIATIONS ACT)	951,852	0	951,852	0	0	0	HENNEPIN COUNTY	AQ2
2011		PED/BIKE	91-090-50	BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2
2011		TH 10	103-010-16	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE	899,900	0	719,920	0	0	179,980	ANOKA COUNTY	O4
2011	7	TH 169	2776-03B	MC **MN265**TH 169/I494 INTERCHANGE CONSTRUCTION, MN (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A15
2011	8	TH 212	1013-79B	PL NORWOOD YOUNG AMERICA TO CHASKA-US HIGHWAY 212 EXPANSION(2008 APPROP ACT-TCSF)	755,911	0	604,729	0	151,182	0	MNDOT	O2
2011		TH 51	164-010-62	EN **MN253**SNELLING AVE PEDESTRIAN MEDIAN, ST PAUL- IMPROVE PEDESTRIAN SAFETY (2009 APPROPRIATIONS ACT-STP)	475,000	0	475,000	0	0	0	SAINT PAUL	O1

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	TH 55	TH 55	27-030-14	PL **MN120**ENVIRONMENTAL STUDIES & RW ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	600,000	0	480,000	0	0	120,000	HENNEPIN COUNTY	O4
2011	TH 610	TH 610	2771-37D	MC **MN254**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-ROADWAY IMPROVEMENTS (2009 APPROPRIATIONS ACT-STP)	1,520,000	0	1,520,000	0	0	0	MN/DOT	A15
2012	CSAH 3	CSAH 3	27-603-49	RW **MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RW(2003 APPROPRIATIONS ACT)	4,000,000	0	4,000,000	0	0	0	HENNEPIN COUNTY	O4
2012	CSAH 3	CSAH 3	27-603-52	PL **MN061**LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING(2001 APPROPRIATIONS ACT)	1,050,000	0	840,000	0	0	210,000	HENNEPIN COUNTY	O2
2012	I 35E	I 35E	6280-308RW	RW **MN171**I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION	3,149,651	0	2,519,721	0	629,930	0	MN/DOT	O4
2012	I 35E	I 35E	6280-308S1	RW **MN209**I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION	5,624,375	0	4,499,500	0	1,124,875	0	MN/DOT	O4
2012	I 35E	I 35E	6280-308S2	RW **MN233**I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION	3,374,625	0	2,699,700	0	674,925	0	MN/DOT	O4
2012	TH 212	TH 212	1013-79A	PL **MN163**NORWOOD YOUNG AMERICA TO CARVER CO RD 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, AND CONSTRUCTION OF EXPANDED RDWY	899,901	0	719,921	0	179,980	0	MNDOT	O2
2012	TH 36	TH 36	8214-144	PL **MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	TH 36	TH 36	8214-144L	PL **MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	349,950	0	279,960	0	0	69,990	OAK PARK HEIGHTS	O1

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	11	TH 55	27-596-05	RW **MN120**RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	834,501	0	667,601	0	0	166,900	HENNEPIN COUNTY	O2
2012	11	TH 610	2771-37E	MC **MN266**TH 610 CONSTRUCTION-ROADWAY IMPROVEMENTS (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A15
2012	11	TH 610	2771-38E	MC **MN119**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	936,516	0	749,213	0	187,303	0	MNDOT	A15
2012	11	TH 610	2771-38F	MC **MN082**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC(2004 APPROPRIATIONS ACT)	1,313,018	0	1,313,018	0	0	0	MN/DOT	A15
2012	11	TH 610	2771-38S1A	MC **MN211**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A15
2012	11	TH 610	2771-38S2A	MC **MN226**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A15
2012	11	TH 610	2771-38TA	MC **MN235**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	4,166,568	0	3,333,254	0	833,314	0	MNDOT	A15
2013		CSAH 3	27-603-53	MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2001 APPROPRIATIONS ACT)	1,682,440	0	1,345,952	0	0	336,488	HENNEPIN COUNTY	E3
2013		CSAH 3	27-603-53A	MC **MN237**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE	6,796,043	0	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	E3
2013	4	TH 36	8214-114CC	RW **MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(W) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW	5,031,073	0	4,024,858	0	1,006,215	0	MNDOT	A20
2014	4	TH 36	8214-114B	RW **MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36(W) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	168,625	0	134,900	0	33,725	0	MNDOT	O4

TABLE A-6
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	4	TH 36	8214-114L	RW **MN191**ST CROIX RIVER X- ING, STILLWATER-(MN)TH 36/(W) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	4,330,875	0	3,464,700	0	0	866,175	STILLWATER	O4
2014	6	TH 61	1913-64B	BR **MN261**HASTINGS BRIDGE (2010 APPROPRIATIONS ACT- STP)	486,917	0	486,917	0	0	0	MN/DOT	S19
Totals					98,529,429	0	58,900,011	0	5,842,918	0	33,786,500	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	I 35W		1981-111	SC	BURNSVILLE PKWY, BURNSVILLE, TO I-494, BLOOMINGTON-REPLACE SIGNING	450,000	405,000	0	45,000	0	MN/DOT	O7
2011	I 94		2781-415	RS	NICOLLET AVE IN MPLS TO CRETIN/VANDALIA IN ST. PAUL-BITUMINOUS MILL & OVERLAY, CONCRETE PAVEMENT REPAIR, DRAINAGE, ETC (\$7,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	25,665,000	18,665,000	0	0	7,000,000	MNDOT	S10
2011	I 94		2781-419	BI	UNDER PED BR, SHINGLE CRK PKWY, 694 ON-RAMP, UNDER 694, HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH & OVER TH 252, BROOKLYN CENTER & MPLS-PARTIAL PAINT BR 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807 & 27808	2,290,000	2,061,000	0	229,000	0	MN/DOT	S19
2012	I 35W		2783-128	RS	NB, UNDER HENN AVE TO STINSON BLVD EXIT RAMP, MPLS - INSTALL DRAINAGE SYSTEM, NB	765,000	688,500	0	76,500	0	MN/DOT	NC
2012	I 694		6285-135	RC	**ELLA**AT INTERCHANGE OF I694/TH51/TH10 & ON I694 AT ISLAND LAKE CHANNEL-RECONSTRUCT INTERCHANGE INCLUDING GRADING, SURFACING & REPLACING 7 BRIDGES WITH 6 NEW BRIDGES AND REPLACING 2 BRIDGES OVER ISLAND LAKE CHANNEL, ETC (LOW COST-HIGH BENEFIT PROJECT)	43,945,000	26,945,000	0	0	17,000,000	MN/DOT	S6
2013	I 35E		1982-161	BI	FROM I35E/I35W SPLIT TO DAKOTA CSAH 42 IN BURNSVILLE-REPAIR BRIDGES 19893, 19809, 19811, 19812, 19889, 19866, 19814, 19813, APPROACH WORK, GUARDRAIL, ETC	1,975,000	1,777,500	0	197,500	0	MN/DOT	S19
2013	I 35W		2781-439	BI	PORTLAND AVE AND PARK AVE BRIDGES OVER I35W IN MPLS-REDECK BRIDGES 27851 & 27852 & APPROACH WORK	5,195,000	4,503,150	0	500,350	191,500	MN/DOT	S19
2013	I 35W		2782-320	BR	FROM W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053, APPROACH WORK, ETC	8,525,000	7,672,500	0	852,500	0	MN/DOT	S19
2013	I 494		2785-367	RS	0.5 MI W OF 34TH AVE TO 0.5 MI W OF FRANCE AVE, BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, ETC	16,040,000	14,436,000	0	1,604,000	0	MNDOT	S10
2014	I 35E		6281-20	BI	RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE, ETC	1,440,000	1,296,000	0	144,000	0	MN/DOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	I 35W		6284-157	BI	AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS-REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL	1,060,000	954,000	0	106,000	0	MN/DOT	S19
2014	I 494		2785-372	BI	AT JCT TH 77 IN BLOOMINGTON-REDECK BRIDGES 9082 & 9080 AND REPLACE APPROACH PANELS	1,100,000	990,000	0	110,000	0	MN/DOT	S19
2014	I 494		2785-373	BI	FROM OVER SCHMIDT LAKE RD TO I94/494 JUNCTION IN MAPLE GROVE-REDECK & PAINT BRIDGES 27905, 27973, 27974, 27975, 27976, REDECK BRIDGES 27977, 27978, REPAIR BRIDGES 27681, 27906, MISC APPROACH WORK, DRAINAGE, ETC	6,515,000	5,863,500	0	651,500	0	MN/DOT	S19
Totals						114,965,000	86,257,150	0	4,516,350	24,191,500		

TABLE A-9
National Highway System Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	1	I 35E	6280-308RW1	RW	I-94 TO MARYLAND AVE IN ST PAUL-RW ACQUISITION	6,000,000	4,800,000	0	1,200,000	0	MN/DOT	O4
2011		TH 10	6205-37	RS	I35W TO I694, ARDEN HILLS & MOUNDS VIEW - MILL & OVERLAY, DRAINAGE, ETC	2,840,000	2,272,000	0	568,000	0	MN/DOT	S10
2011		TH 100	2734-44	SC	W 50TH ST, EDINA TO TH 55, GOLDEN VALLEY-REPLACE SIGNING	450,000	360,000	0	90,000	0	MN/DOT	O7
2011	7	TH 169	2776-03RW10	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	5,000,000	4,000,000	0	1,000,000	0	MNDOT	E3
2011		TH 169	7008-45AC2	MC	SCOTT CO RD 64TH 25, BELLE PLAINE-GRADING, SURFACING & BR 70043 & 70044-NEW INTERCHANGE, ETC(AC PAYBACK 2 OF 2 & OTHER-DEBT MGMT)	10,001,000	1,751,000	0	0	8,250,000	MN/DOT	O4
2011		TH 52	1928-55	BI	LOCATIONS I-494, INVER GROVE HTS, TO BELVEDERE ST, ST PAUL-DECK REPAIR ON BR 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856 & 19019	2,300,000	1,840,000	0	460,000	0	MN/DOT	S19
2011	5	TH 52	6244-30	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE), REPAIR/MODIFY BRS 62027,62881,62875,62876; APPROACHES & RAMP MODIFICATIONS(AC PROJECT-PAYBACKS IN 2012, 2013, & 2014)	186,060,000	39,848,000	49,000,000	212,000	97,000,000	MN/DOT	S19
2011	5	TH 52	6244-36	BI	OVER EATON/UP RR & OVER CONCORD ST IN ST PAUL-REDECK & PAINT BR 62026, DECK REPAIR & PAINT BR 62045; UNDER PED BRS NEAR LEWIS ST & AT WINIFRED-PAINT BRS 19025 & 62023; GUARDRAIL, ETC	6,790,000	5,432,000	0	1,358,000	0	MN/DOT	S19
2012		I 35	1980-68AC1	RC	DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	MN/DOT	A10
2012	7	TH 169	2776-03RW11	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	3,000,000	2,400,000	0	600,000	0	MNDOT	O4
2012		TH 999	880M-RW-12	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	22,200,000	5,200,000	0	17,000,000	0	MN/DOT	NC
2013		I 35	1980-68AC2	RC	CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	MN/DOT	NC
2013		TH 13	1901-162	BI	OVER I35W IN BURNSVILLE-PAINT BRIDGES 9779 & 9780, GUARDRAIL AND DRAINAGE	585,000	468,000	0	117,000	0	MN/DOT	S19
2013	4	TH 36	8214-114RW	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(WI) TH 64-RIGHT OF WAY ACQUISITION	3,000,000	2,400,000	0	600,000	0	MNDOT	O4

TABLE A-9
National Highway System Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	TH 62		2774-16	BI	UNDER PENN AVE AND UNDER XERXES AVE IN MPLS, EDINA, & RICHFIELD-REDECK BRS 7268 & 27504,	1,975,000	1,580,000	0	395,000	0	MNDOT	S19
2013	TH 65		0207-98	BR	AT 80TH AVE NE OVER TH65 IN SPRING LAKE PARK-REPLACE PED BRIDGE	1,250,000	1,000,000	0	250,000	0	MN/DOT	AQ2
2013	TH 999		880M-BI-13	BI	02022 WITH 12' BRIDGE AND ADA METRO SETASIDE FOR BRIDGE	4,350,000	3,480,000	0	870,000	0	MN/DOT	NC
2013	TH 999		880M-CM-13	SC	IMPROVEMENT PROJECTS FOR FY 2013 METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2013	25,600,000	5,600,000	0	20,000,000	0	MN/DOT	NC
2013	TH 999		880M-RW-13	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	13,600,000	6,000,000	0	7,600,000	0	MN/DOT	NC
2014	10 I 494		2785-338	MC	TH 169 INTERCHANGE, 1000' W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TO 400' W OF W BUSH LK RD, BLOOMINGTON - LANDSCAPING	170,000	136,000	0	34,000	0	MN/DOT	O6
2014	TH 999		880M-BI-14	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	9,965,000	7,972,000	0	1,993,000	0	MN/DOT	NC
2014	TH 999		880M-RS-14	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2014(TH 61, 8205-111, POSSIBLE PAYBACK)	8,280,000	8,280,000	0	0	0	MN/DOT	NC
2014	TH 999		880M-RW-14	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	9,000,000	4,000,000	0	5,000,000	0	MN/DOT	NC
Totals						327,326,000	113,729,000	49,000,000	59,347,000	105,250,000		

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	I 35		0283-25	SC	**ELLA**N JCT I-35E/35W, COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE, FOREST LAKE-REPLACE SIGNING	180,444	0	0	180,444	0	MN/DOT	O8
2011	I 35E		6280-365	SC	COMMON SECTION OF I694/I35E FROM SB UNDER NB OFF RAMP TO I694 TO E JCT I694-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	78,000	0	0	7,800	70,200	MN/DOT	S9
2011	I 35W		0280-58	SC	**ELLA**I-694 IN NEW BRIGHTON/AARDEN HILLS TO N JCT I-35/I-35E, COLUMBUS TWP-REPLACE SIGNING(ASSOCIATED SP 6284-139)	398,893	0	0	398,893	0	MN/DOT	O8
2011	I 394		2789-131	TM	I-494 IN MINNETONKA TO I94 IN MPLS-GATE ARM BATTERY BACKUP, UPGRADE/REFURBISH ELECTRICAL, SECURITY UPGRADES	500,000	0	0	500,000	0	MN/DOT	S7
2011	I 694		8286-67	SC	WASHINGTON CSAH 10(10TH ST/MINNEHAHA), OAKDALE-REPLACE LIGHTING SYSTEM	115,000	0	0	115,000	0	MN/DOT	S18
2011	I 94		2781-417	SC	SHINGLE CREEK PKWY RAMP TERMINII, BROOKLYN CENTER-REPLACE TRAFFIC SIGNALS	500,000	0	0	225,000	275,000	MN/DOT	E2
2011	I 94		2781-446	TM	**ELLA**WB FROM I-35W TO TH 55 IN MPLS-ROADWAY STRIPING AND SIGNING MODIFICATIONS (LOW COST/HIGH BENEFIT PROJECT)	238,297	0	0	238,297	0	MN/DOT	S11
2011	TH 10		0215-64	SC	7TH AVE RAMPS, ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2011	TH 13		1901-154	RS	0.2 MI S OF I-494 TO I-494, EAGAN-BITUMINOUS OVERLAY, GUARDRAIL, DRAINAGE	300,000	0	0	300,000	0	MN/DOT	S10
2011	TH 13		1901-164	AM	S FRONTAGE ROAD FROM VALLEY DRIVE TO WOODHILL ROAD IN BURNSVILLE-NOISEWALL AND ACCESS CLOSURES	594,000	0	0	594,000	0	MNDOT	O3
2011	TH 156		1912-56	SC	GRAND AVE, SOUTH ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	100,000	100,000	MN/DOT	E2
2011	TH 169		2750-73	SC	FROM APPROX. 1000' N OF 63RD AVE IN NEW HOPE TO APPROX 1000' N OF 77TH AVE (HENNEPIN CSAH 130) IN BROOKLYN PARK-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	223,000	0	0	22,300	200,700	MN/DOT	S9
2011	TH 169		2772-89	NO	EAST SIDE OF TH169 FROM ROCKFORD ROAD (HENNEPIN CSAH 9) TO 36TH AVE N IN NEW HOPE-NOISEWALL, DRAINAGE (\$31K WRE; \$1.195 NOISE)	1,358,000	0	0	1,225,000	133,000	MN/DOT	S9

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	TH 169	2772-93	MC	AT BREN ROAD IN MINNETONKA AND EDINA - RECONSTRUCTION OF INTERCHANGE INCLUDING BRIDGE 27B69(REPLACES 27566), ETC(DEST INNOVATION \$\$\$)	19,650,000	0	0	7,650,000	12,000,000	MINNETONKA	E3
2011	TH 169	7008-54	MC	SCOTT CO RD 64, BELLE PLAINE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2011	TH 169	7009-70	AM	AT 173RD ST IN SAND CREEK TOWNSHIP-ACCESS CLOSURES AND BACKAGE ROAD IMPROVEMENTS	594,000	0	0	594,000	0	MNDOT	E1
2011	TH 212	1017-100	RB	AT CARVER CSAH 11 INTERCHANGE IN CHASKA-LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2011	TH 25	7003-12	RD	**ELLA**E FOREST ST TO UP RR, BELLE PLAINE-EROSION REPAIR, RETAINING WALL, ETC (\$192K BARC)	339,910	0	0	339,910	0	MN/DOT	S9
2011	TH 284	1014-19	AM	FROM 10TH ST TO TH 5 IN WACONIA-CHANNELIZATION AND SIGNAL REPLACEMENT (\$594K AM, \$225K TRAFFIC)	1,085,000	0	0	819,000	266,000	MNDOT	E2
2011	TH 36	6212-159	SC	HAMLIN AVE/COMMERCE ST, ROSEVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	31,250	218,750	MN/DOT	E2
2011	TH 41	1008-65	SC	4TH ST, CHASKA-REBUILD TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2011	TH 47	0205-98	RD	FROM 44TH AVE IN COLUMBIA HTS TO 85TH AVENUE IN BLAINE - ADA IMPROVE AT 12 INTERSECTIONS	567,037	0	0	567,037	0	MNDOT	AQ2
2011	TH 50	1923-11	RD	**ELLA**INTERSECTION WITH TH 20, DOUGLAS TWP-REPAIR PIPE & VAULT	219,234	0	0	219,234	0	MN/DOT	S7
2011	TH 51	6215-95	AM	FROM LEXINGTON PKWY/W 7TH ST TO MARSHALL AVE IN ST PAUL-INSTALL ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN RAMPS AT SELECTED LOCATIONS	257,000	0	0	257,000	0	MNDOT	E2
2011	TH 52	1906-58	RB	0.4 MI S OF DAKOTA CSAH 46 TO 0.3 MI N OF DAKOTA CSAH 46, COATES - LANDSCAPING	55,320	0	0	55,320	0	MNDOT	O6
2011	TH 52	1928-59	SC	FROM N JCT TH55 IN INVER GROVE HEIGHTS TO WENTWORTH AVE IN S ST. PAUL-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	668,000	0	0	66,800	601,200	MN/DOT	S9
2011	5	TH 52	6244-30RW2	PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE	4,000,000	0	0	4,000,000	0	MNDOT	O4
2011	TH 61	6221-43	AM	AT INTERSECTION OF ARCADE STREET AND MINNEHAHA AVE IN ST. PAUL- SIGNAL RECONSTRUCTION	121,338	0	0	121,338	0	MNDOT	E2
2011	TH 61	6222-159	SC	BEAM AVE, MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	122,594	0	0	122,594	0	MN/DOT	E2

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ
2011	TH 61		8205-131	AM	AT TH61/TH95/WEST FRONTAGE ROAD IN COTTAGE GROVE-RECONSTRUCT INTERSECTION, SIGNAL REVISION	594,000	0	0	594,000	0	MNDOT	E1
2011	TH 610		0217-24	TM	FROM TH169 IN BROOKLYN PARK TO TH10 IN COON RAPIDS-EXPAND FIBER OPTIC NETWORK	500,000	0	0	500,000	0	MN/DOT	S7
2011	TH 62		2775-14	SC	TH 77, MPLS-REPLACE LIGHTING SYSTEM	435,000	0	0	435,000	0	MN/DOT	S18
2011	TH 62		2775-18	BI	**ELLA**UNDER PORTLAND AVE, RICHFIELD-REPLACE DECK ON BR 7269 (was SP 2775-7269)	885,923	0	0	885,923	0	MN/DOT	S19
2011	TH 65		0208-144	AM	FROM 215TH AVE TO 221ST AVE IN EAST BETHEL-ACCESS CLOSURES AND CONSTRUCT EAST FRONTAGE ROAD	594,000	0	0	594,000	0	MNDOT	E1
2011	TH 7		2706-217	SC	BAKER RD & LAKE ST EXT, MINNETONKA-REPLACE LIGHTING	125,000	0	0	125,000	0	MN/DOT	S18
2011	TH 77		1925-43	SC	DIFFLEY RD, EAGAN-REBUILD TRAFFIC SIGNAL	400,000	0	0	200,000	200,000	MN/DOT	E2
2011	TH 77		2758-67	SC	**ELLA**N OF OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON TO TH 62, RICHFIELD-REPLACE	269,132	0	0	269,132	0	MN/DOT	O7
2011	TH 77		2758-69	BI	UNDER OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON-REPAIR DECK ON BR 27062	520,000	0	0	520,000	0	MN/DOT	S19
2011	TH 97		8201-17	AM	AT HORNSBY ST IN COLUMBUS- REALIGN TO INTERSECT TH 97 AT GREATER DISTANCE FROM TH 35 EAST	594,000	0	0	594,000	0	MNDOT	E1
2011	TH 999		880M-AM-11	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	57,000	0	0	57,000	0	MN/DOT	NC
2011	TH 999		880M-BI-11	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	1,300,000	0	0	1,300,000	0	MN/DOT	NC
2011	TH 999		880M-CA-11	CA	METRO SETASIDE -CONSULTANT DESIGN -2011	7,500,000	0	0	7,500,000	0	MN/DOT	NC
2011	TH 999		880M-PM-11	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2011	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2011	TH 999		880M-RB-11	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	100,000	0	MN/DOT	NC
2011	TH 999		880M-RW-11	RW	METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	14,500,000	0	0	14,500,000	0	MN/DOT	NC
2011	TH 999		880M-RX-11	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,410,000	0	0	4,410,000	0	MN/DOT	NC
2011	TH 999		880M-SA-11	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	15,500,000	0	0	15,500,000	0	MN/DOT	NC
2011	TH 999		880M-SC-11	SC	METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	1,150,000	0	0	1,150,000	0	MN/DOT	NC
2011	TH 999		880M-TM-11	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	755,000	0	0	755,000	0	MN/DOT	NC

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	TH	999	8825-239	SC	ONE QUADRANT METROWIDE-RELAMP LIGHTING SYSTEM	400,000	0	0	400,000	0	MN/DOT	S18
2011	TH	999	8825-304	SC	METROWIDE-REPLACE POPULATION SIGNS	200,000	0	0	200,000	0	MN/DOT	O7
2011	TH	999	8825-315	TM	METROWIDE-REPLACE QUEUE AND MAINLINE LOOP DETECTORS	150,000	0	0	150,000	0	MN/DOT	NC
2011	TH	999	8825-386	SC	METROWIDE-OVERHEAD SIGN REPAIR AND REPLACEMENT	350,000	0	0	350,000	0	MNDOT	O7
2011	TH	999	TRLF-RW-11	RW	REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,964,622	0	0	2,964,622	0	MN/DOT	NC
2012	I	35E	1982-148	SC	TH 110 E & W RAMP, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	300,000	0	0	300,000	0	MN/DOT	E2
2012	I	35E	1982-150	RS	0.2 MI S OF DAKOTA CSAH 26(LONE OAK RD), EAGAN TO W 7TH ST IN ST PAUL - 4" MILL & OVERLAY, DRAINAGE,	7,300,000	0	0	7,300,000	0	MN/DOT	S10
2012	3	I 35E	2782-294	RB	I-35W/TH 62 COMMONS AREA (BR 27932 TO BR 27940) - CROSSTOWN LANDSCAPING, PHASE I	300,000	0	0	300,000	0	MNDOT	O6
2012	I	35E	6280-347	SC	MARYLAND AVE TO ROSELAWN AVE, ST PAUL-REPLACE LIGHTING	430,000	0	0	430,000	0	MN/DOT	S18
2012	2	I 35E	6280-354	RB	RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) -	337,500	0	0	337,500	0	MNDOT	O6
2012	2	I 35E	6280-355	RB	EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) -	337,500	0	0	337,500	0	MNDOT	O6
2012	I	35W	2782-300	RD	BLACKDOG RD TO 90TH ST IN BLOOMINGTON-REPLACE CULVERTS, ETC	295,000	0	0	295,000	0	MN/DOT	NC
2012	I	35W	6284-144	SC	RAMSEY CO RD D RAMP TERMINII, ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	202,500	247,500	MN/DOT	E2
2012	I	35W	6284-145	RS	TH 888A(OLD TH 8), RAMSEY CO RD D TO I-35W-BITUMINOUS OVERLAY	560,000	0	0	560,000	0	MN/DOT	S10
2012	I	35W	6284-159	BR	UNDER S JCT TH 10, ARDEN HILLS- REPLACE BR 9585 & 9586 & APPROACHES	8,355,000	0	0	8,355,000	0	MN/DOT	S19
2012	9	I 494	8285-84	RB	E & W OF MISSISSIPPI RIVER, NEWPORT & S ST PAUL-LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2012	I	494	8285-92	SC	MAXWELL AVE(WASHINGTON CSAH 38) RAMP-S-TRAFFIC SIGNAL INSTALLATION	320,000	0	0	105,600	214,400	MN/DOT	E2
2012	I	94	6282-190	NO	PRIOR AVE TO FAIRVIEW AVE, ST PAUL- NOISE WALL CONSTRUCTION ON SOUTH SIDE	970,000	0	0	680,000	290,000	MN/DOT	O3
2012	I	94	6282-193	SC	JOHN IRELAND BLVD, ST PAUL TO WASHINGTON CSAH 13(RADIO DR), WOODBURY-REPLACE SIGNING	500,000	0	0	500,000	0	MN/DOT	O7
2012	TH	10	0202-91	SC	THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	450,000	0	MN/DOT	O7

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	TH 110	1918-102	RS		0.2 MI W OF I-35E TO 0.2 MI E OF I-35E, MENDOTA HTS-MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, DRAINAGE, GUARDRAIL, ETC	1,140,000	0	0	1,140,000	0	MN/DOT	S10
2012	TH 12	2713-88	SC		HENNEPIN CSAH 83 TO BOUNDARY AVE, MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC(\$1.5M- ACCESS MGMT PROJECT-"OLD" ACCESS	1,500,000	0	0	1,500,000	0	MN/DOT	S16
2012	TH 120	6227-67	SC		3M RD, MAPLEWOOD-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012	TH 13	1902-53	RD		0.15 MI N OF TO 0.15 M S OF 2ND ST IN MENDOTA-CLEAN/LINE & REPLACE CULVERTS, DRAIN TILE, POND, DITCHES, ETC	1,875,000	0	0	1,875,000	0	MN/DOT	NC
2012	TH 156	1912-57	SC		WENTWORTH AVE, SOUTH ST PAUL- REPLACE TRAFFIC SIGNAL	200,000	0	0	134,000	66,000	MN/DOT	E2
2012	TH 169	2750-71	RB		HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	O6
2012	TH 169	2772-83	SC		22ND ST TO 23RD ST, ST LOUIS PARK- CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	555,000	0	0	555,000	0	MN/DOT	O3
2012	TH 169	7009-67	RD		NEAR OLD SCOTT CO RD 63(LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	45,000	0	0	45,000	0	MN/DOT	NC
2012	TH 20	1903-07	SC		**ELLA**TH 19, CANNON FALLS TO TH 50, DOUGLAS TWP-REPLACE SIGNING	200,000	0	0	200,000	0	MN/DOT	O7
2012	TH 3	1921-87	RD		194TH ST, EMPIRE TWP TO CPRR BRIDGE 19086 IN ROSEMOUNT- REPLACE OR REPAIR CULVERTS, ETC	215,000	0	0	215,000	0	MN/DOT	NC
2012	TH 36	6211-88	RB		WHITE BEAR AVE, MAPLEWOOD TO TH 120, NORTH ST PAUL - LANDSCAPING	100,000	0	0	100,000	0	MNDOT	O6
2012	TH 36	6212-167	BR		OVER KELLER LAKE, MAPLEWOOD- REPLACE BR 5715 & APPROACHES, GUARDRAIL, STORM SEWER, ETC	3,730,000	0	0	3,730,000	0	MN/DOT	S19
2012	TH 47	0205-96	SC		37TH AVE NE, COLUMBIA HEIGHTS- REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012	TH 51	6215-90	RS		PIERCE BUTLER, ST PAUL TO TH 36, ROSEVILLE-MAINLINE & RAMP CONCRETE REHABILITATION, M/O BITUMINOUS RAMPS, REPAIR/REPLACE PIPES, ETC(\$500,000 FROM BARC)	890,000	0	0	890,000	0	MN/DOT	S10
2012	TH 51	6215-91	RS		TH 5 TO DAYTON AVE IN ST PAUL- BITUMINOUS MILL & OVERLAY, ETC	2,050,000	0	0	2,050,000	0	MN/DOT	S10

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	TH 52	TH 52	1906-55	SC	TH 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, ETC("OLD"ACCESS MANAGEMENT FUNDS(\$910K) & 2012 SC (\$60K)	970,000	0	0	970,000		MN/DOT	NC
2012	TH 52	TH 52	1907-73	SC	INVER GROVE TR TO CONCORD BLVD, INVER GROVE HTS-CONSTRUCT W FRONTAGE RD	1,240,000	0	0	1,240,000	0	MN/DOT	NC
2012	TH 55	TH 55	1909-91	SC	N JCT TH 149(DODD RD), EAGAN-REPLACE TRAFFIC SIGNAL	250,000	0	0	187,500	62,500	MN/DOT	E2
2012	TH 55	TH 55	2722-78	SC	PINTO DRIVE, MEDINA-CONSTRUCT BACKAGE RD, CLOSE ACCESSSES, ETC	500,000	0	0	500,000	0	MN/DOT	NC
2012	TH 55	TH 55	2723-117	SC	DOUGLAS DR(HENNEPIN CSAH 102), GOLDEN VALLEY-REPLACE TRAFFIC SIGNAL	300,000	0	0	150,000	150,000	MN/DOT	E2
2012	TH 61	TH 61	6222-165	RS	0.25 MI N OF TH 96 IN WHITE BEAR LAKE TO 0.5 MI S OF TH 97 IN FOREST LAKE-MILL AND OVERLAY, REPLACE TRAFFIC SIGNAL AT BUFFALO ST, DRAINAGE & GUARDRAIL REPAIRS, ETC	8,805,000	0	0	8,670,000	135,000	MN/DOT	S10
2012	TH 610	TH 610	0217-23	TM	FROM US169 IN BROOKLYN PARK TO US10 IN COON RAPIDS-INSTALL TRAFFIC MANAGEMENT SYSTEM	500,000	0	0	500,000	0	MN/DOT	S7
2012	TH 65	TH 65	0207-93	SC	50TH AVE IN COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MN/DOT	E2
2012	TH 65	TH 65	0207-95	RS	WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS(NOT INCLUDING 27TH TO 37TH AVE & 14TH TO 18TH AVE)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS, ETC	3,590,000	0	0	3,590,000	0	MN/DOT	S10
2012	TH 65	TH 65	0208-127	SC	E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES, ETC(\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	1,300,000	0	MNDOT	E1
2012	TH 65	TH 65	0208-140	RB	0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	O6
2012	TH 7	TH 7	2706-221	SC	VINE HILL RD, SHOREWOOD-REPLACE TRAFFIC SIGNAL	300,000	0	0	175,000	125,000	MN/DOT	E2
2012	TH 952A	TH 952A	2770-01	RD	3RD AVE RAMP IN MPLS FROM NW END OF BR 27816 N TO JCT OF 194 & WB RAMP FROM WASHINGTON AVE - BUS SHOULDER REPLACEMENT	1,115,000	0	0	1,115,000	0	MN/DOT	S4
2012	TH 999	TH 999	880M-AM-12	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2012	4,500,000	0	0	4,500,000	0	MN/DOT	NC
2012	TH 999	TH 999	880M-CA-12	CA	METRO SETASIDE -CONSULTANT DESIGN -2012	7,600,000	0	0	7,600,000	0	MN/DOT	NC
2012	TH 999	TH 999	880M-NO-12	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	315,000	0	0	315,000	0	MN/DOT	NC

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100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2012	TH	999	880M-PM-12	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2012	TH	999	880M-RB-12	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	100,000	0	MN/DOT	NC
2012	TH	999	880M-RX-12	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	4,100,000	0	0	4,100,000	0	MN/DOT	NC
2012	TH	999	880M-SA-12	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	14,600,000	0	0	14,600,000	0	MN/DOT	NC
2012	TH	999	880M-TE-12	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING FOR FY 2012	125,000	0	0	125,000	0	MN/DOT	NC
2012	TH	999	880M-TM-12	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	275,000	0	0	275,000	0	MN/DOT	NC
2012	TH	999	8825-277	SC	SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MN/DOT	S18
2012	TH	999	8825-308	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MNDOT	E2
2012	TH	999	8825-316	TM	METROWIDE-TMS FIBER OPTIC CABLE REFURBISH/REPLACEMENT	500,000	0	0	500,000	0	MN/DOT	NC
2012	TH	999	TRLF-RW-12	RW	REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2013	I 35		1980-79	RD	DAKOTA CO RD 50, LAKEVILLE TO S JCT I35E/I35W, BURNSVILLE-CONSTRUCT NEW BUS SHOULDERS, NB & SB, GUARDRAIL, ETC	950,000	0	0	950,000	0	MNDOT	S4
2013	I 35E		1982-158	SC	S JCT I35E/W TO MN77 - SIGN REPLACEMENT	350,000	0	0	350,000	0	MNDOT	O8
2013	I 35W		0280-63	NO	E OF I-35W, N OF LAKE DR ALONG RESIDENTIAL AREA (MANUFACTURED HOME COMMUNITY), BLAINE - NOISE WALL	2,195,000	0	0	1,975,000	220,000	MNDOT	O3
2013	I 35W		2782-293	RB	60TH ST TO 42ND ST, MPLS - CROSSTOWN LANDSCAPING, PHASE 1	250,000	0	0	250,000	0	MNDOT	O6
2013	I 35W		2782-319	RB	60TH ST TO 42ND ST, MPLS-GATEWAY STRUCTURES-CROSSTOWN LANDSCAPING	250,000	0	0	250,000	0	MNDOT	O6
2013	I 35W		2782-321	BI	W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON-DECK REPAIR OF BRIDGES 9041, 9039, 9213, REPLACE SIGNAL, GUARDRAIL	1,685,000	0	0	1,325,000	360,000	MN/DOT	S19
2013	I 394		2789-133	SC	WB TO I494 NB & SB EXIT RAMPS, MINNETONKA - MODIFY CO RD-CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB, M/O	560,000	0	0	560,000	0	MN/DOT	E1

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	10	I 494	2785-337	RB	TH 5 TO 1000' W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TH 169, EDEN PRAIRIE - I494 LANDSCAPING	300,000	0	0	300,000	0	MN/DOT	O6
2013	I 94	6283-174		DR	TH 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	640,000	0	0	640,000	0	MNDOT	NC
2013	I 94	8281-03		BI	OVER ST. CROIX RIVER AT LAKE LAND, MN/ HUDSON, WI-EPOXY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET)	1,740,000	0	0	870,000	870,000	MN/DOT	S19
2013	TH 100	2755-90		BI	AT BASS LAKE ROAD AND AT BROOKLYN BLVD BOTH OVER TH 100 IN BROOKLYN CENTER-REDECK BRIDGES 27041 & 27038, REPLACE APPROACH PANELS, ETC	4,030,000	0	0	4,030,000	0	MN/DOT	S19
2013	TH 149	1917-42		SC	TH 110 TO SMITH AVE - SIGN REPLACEMENT	250,000	0	0	250,000	0	MNDOT	O8
2013	TH 169	2772-96		BI	OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR AND OVER 2ND ST IN HOPKINS- REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL, ETC	1,775,000	0	0	1,775,000	0	MN/DOT	S19
2013	TH 169	7005-88		TM	MARSHALL RD(SCOTT CSAH 17) TO SB 3RD LANE DROP, SHAKOPEE-TRAFFIC MGMT SYSTEM	500,000	0	0	500,000	0	MN/DOT	S7
2013	TH 252	2748-59		SC	AT 66TH AVE N, BROOKLYN CENTER- REPLACE EB 66TH AVE FREE RIGHT AT TH 252 WITH DUAL RIGHT TURN LANES & REPLACE TRAFFIC SIGNAL, ADA UPGRADES	385,000	0	0	245,000	140,000	MNDOT	E2
2013	TH 280	6241-60		RC	ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	O6
2013	TH 280	6242-9472		BI	UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL- REPAIR/MODIFY BRS 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT	380,000	0	0	380,000	0	MNDOT	S19
2013	TH 284	1014-15		SC	E 10TH ST, WACONIA-CONSTRUCT ROUNDABOUT	1,000,000	0	0	400,000	600,000	MN/DOT	E1
2013	TH 3	1908-79		RS	0.14 MI N OF ANNE MARIE TR, INVER GROVE HTS TO TH 110, SUNFISH LAKE- MILL & OVERLAY, CONCRETE REPAIR, CONSTRUCT LEFT TURN LANE, DRAINAGE & GUARDRAIL REPAIRS, ETC	2,130,000	0	0	2,130,000	0	MNDOT	S10
2013	TH 36	6212-164		DR	JUST E OF SNELLING AVE, ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT	230,000	0	0	230,000	0	MNDOT	NC

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	TH 36	TH 36	8204-56	DR	TH 120 TO STILLWATER BLVD N - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS, GUARDRAIL, ETC	770,000	0	0	770,000	0	MNDOT	NC
2013	TH 36	TH 36	8217-4654E	BI	OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654	1,440,000	0	0	1,440,000	0	MN/DOT	S19
2013	TH 47	TH 47	0205-97	SC	40TH AVE NE/ANOKA CO CSAH 2 - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	TH 47	TH 47	2726-69	RS	TH 65(CENTRAL AVE) TO 27TH AVE NE, MPLS - MILL & OVERLAY, DRAINAGE REPAIRS, ETC	3,065,000	0	0	3,065,000	0	MNDOT	S10
2013	TH 61	TH 61	1913-72	SC	TH 55, HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	131,000	44,000	MNDOT	E2
2013	TH 61	TH 61	8205-133	TM	AT SE QUAD TH 10 IN DENMARK TWSP-RESURFACE PARK & RIDE LOT, ETC	155,000	0	0	155,000	0	MN/DOT	E6
2013	TH 65	TH 65	0207-96	SC	49TH AVE NE/ANOKA CSAH 4 - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	TH 65	TH 65	0208-137	TM	TH 10 TO ANOKA CSAH 14 IN BLAINE-SIGNS FOR BUS SHOULDER	25,000	0	0	25,000	0	MN/DOT	O8
2013	TH 65	TH 65	2710-42	BR	NORTH OF 14TH AVE IN MPLS-REPLACE RAILROAD BRIDGE 90446 AND RAISE CLEARANCE, DRAINAGE	12,860,000	0	0	12,860,000	0	MN/DOT	S19
2013	TH 95	TH 95	8209-46	TM	AT NE QUAD I-94 IN LAKELAND-MODIFY, EXPAND, AND CHIP SEAL PARK & RIDE LOT, ETC	195,000	0	0	195,000	0	MN/DOT	E6
2013	TH 952	TH 952	1908-82	SC	EAST BERNARD ST/DAKOTA MSAS 114, WEST ST PAUL - SIGNAL REPLACEMENT	250,000	0	0	125,000	125,000	MNDOT	E2
2013	TH 999	TH 999	880M-AM-13	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-CA-13	CA	METRO SETASIDE -CONSULTANT DESIGN -2013	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-PM-13	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-RB-13	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	100,000	0	0	100,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-RS-13	RS	METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	1,470,000	0	0	1,470,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-RX-13	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-SA-13	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	13,700,000	0	0	13,700,000	0	MN/DOT	NC
2013	TH 999	TH 999	880M-SC-13	SC	METRO SETASIDE FOR SAFETY CAPACITY(\$4.1) & ACCESS MGMT(\$3.0M) PROJECTS FOR FY 2013	7,100,000	0	0	7,100,000	0	MN/DOT	NC

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	TH	999	880M-TE-13	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING(\$870K) PRESERVATION PROJECTS FOR FY 2013	870,000	0	0	870,000	0	MN/DOT	NC
2013	TH	999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	500,000	0	0	500,000	0	MN/DOT	NC
2013	TH	999	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,215,000	0	0	1,215,000	0	MN/DOT	NC
2013	TH	999	8825-212	SC	METROWIDE-RELAMP IN ONE QUADRANT	450,000	0	0	450,000	0	MN/DOT	S18
2013	TH	999	8825-356	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	100,000	0	MNDOT	E2
2013	TH	999	8825-366	TM	METROWIDE-REPLACE DMS, COMMUNICATIONS AND CONTROLLERS	500,000	0	0	500,000	0	MN/DOT	S7
2013	TH	999	TRLF-RW-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
2014	I	35E	1982-159	NO	WEST SIDE OF I35E NORTH OF DIFFLEY ROAD FROM APPROX. MEADOWLARK CURVE TO MEADOWLARK WAY IN FARMINGTON-INSTALL NOISE WALL, DRAINAGE	575,000	0	0	515,000	60,000	MN/DOT	O3
2014	I	35E	6281-19	RS	FROM RAMSEY CR E TO 0.2 MILES S OF RAMSEY CSAH 96 IN VADNAIS HTS- BITUMINOUS MILL & OVERLAY, REPAIR/REPLACE CULVERTS, PIPES & DRAINAGE, LOOP DETECTORS	1,950,000	0	0	1,950,000	0	MN/DOT	S10
2014	I	35W	0280-67	SC	AT ANOKA CSAH 23 INTERCHANGE IN LINO LAKES - REPLACE INTERCHANGE LIGHTING	70,000	0	0	70,000	0	MNDOT	S18
2014	I	35W	0280-68	SC	AT LAKE DRIVE/85TH AVE INTERCHANGE IN LEXINGTON & SHOREVIEW - REPLACE INTERCHANGE	165,000	0	0	165,000	0	MNDOT	S18
2014	3	I 35W	2782-295	RB	66TH ST TO TH 62, RICHFIELD - CROSSTOWN LANDSCAPING, PHASE I	300,000	0	0	300,000	0	MNDOT	O6
2014	I	494	1985-137	RS	EASTBOUND LANES FROM PIEPER ROAD BRIDGE IN INVER GROVE HTS TO I35E IN MENDOTA HTS-MILL & OVERLAY, DRAINAGE, ETC	1,660,000	0	0	1,660,000	0	MN/DOT	S10
2014	I	494	2785-371	SC	AT TH 55 & AT HENNEPIN CSAH 9 INTERCHANGES IN PLYMOUTH- REPLACE INTERCHANGE LIGHTING	155,000	0	0	155,000	0	MNDOT	S18
2014	I	94	2780-87	SC	FROM CROW RIVER IN HASSAN TWP TO FISH LAKE INTERCHANGE IN MAPLE GROVE-REPLACE SIGNING	500,000	0	0	500,000	0	MNDOT	O8
2014	I	94	2781-438	SC	FROM I-694 TO LOWRY TUNNEL IN MINNEAPOLIS - REPLACE SIGNING	400,000	0	0	400,000	0	MNDOT	O8
2014	TH	110	1918-108	SC	AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	125,000	125,000	MNDOT	E2

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	TH 12		2713-102	DR	EAST OF WILLOW ROAD TO OLD CRYSTAL BAY ROAD IN ORONO- REMOVE SIDEWALK, REGRADE BEHIND CURB, ADD CATCH BASINS	125,000	0	0	125,000	0	MN/DOT	AQ2
2014	TH 12		2714-141	NO	AT NE CORNER OF INTERSECTION OF HENNEPIN CR 101 IN WAYZATA-TWO NOISE WALLS BETWEEN US 12 AND HOLLYBROOK ROAD, GUARDRAIL	1,230,000	0	0	905,000	325,000	MN/DOT	O3
2014	TH 13		1902-56	SC	AT I-35E IN LILYDALE & MENDOTA HTS- INSTALL TRAFFIC SIGNALS AT ENTRANCE/EXIT RAMPS	520,000	0	0	520,000	0	MN/DOT	E2
2014	TH 13		7001-104	SC	AT 150TH ST IN PRIOR LAKE - CONSTRUCT 3/4 INTERSECTION AT 150TH & RI/RO AT ZINRAN/OAKLAND BEACH	500,000	0	0	500,000	0	MN/DOT	E1
2014	TH 169		2772-90	SC	FROM I-494 IN BLOOMINGTON/EDINA TO I-94 IN MAPLE GROVE/BROOKLYN PARK-REPLACE SIGNING	750,000	0	0	750,000	0	MNDOT	O8
2014	TH 169		2772-91	RS	FROM 0.2 MI N OF JCT I494 IN BLOOMINGTON TO 0.3 MI N JCT MN 62 IN EDINA-MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE,	4,780,000	0	0	4,780,000	0	MN/DOT	S10
2014	TH 169		2772-92	RS	FROM N END OF BRIDGE OVER TH55 IN PLYMOUTH TO 0.2 MI S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK-MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE, ETC	13,725,000	0	0	13,725,000	0	MN/DOT	S10
2014	TH 169		7005-94	TM	THROUGH BELLE PLAINE - REMOVE MEDIAN CROSSEOVERS (HIGH PRIORITY IRC)	500,000	0	0	500,000	0	MN/DOT	S16
2014	TH 25		7003-13	SC	AT THE TH 169 RAMP TERMINALS IN BELLE PLAINE - INSTALL TRAFFIC SIGNAL SYSTEMS, ETC	500,000	0	0	500,000	0	MN/DOT	E2
2014	TH 3		1908-83	SC	AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL	400,000	0	0	400,000	0	MNDOT	E2
2014	TH 52		1905-34	SC	FROM TH 19 IN CANNON FALLS TO 117TH AVE IN INVER GROVE HTS- REMOVE MEDIAN CROSSEOVERS, CONSTRUCT LEFT TURN LANE FROM TH52 NB TO 180TH ST E	245,000	0	0	245,000	0	MN/DOT	S16
2014	TH 52		1928-57	SC	FROM TH 55 IN INVER GROVE HTS TO I-94 IN ST PAUL-REPLACE SIGNING	500,000	0	0	500,000	0	MNDOT	O8
2014	TH 55		2723-120	SC	AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB AND LENGTHEN EB L-TURN LANE	825,000	0	0	670,000	155,000	MN/DOT	E2

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	TH 61		6222-162	RS	FROM 800' S WHITE BEAR AVE TO .25 MI N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, DRAINAGE, REPLACE SIGNAL AT BUFFALO ST/4TH ST, ETC(SF INCLUDES RR AGREEMENT)	3,650,000	0	0	3,505,000	145,000	MN/DOT	S10
2014	TH 62		2775-15	SC	FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD AND MINNEAPOLIS - REPLACE LIGHTING SYSTEM	125,000	0	0	125,000	0	MNDOT	S18
2014	TH 65		0208-136	SC	AT VIKING BLVD IN HAM LAKE-EXTEND NB AND SB LEFT TURN LANES	195,000	0	0	195,000	0	MN/DOT	E1
2014	TH 7		2706-214	SC	AT SHADY OAK RD(HENNEPIN CSAH 61) IN MINNETONKA-TRAFFIC SIGNAL REBUILD	250,000	0	0	125,000	125,000	MNDOT	E2
2014	TH 7		2706-225	SC	AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD-SIGNAL REPLACEMENT AND TURN LANE EXTENSION	255,000	0	0	190,000	65,000	MNDOT	E2
2014	TH 7		2706-227	SC	AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-TRAFFIC SIGNAL REBUILD	250,000	0	0	125,000	125,000	MNDOT	E2
2014	TH 999		880M-AM-14	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2014	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2014	TH 999		880M-CA-14	SC	METRO SETASIDE -CONSULTANT DESIGN -2014	8,700,000	0	0	8,700,000	0	MN/DOT	NC
2014	TH 999		880M-CM-14	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2014	20,000,000	0	0	20,000,000	0	MN/DOT	NC
2014	TH 999		880M-NO-14	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2014	590,000	0	0	590,000	0	MN/DOT	NC
2014	TH 999		880M-PM-14	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	5,000,000	0	MN/DOT	NC
2014	TH 999		880M-RB-14	RB	METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	250,000	0	0	250,000	0	MN/DOT	NC
2014	TH 999		880M-RX-14	RX	METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	4,600,000	0	MN/DOT	NC
2014	TH 999		880M-SA-14	SA	METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	13,700,000	0	MN/DOT	NC
2014	TH 999		880M-SC-14	SC	METRO SETASIDE FOR SAFETY CAPACITY(\$3.1M) & ACCESS	5,250,000	0	0	5,250,000	0	MN/DOT	NC
2014	TH 999		880M-TE-14	SC	MGMT(\$2.15M) PROJECTS FOR FY 2014	3,850,000	0	0	3,850,000	0	MN/DOT	NC
2014	TH 999		880M-TE-14	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING, HYDRAULICS(\$3.35M), TRAF MGMT(.5M) PRESERVATION PROJECTS FOR FY 2014	3,850,000	0	0	3,850,000	0	MN/DOT	NC
2014	TH 999		880M-TM-14	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	500,000	0	0	500,000	0	MN/DOT	NC

TABLE A-10
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	TH 999	880M-TR-14	TM	METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2014	2,000,000	0	0	2,000,000	0	MN/DOT	NC
2014	TH 999	8825-355	SC	NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	500,000	0	0	500,000	0	MNDOT	S18
2014	TH 999	8825-364	SC	METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE AND CONTROLLERS	500,000	0	0	500,000	0	MNDOT	NC
2014	TH 999	TRLF-RW-14	RW	REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	2,244,000	0	MN/DOT	NC
Totals					382,645,744	0	0	362,856,494	19,789,250		

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011		CR 57	02-596-11	SH	ANOKA CO RD 57(SUNFISH LK BLVD) & ALPINE DR, RAMSEY- TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	1,090,000	981,000	0	0	109,000	ANOKA COUNTY	E1
2011		CSAH 17	70-617-23	SH	AT SCOTT CSAH 42 IN SHAKOPEE- PARTIAL GRADE SEPARATION INTERCHANGE, T-INTERSECTION, NB OVER LEFT TURNS, ETC(AC PROJECT, PAYBACK IN 2013)	4,400,000	0	1,836,000	0	2,564,000	SCOTT COUNTY	E1
2011		CSAH 2	82-602-14	SH	WASHINGTON CSAH 2 (W BDWY AVE) & 12TH ST NW, FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC SIGNAL PHASING	1,070,000	963,000	0	0	107,000	WASHINGTON COUNTY	S2
2011		CSAH 22	82-622-08	SH	WASHINGTON CSAH 22 & HARDWOOD AVE, COTTAGE GROVE-INSTALL TRAFFIC SIGNAL & LEFT TURN LANES	479,600	431,640	0	0	47,960	WASHINGTON COUNTY	E2
2011		CSAH 31	62-631-05	SH	MARYLAND AVE AT RICE ST, ST PAUL- RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	1,600,000	708,750	0	0	891,250	RAMSEY COUNTY	S2
2011		CSAH 31	62-631-06	SH	MARYLAND AVE, PROSPERITY AVE, ST PAUL-RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	1,600,000	722,250	0	0	877,750	RAMSEY COUNTY	S2
2011		CSAH 68	70-668-02	SH	SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT(AC PAYBACK IN 2012)	1,300,000	0	705,600	0	594,400	SCOTT COUNTY	S7
2011		CSAH 96	62-596-03S	SH	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	2,222,222	2,000,000	0	0	222,222	RAMSEY COUNTY	A10
2011		RR	27-00290	SR	N NATHAN LN, MSAS 160, PLYMOUTH, HENNEPIN CO-INSTALL GATES	272,500	245,250	0	0	27,250	MN/DOT	S8
2011		RR	27-00291	SR	XERXES AVE S, MSAS 409, BLOOMINGTON-INSTALL CANTILEVERS/GATES	299,750	269,775	0	0	29,975	MN/DOT	S8
2011		RR	6227-71	SR	UP ON TH 120 S OF LARPENTEUR IN MAPLEWOOD/OAKDALE-REPLACE GATES	325,026	292,523	0	32,503	0	MN/DOT	S1
2011		RR	70-00121	SR	SYNDICATE ST, MSAS 105, JORDAN, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	27,250	MN/DOT	S8
2011		RR	70-00122	SR	VALLEY VIEW DR, TWP 87, JORDAN (0.25 MI N), SAND CREEK TWP, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	27,250	MN/DOT	S8
2011		TH 10	0215-63	SH	NB EXIT TO SB FOLEY BLVD, COON RAPIDS-REMOVE FREE RIGHT, ADD DUAL RIGHT TURN LANES, REVISE SIGNAL, ETC	455,000	409,500	0	45,500	0	MN/DOT	E1
2011		TH 100	2755-83	SH	HENNEPIN CSAH 152 TO I-694,BROOKLYN CENTER-UPGRADE LIGHTING, PARTIAL TO CONTINUOUS	300,000	270,000	0	30,000	0	MN/DOT	S18

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	TH 120		6227-65	SH	CENTURY COLLEGE ENTRANCE, WHITE BEAR LAKE/MAHTOMEDI-REBUILD TRAFFIC SIGNAL	250,000	225,000	0	25,000	0	MN/DOT	E2
2012	CSAH 10		146-020-11	SH	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	700,000	630,000	0	0	70,000	MOUNDS VIEW	E1
2012	CSAH 68		70-668-02AC	SH	SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT(AC PAYBACK 1 OF 1)	705,600	705,600	0	0	0	SCOTT COUNTY	E1
2012	CSAH 7		02-607-19	SH	ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	1,680,000	1,512,000	0	0	168,000	ANOKA COUNTY	E1
2012	MSAS 165		141-165-30	SH	CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	55,440	MINNEAPOLIS	S7
2012	RR		27-00293	SR	14TH AVE NE, MUN 283, MPLS-INSTALL GATES(MULTI - TRACK)	336,000	302,400	0	0	33,600	MN/DOT	S8
2012	RR		27-00294	SR	39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00295	SR	W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00296	SR	LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	30,800	MN/DOT	S8
2012	RR		27-00297	SR	26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00298	SR	17TH AVE N, MSAS 310, MPLS-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00299	SR	ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	RR		27-00300	SR	22ND AVE N, MSAS 311, MPLS-INSTALL GATES	280,000	252,000	0	0	28,000	MN/DOT	S8
2012	TH 61		8206-41	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT TRAFFIC SIGNAL, ADD TURN LANES, ETC	1,670,000	1,198,080	0	456,920	15,000	MNDOT	E2
2012	TH 65		0208-132	SH	169TH AVE NE, HAM LAKE-CONVERT INTERSECTION TO A DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS	1,050,000	945,000	0	105,000	0	MN/DOT	E1
2013	CITY		110-101-14	SH	AT BROOKLYN DR AND XERXES AVE IN BROOKLYN PARK-CONSTRUCT ROUNDABOUT	614,040	552,636	0	0	61,404	BROOKLYN PARK	E1
2013	CSAH 1		02-601-45	SH	ON ANOKA CSAH 1(COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIAN	102,000	91,800	0	0	10,200	ANOKA COUNTY	S16

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	CSAH 1	CSAH 1	02-601-46	SH	ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9(ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED CHANNELIZATION, ETC	408,000	367,200	0	0	40,800	ANOKA COUNTY	E1
2013	CSAH 10	CSAH 10	146-020-12	SH	ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES, ETC	295,800	266,220	0	0	29,580	MOUNDS VIEW	E2
2013	CSAH 17	CSAH 17	02-617-20	SH	ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18(CROSTOWN BLVD NE) IN HAM LAKE-CONSTRUCT TRAFFIC SIGNAL, TURN LANES, ETC	510,000	459,000	0	0	51,000	ANOKA COUNTY	E2
2013	CSAH 17	CSAH 17	166-020-14	SH	ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD, TURN LANES, ETC	1,224,000	1,101,600	0	0	122,400	SHAKOPEE	E1
2013	CSAH 17	CSAH 17	70-617-23AC	SH	AT SCOTT CSAH 42 IN SHAKOPEE-PARTIAL GRADE SEPARATION INTERCHANGE, T-INTERSECTION, NB OVER LEFT TURNS, ETC(AC PAYBACK 1 OF 1)	1,836,000	1,836,000	0	0	0	SCOTT COUNTY	E1
2013	CSAH 18	CSAH 18	02-611-33	SH	ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11(NORTHDALE BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES, ETC	612,000	550,800	0	0	61,200	ANOKA COUNTY	E1
2013	RR	RR	10-00117	SR	MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA(2 MI SW)-INSTALL GATES	204,000	183,600	0	0	20,400	MNDOT	S8
2013	RR	RR	19-00138	SR	PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES	229,500	206,550	0	0	22,950	MNDOT	S8
2013	RR	RR	19-00139	SR	UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT-UPGRADE TO GATES	280,500	252,450	0	0	28,050	MNDOT	S8
2013	RR	RR	27-00301	SR	PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES	229,500	206,550	0	0	22,950	MNDOT	S8
2013	RR	RR	27-00302	SR	CP ON BROOKSIDE AVE, MSAS 305 IN ST LOUIS PARK-INSTALL GATES	255,000	229,500	0	0	25,500	MNDOT	S8
2013	RR	RR	62-00201	SR	CP ON S ONEIDA ST IN ST PAUL-UPGRADE TO GATES	280,500	280,500	0	0	0	MNDOT	S8
2013	RR	RR	62-00202	SR	MNRR ON HAMLINE AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES AND ONE CANTILEVER	255,000	229,500	0	0	25,500	MNDOT	S8
2013	TH 5	TH 5	194-010-12	SH	ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES, ETC	1,020,000	918,000	0	0	102,000	CHANHASSEN	S19
2013	TH 52	TH 52	1905-33	SH	AT DAKOTA CSAH 86 IN RANDOLPH TWP-CONVERT TO A 3/4 INTERSECTION AND CONSTRUCT TWO U-TURNS	1,000,000	780,300	0	219,700	0	MNDOT	E1

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2013	TH 52	TH 52	1906-57	SH	AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U TURNS AND CONSTRUCT LEFT TURN LANE	1,005,000	780,300	0	224,700	0	MNDOT	E1
2013	TH 999	TH 999	70-030-06	SH	COUNTYWIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, ETC	616,080	554,472	0	0	61,608	SCOTT COUNTY	S6
2014	CR 202	CR 202	189-113-04	SH	ON CR 202(ZACHARY LN) AT 101ST AVE IN MAPLE GROVE-CONSTRUCT ROUNDABOUT, WIDEN ZACHARY LANE, ETC	1,040,000	936,000	0	0	104,000	MAPLE GROVE	E1
2014	CR 3	CR 3	02-596-20	SH	ON ANOKA CR 3(COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES, ETC	520,000	468,000	0	0	52,000	ANOKA COUNTY	E1
2014	CR 74	CR 74	02-596-15	SH	ON 221ST AVE NE AT TH 65 IN EAST BETHEL-NEW TRAFFIC SIGNAL INSTALLATION, TURN LANE CONSTRUCTION ON CR 74, ETC	1,248,000	1,123,200	0	0	124,800	ANOKA COUNTY	E2
2014	CSAH 31	CSAH 31	62-631-09	SH	ON RAMSEY CSAH 31(MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES, ETC	1,663,951	1,497,556	0	0	166,395	RAMSEY COUNTY	E1
2014	CSAH 31	CSAH 31	62-631-10	SH	ON RAMSEY CSAH 31(MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL-TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES, ETC	1,575,354	1,417,819	0	0	157,535	RAMSEY COUNTY	E1
2014	CSAH 32	CSAH 32	19-632-28	SH	ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE-CONSTRUCT WB LEFT TURN LANE, ETC	364,000	327,600	0	0	36,400	DAKOTA COUNTY	E1
2014	CSAH 5	CSAH 5	02-605-18	SH	ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT AND RIGHT TURN LANES, ETC	1,040,000	936,000	0	0	104,000	ANOKA COUNTY	E1
2014	CSAH 78	CSAH 78	02-678-20	SH	ON ANOKA CSAH 78(HANSON BLVD) AT ANOKA CSAH 20(161ST AVE NW) IN ANDOVER-CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	936,000	842,400	0	0	93,600	ANOKA COUNTY	E1
2014	RR	RR	02-00134	SR	MNMR ON 69TH AVE NE, MSAS 305 IN FRIDLEY AND SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE	260,000	260,000	0	0	0	MNDOT	S8
2014	RR	RR	10-00118	SR	MPL ON CSAH 33, OAK ST IN NORWOOD YOUNG AMERICA(1 MI S)-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2014	RR	RR	27-00303	SR	CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	234,000	0	0	26,000	MNDOT	S8
2014	RR	RR	27-00304	SR	PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8

TABLE A-11
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2014	RR	RR	62-00203	SR	MNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES	234,000	210,600	0	0	23,400	MNDOT	S8
2014	RR	RR	70-00123	SR	UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS)	312,000	280,800	0	0	31,200	MNDOT	S8
2014	RR	RR	82-00139	SR	UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES	286,000	257,400	0	0	28,600	MNDOT	S8
2014	RR	RR	82-00140	SR	UP ON 10TH AVE N, MUN 4 IN BAYPORT- INSTALL GATES	338,000	304,200	0	0	33,800	MNDOT	S8
2014	TH 999	TH 999	8825-389	SH	METROWIDE-PROACTIVE CONTRACT FOR RURAL INTERSECTION LIGHTING	219,000	187,200	0	31,800	0	MNDOT	S18
Totals						46,634,323	35,141,381	2,541,600	1,171,123	7,780,219		

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB	BB	19-623-23B	B3	SECT 5309: CEDAR AVE BUS RAPID TRANSIT CONSTRUCTION(2009 APPROPRIATIONS ACT-BUSES & BUS FACILITIES)	1,200,000	0	950,000	0	250,000	DAKOTA COUNTY	S4
2011	BB	BB	91-595-22	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- PRELIMINARY ENGINEERING(2008 APPROPRIATIONS ACT-TRANSIT)	820,750	0	656,600	0	164,150	RAMSEY COUNTY	E6
2011	BB	BB	CCLRT-03	B3	SECT 5309: CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT (2010 APPROPRIATIONS ACT-CAPITAL INVESTMENT GRANT FTA)	2,500,000	0	2,000,000	0	500,000	MET TRANSIT	O2
2011	BB	BB	TRF-9028-10	B3	SECT 5309: NORTHSTAR CORRIDOR RAIL, MPLS TO BIG LAKE- CONSTRUCTION & START UP COSTS (2010 APPROPRIATIONS ACT-CAPITAL INVESTMENT GRANTS (FTA))	1,423,322	0	711,661	0	711,661	MN/DOT	T10
2011	BB	BB	TRF-RCRRA-07A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL	501,600	0	401,280	0	100,320	RAMSEY COUNTY	E6
2011	BB	BB	TRF-RCRRA-08A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL	543,400	0	434,720	0	108,680	RAMSEY COUNTY	E6
2011	BB	BB	TRF-RCRRA-09	B3	SECT 5309: RED ROCK CORRIDOR INTERMODAL BUS & BUS FACILITIES, NEWPORT (2009 APPROPRIATIONS ACT-BUSES & BUS FACILITIES)	475,000	0	475,000	0	0	RAMSEY COUNTY	B3
2011	BB	BB	TRF-RCRRA-09A	B3	SECT 5309: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL	564,300	0	451,440	0	112,860	RAMSEY COUNTY	E6
2011	BB	BB	TRF-RLTF-07	B3	SECT 5309: RUSHLINE CORRIDOR- CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	376,200	0	300,960	0	75,240	MNDOT	E6
2011	BB	BB	TRF-RLTF-08	B3	SECT 5309: RUSHLINE CORRIDOR- CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	407,550	0	326,040	0	81,510	MNDOT	E6
2011	BB	BB	TRF-RLTF-09	B3	SECT 5309: RUSHLINE CORRIDOR- CONSTRUCT BUS AMENITIES(2006 APPROPRIATION)	423,225	0	338,580	0	84,645	MNDOT	E6
2011	BB	BB	TRF-TCMT-11E	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT ASSOCIATED CAPITAL MAINTENANCE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T1
2011	BB	BB	TRF-TCMT-11N	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT REVERSE SIGNALIZATION	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T1
2011	BB	BB	TRF-TCMT-11V	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRT PAINT BOOTH POLLUTION CONTROL EQUIPMENT	200,000	0	160,000	0	40,000	MET COUNCIL-MT	T9

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB		TRF-TCMT-11W	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-HWY 62 & PENN PARK & RIDE	4,710,000	0	3,768,000	0	942,000	MET COUNCIL-MT	T1
2011	BB		TRF-TCMT-11X	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-NEXTFARE (CUBIC) UPGRADE SYSTEM & DEVICES	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	T1
2011	LOCAL		TRF-CABR-10	B3	CEDAR AVENUE BUS RAPID TRANSIT, PHASE 1. DAKOTA COUNTY, MN-(2010 APPROPRIATIONS ACT-TRANSIT (BUS & BUS FACILITIES))	681,800	0	681,800	0	0	DAKOTA COUNTY	E6
2011	LOCAL		TRF-MIST-10	B3	MINNEAPOLIS INTERMODAL STATION-(2010 APPROPRIATIONS ACT-TRANSIT (BUS & BUS FACILITIES))	999,829	0	999,829	0	0	HENNEPIN COUNTY	E6
2012	BB		TRF-TCMT-12M	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS/BUS CAPITAL	3,625,000	0	2,900,000	0	725,000	MET COUNCIL-MT	T10
2012	BB		TRF-TCMT-12N	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T1
2012	BB		TRF-TCMT-12P	B3	ASSOCIATED CAPITAL MAINTENANCE SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LIGHT RAIL VEHICLES	17,500,000	0	14,000,000	0	3,500,000	MET COUNCIL-MT	E6
2012	BB		TRF-TCMT-12V	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-OVERHAUL BASE RENOVATION	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	NC
2012	BB		TRF-TCMT-12W	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-ENERGY IMPROVEMENT	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	NC
2013	BB		TRF-TCMT-13N	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS/BUS CAPITAL	3,625,000	0	2,900,000	0	725,000	MET COUNCIL-MT	T10
2013	BB		TRF-TCMT-13P	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T1
2013	BB		TRF-TCMT-13Q	B3	ASSOCIATED CAPITAL MAINTENANCE SECT 5309: TWIN CITIES MET COUNCIL MT-COMMUTER RAIL VEHICLE	3,000,000	0	2,400,000	0	600,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13R	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	17,500,000	0	14,000,000	0	3,500,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14P	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-BUS/BUS CAPITAL	3,625,000	0	2,900,000	0	725,000	MET COUNCIL-MT	T10
2014	BB		TRF-TCMT-14Q	B3	SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRT	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T3
2014	BB		TRF-TCMT-14R	B3	ASSOCIATED CAPITAL MAINTENANCE SECT 5309 FIXED GUIDEWAY: TWIN CITIES MET COUNCIL MT-LRVs	17,500,000	0	14,000,000	0	3,500,000	MET COUNCIL-MT	E6

Totals

97,701,976 78,155,910 19,546,066 0

TABLE A-13
Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB		TRF-TCMT-11	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REPLACEMENT BUSES-ARTICULATED & 40-FOOT	49,368,408	0	39,494,726	0	9,873,682	MET COUNCIL-MT	T10
2011	BB		TRF-TCMT-11A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-135E & CO RD 14 PARK & RIDE (LINO LAKES)	1,500,000	0	1,200,000	0	300,000	MET COUNCIL-MT	T5
2011	BB		TRF-TCMT-11AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HWY 610 & NOBLE PARK & RIDE EXPANSION	9,000,000	0	7,200,000	0	1,800,000	MET COUNCIL-MT	E6
2011	BB		TRF-TCMT-11AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-MAPLEWOOD MALL PARK & RIDE EXPANSION	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	E6
2011	BB		TRF-TCMT-11B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-WOODBURY PARK & RIDE EXPANSION	15,000,000	0	12,000,000	0	3,000,000	MET COUNCIL-MT	T10
2011	BB		TRF-TCMT-11C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T3
2011	BB		TRF-TCMT-11D	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T3
2011	BB		TRF-TCMT-11F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	31,875,000	0	25,500,000	0	6,375,000	MET COUNCIL-MT	T3
2011	BB		TRF-TCMT-11G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,004,829	0	1,603,863	0	400,966	MET COUNCIL-MT	T3
2011	BB		TRF-TCMT-11H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2011	BB		TRF-TCMT-11J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	318,750	0	255,000	0	63,750	MET COUNCIL-MT	T1
2011	BB		TRF-TCMT-11K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2011	BB		TRF-TCMT-11L	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF M BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T8
2011	BB		TRF-TCMT-11M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS(HW & SW)	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T4
2011	BB		TRF-TCMT-11P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	4,375,000	0	3,500,000	0	875,000	MET COUNCIL- MTS	T10
2011	BB		TRF-TCMT-11Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1
2011	BB		TRF-TCMT-11R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB	BB	TRF-TCMT-11U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	20,000,000	0	16,000,000	0	4,000,000	MET COUNCIL-MT	T4
2011	BB	BB	TRF-TCMT-11Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	580,000	0	464,000	0	116,000	MET COUNCIL-MTS	T3
2011	BB	BB	TRF-TCMT-11Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL-MTS	NC
2012	BB	BB	TRF-TCMT-12	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	39,891,889	0	31,913,511	0	7,978,378	MET COUNCIL-MT	T10
2012	BB	BB	TRF-TCMT-12A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	31,875,000	0	25,500,000	0	6,375,000	MET COUNCIL-MT	T3
2012	BB	BB	TRF-TCMT-12B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T1
2012	BB	BB	TRF-TCMT-12C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2012	BB	BB	TRF-TCMT-12D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,100,678	0	1,680,542	0	420,136	MET COUNCIL-MT	T3
2012	BB	BB	TRF-TCMT-12E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% FOR MT STAFF TRAINING/CERTIFICATION	337,500	0	270,000	0	67,500	MET COUNCIL-MT	T1
2012	BB	BB	TRF-TCMT-12F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2012	BB	BB	TRF-TCMT-12G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-BUS ACQUISITIONS	2,812,500	0	2,250,000	0	562,500	MET COUNCIL-MTS	T10
2012	BB	BB	TRF-TCMT-12H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL-MTS	T1
2012	BB	BB	TRF-TCMT-12J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MTS	T1
2012	BB	BB	TRF-TCMT-12K	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL-MTS	T4
2012	BB	BB	TRF-TCMT-12L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	20,000,000	0	16,000,000	0	4,000,000	MET COUNCIL-MT	E6
2012	BB	BB	TRF-TCMT-12Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T1
2012	BB	BB	TRF-TCMT-12R	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-135E & CO RD E PARK & RIDE	3,910,000	0	3,128,000	0	782,000	MET COUNCIL-MT	T1
2012	BB	BB	TRF-TCMT-12S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	585,000	0	468,000	0	117,000	MET COUNCIL-MTS	E6
2012	BB	BB	TRF-TCMT-12T	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-J OF M BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2012	BB	BB	TRF-TCMT-12U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL-MTS	E6

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Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2013	BB			B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,600,000	0	2,080,000	0	520,000	MET COUNCIL-MT	T1
2013	BB		TRF-TCMT-13A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	48,857,058	0	39,085,646	0	9,771,412	MET COUNCIL-MT	T10
2013	BB		TRF-TCMT-13B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2013	BB		TRF-TCMT-13C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	31,875,000	0	25,500,000	0	6,375,000	MET COUNCIL-MT	T3
2013	BB		TRF-TCMT-13D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,196,645	0	1,757,316	0	439,329	MET COUNCIL-MT	T3
2013	BB		TRF-TCMT-13F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2013	BB		TRF-TCMT-13L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-FTH2	20,000,000	0	16,000,000	0	4,000,000	MET COUNCIL-MT	E6
2013	BB		TRF-TCMT-13M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	4,000,000	0	3,200,000	0	800,000	MET COUNCIL- MTS	T10
2013	BB		TRF-TCMT-13U	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	590,000	0	472,000	0	118,000	MET COUNCIL- MTS	T3
2013	BB		TRF-TCMT-13V	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL- MTS	NC
2013	BB		TRF-TCMT-13W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-194 AT MANNING AVE PARK & RIDE	13,210,000	0	10,568,000	0	2,642,000	MET COUNCIL-MT	E6
2014	BB		TRF-TCMT-14	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,904,360	0	2,323,488	0	580,872	MET COUNCIL-MT	T1
2014	BB		TRF-TCMT-14A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-CAPITAL LEASE-TIRES	2,297,129	0	1,837,703	0	459,426	MET COUNCIL-MT	T4
2014	BB		TRF-TCMT-14B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS ACQUISITION	44,951,650	0	35,961,320	0	8,990,330	MET COUNCIL-MT	T10
2014	BB		TRF-TCMT-14C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	T3

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Transit Sections 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2014	BB	BB	TRF-TCMT-14D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SECURITY/SAFETY FOR 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2014	BB	BB	TRF-TCMT-14E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT ENHANCEMENTS 1%	700,000	0	560,000	0	140,000	MET COUNCIL-MT	T8
2014	BB	BB	TRF-TCMT-14F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HW & SW	2,500,000	0	2,000,000	0	500,000	MET COUNCIL-MT	T4
2014	BB	BB	TRF-TCMT-14G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-VANGO CAP COST OF CONTRACTING	625,000	0	500,000	0	125,000	MET COUNCIL- MTS	T4
2014	BB	BB	TRF-TCMT-14H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,312,500	0	4,250,000	0	1,062,500	MET COUNCIL- MTS	T1
2014	BB	BB	TRF-TCMT-14J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,125,000	0	2,500,000	0	625,000	MET COUNCIL- MTS	T1
2014	BB	BB	TRF-TCMT-14K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M-U OF MN BUS ACQUISITION	375,000	0	300,000	0	75,000	MET COUNCIL-U OFM	T10
2014	BB	BB	TRF-TCMT-14L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MTS BUS ACQUISITION	17,677,109	0	14,141,687	0	3,535,422	MET COUNCIL- MTS	T10
2014	BB	BB	TRF-TCMT-14M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PREVENTIVE MAINTENANCE - SWT	595,000	0	476,000	0	119,000	MET COUNCIL- MTS	T3
2014	BB	BB	TRF-TCMT-14N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-COP PAYMENT FOR EAGAN BUS GARAGE EXPANSION - MVTA	500,000	0	400,000	0	100,000	MET COUNCIL- MTS	NC
Totals						507,338,505	405,870,802	0	507,338,505	101,467,703		
							0		0			

TABLE A-14
Transit Section 5339

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB	BB	TRF-HENN-10	PL	SECT 5339: BOTTINEAU TRANSITWAY(2010 APPROPRIATIONS ACT-ALTERNATIVES ANALYSIS GRANTS)	250,000	0	250,000	0	0	HENNEPIN COUNTY	O2
2011	BB	BB	TRF-RCRRA-06	PL	SECT 5339: RED ROCK/RUSH LINE/CENTRAL CORRIDOR STUDIES- ALTERNATIVE ANALYSES	2,475,000	0	1,980,000	0	495,000	RAMSEY COUNTY	O1
2011	BB	BB	TRF-RCRRA-07	PL	SECT 5339: RED ROCK/RUSH LINE/CENTRAL CORRIDOR STUDIES- ALTERNATIVE ANALYSES	2,475,000	0	1,980,000	0	495,000	RAMSEY COUNTY	O1
2011	BB	BB	TRF-RCRRA-10	PL	SECT 5339: I94 TRANSIT CORRIDOR ST. PAUL TO EAU CLAIRE-ALTERNATIVES ANALYSIS & ENVIRONMENTAL ASSESSMENT, RAMSEY COUNTY, MN (2010 APPROPRIATIONS ACT- ALTERNATIVES ANALYSIS GRANTS)	250,000	0	250,000	0	0	RAMSEY COUNTY	O2
Totals						5,450,000		4,460,000		990,000		
							0		0			

TABLE A-15
Transit Section 5311

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB		TRF-0031-11	OB	SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,223,000	0	1,028,600	0	3,194,400	MN/DOT	T1
2012	BB		TRF-0031-12	OB	SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,349,690	0	1,028,600	0	3,321,090	MN/DOT	T1
2013	BB		TRF-0031-13	OB	SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,480,181	0	1,028,600	0	3,451,581	MN/DOT	T1
2014	BB		TRF-0031-14	OB	SECT 5311: METROPOLITAN COUNCIL RURAL TRANSIT OPERATING ASSISTANCE	4,614,586	0	1,028,600	0	3,585,986	MN/DOT	T1
Totals						17,667,457		4,114,400		13,553,057		
							0		0			

TABLE A-16
Transit Sections 5316

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB		TRF-TCMT-11S	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13S	JA	SECT 5316: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS TBD	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL- MTS	T1
Totals						4,000,000		2,000,000		2,000,000		
							0		0			

TABLE A-17
Transit Sections 5317

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2011	BB		TRF-TCMT-11T	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2011	1,500,000	0	750,000	0	750,000	MET COUNCIL- MTS	T1
2013	BB		TRF-TCMT-13T	NF	SECT 5317: TWIN CITIES MET COUNCIL MTS-NEW FREEDOMS PROJECTS TBD- 2013	1,500,000	0	750,000	0	750,000	MET COUNCIL- MTS	T1
Totals						3,000,000		1,500,000		1,500,000		
							0		0			

TABLE A-18
Chapter 152 Bond Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2011	I	35W	1981-120	MC	NB ONLY, S JCT I35E/35W TO BURNSVILLE PKWY, BURNSVILLE-TIE INTO EXISTING HOV LANE BY CONSTRUCTING MEDIAN BARRIER & HOT LANE IN MEDIAN, ETC(CHAPTER 152 FOR TRANSIT ADVAN)	13,900,000	0	0	0	13,900,000	MN/DOT	S16
2011	I	394	2789-134	RD	AT XENIA AND PARK PLACE IN GOLDEN VALLEY-EXIT RAMP MODIFICATIONS (LOW COST-HIGH BENEFIT PROJECT)	600,000	0	0	0	600,000	MN/DOT	E3
2011	I	94	2781-443	TM	FROM LOWRY TUNNEL IN MPLS TO JOHN IRELAND BLVD IN ST PAUL-TRAFFIC MANAGEMENT SYSTEM (\$6,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	6,000,000	0	0	0	6,000,000	MNDOT	S7
2011	I	94	6283-172	SC	NB TH 61 TO WHITE BEAR AVE. ST PAUL-CONSTRUCT EB AUXILIARY LANE & RAMP METER, ETC (LOW COST, HIGH BENEFIT PROJECT)	2,400,000	0	0	0	2,400,000	MN/DOT	E1
2011	4	TH 36	8214-114MIT11	BR	OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,500,000	0	0	0	1,500,000	MN/DOT	A20
2011	4	TH 36	8214-114Q	BR	RELOCATION OF HISTORIC SHODDY MILL AND WAREHOUSE FROM OAK PARK HEIGHTS TO STILLWATER-MITIGATION ITEM FOR REPLACEMENT OF RIVER BRIDGE 4654	755,000	0	0	0	755,000	MN/DOT	A20
2012	4	TH 36	8214-114MIT12	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	370,000	0	0	0	370,000	MN/DOT	A20
2013	TH	13	1901-148	RC	AT CSAH 5 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS. ETC(INTERCHANGE BONDS)	9,000,000	0	0	0	9,000,000	MNDOT	E1
2013	4	TH 36	8214-114MIT13	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,250,000	0	0	0	7,250,000	MN/DOT	A20
2014	4	TH 36	8214-114MIT14	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,200,000	0	0	0	1,200,000	MN/DOT	A20
Totals						42,975,000	0	0	0	42,975,000		
							0			0		

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2011	BB	BB	91-595-23	MC	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION	127,000,000	0	36,000,000	0	91,000,000	RAMSEY COUNTY	E6
2011	BB	BB	91-595-23A	MC	SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-CONSTRUCTION (TIGER FUNDS)	35,000,000	0	35,000,000	0	0	RAMSEY COUNTY	E6
2011	CITY	CITY	238-591-02	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	0	171,500	0	0	ROGERS	AQ2
2011	CSAH 101	CSAH 101	229-020-03	PL	I94/BROCKTON LANE INTERCHANGE, PRELIMINARY ENGINEERING(2010 APPROPRIATIONS ACT-IMD)	1,000,000	0	800,000	0	200,000	DAYTON	O2
2011	I 35W	I 35W	0280-62	CA	I-694, NEW BRIGHTON TO LEXINGTON AVE. BLAINE-STUDY FOR FUTURE INVESTMENTS(2008 APPROP ACT-IMD)	402,580	0	362,322	40,258		MN/DOT	O1
2011	I 35W	I 35W	0280-66	CA	I35W N CONGESTION MITIGATION & DESIGN - ON NB, LAKE DRIVE TO 95TH, BLAINE(2009 APPROPRIATIONS ACT-	1,055,555	0	950,000	105,555	0	MNDOT	O1
2011	I 35W	I 35W	1981-123	NO	WEST SIDE OF I35W BETWEEN MCANDREWS ROAD TO 1200 FT SOUTH OF BURNSVILLE PKWY-NOISE BARRIER (OTHER FHWA FUNDS ARE UPA-TCSP; BONDS FUNDS ARE \$1.1M CHP 152 TRANSIT ADV BONDS, \$630K IS CHP 152 BONDS)	2,700,000	0	970,581	0	1,729,419	MN/DOT	O3
2011	LOCAL	LOCAL	91-070-19	RB	GRAND ROUNDS NATIONAL SCENIC BYWAY MISSING LINK-PHASE 1:DESIGN, ACQUISITIONS, ENVIRONMENTAL REMEDIATION, CONSTRUCTION (2010 APPROPRIATIONS ACT-FEDERAL LANDS	500,000	0	500,000	0	0	MPLS PARK/REC BOARD	O2
2011	PED/BIKE	PED/BIKE	107-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	131,000	0	131,000	0	0	BLOOMINGTON	AQ2
2011	PED/BIKE	PED/BIKE	107-591-02	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - ENCOURAGEMENT ACTIVITIES TO PROMOTE BICYCLING AND WALKING EDUCATION IN BLOOMINGTON	5,000	0	5,000	0	0	BLOOMINGTON	O1
2011	PED/BIKE	PED/BIKE	107-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING TO CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	39,000	0	39,000	0	0	BLOOMINGTON	AQ2

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2011		PED/BIKE	128-091-04	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-GOLDEN VALLEY-COMplete STREETS PROJECT (RIGHT OF WAY)	675,000	0	675,000	0	0	GOLDEN VALLEY	AQ2
2011		PED/BIKE	141-091-13	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	275,000	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-15	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 4 CORRIDORS)-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	440,453	0	440,453	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-16	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	1,505,000	0	1,505,000	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-28	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-BIKE PARKING PROGRAM-VARIOUS CITIES ADJACENT TO MINNEAPOLIS	75,000	0	75,000	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-30	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES	6,800,000	0	6,800,000	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-31	BT	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECT(BIKE LANES & BLVD TREATMENTS ALONG GLENWOOD CORRIDOR)CONSTRUCTION, CE AND EDUCATIONAL ACTIVITIES	164,767	0	164,767	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-591-04	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	63,000	0	0	MINNEAPOLIS	AQ2
2011		PED/BIKE	141-591-05	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENFORCEMENT IN MINNEAPOLIS	5,000	0	5,000	0	0	MINNEAPOLIS	01
2011		PED/BIKE	141-591-06	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING OF MAPPING OF SAFE ROUTES TO EACH SCHOOL AND DISTRIBUTING THE MAPS IN MINNEAPOLIS	57,000	0	57,000	0	0	MINNEAPOLIS	01
2011		PED/BIKE	155-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL - SIDEWALK AND TRAIL CONSTRUCTION AND INTERSECTION IMPROVEMENTS IN PLYMOUTH	208,500	0	172,500	0	36,000	PLYMOUTH	AQ2
2011		PED/BIKE	157-091-04	RW	SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PURCHASE RW FOR OLIVER AVE BIKE ST, RICHFIELD	50,000	0	50,000	0	0	RICHFIELD	AQ2

TABLE A-19
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2011		PED/BIKE	157-091-05	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT OLIVER AVE BIKE ST, RICHFIELD	37,475	0	37,475	0	0	RICHFIELD	AQ2
2011		PED/BIKE	157-091-06	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	89,900	0	89,900	0	0	RICHFIELD	AQ2
2011		PED/BIKE	160-091-02	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR, ROSEVILLE	937,000	0	937,000	0	0	ROSEVILLE	AQ2
2011		PED/BIKE	164-091-13	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-SMART TRIP 2011 NEIGHBORHOOD	171,700	0	115,000	0	56,700	SAINT PAUL	AQ2
2011		PED/BIKE	188-591-02	BT **SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN	146,000	0	146,000	0	0	LAKEVILLE	AQ2
2011		PED/BIKE	27-091-01	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-LOWRY AVENUE STREETSCAPE IMPROVEMENTS	108,400	0	108,400	0	0	HENNEPIN COUNTY	AQ2
2011		TH 13	7001-103ES	RC \$\$\$ETH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-ASSOCIATED TO SP 70-596-03)	4,212,469	0	4,212,469	0	0	MN/DOT	A15
2011	7	TH 169	2776-03A	MC HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	475,000	118,750	0	MN/DOT	A15
2012		TH 51	6215-93	CA **MN250**SNELLING AVE, UNIVERSITY AVE, ST PAUL-INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	490,000	0	0	MN/DOT	E1
Totals					185,110,049	0	91,823,367		93,022,119		
						0		264,563			

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	BB		91-595-23	MC SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- CONSTRUCTION	127,000,000	0	0	0	0	91,000,000	RAMSEY COUNTY	E6
2011	BB		91-595-23A	MC SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL- CONSTRUCTION (TIGER	35,000,000	0	0	0	0	0	RAMSEY COUNTY	E6
2011	CITY		164-020-100	BR EDGE CUMBE RD OVER RAVINE, HIGHLAND PARK, ST PAUL- REPLACE BR L8804 & APPROACHES	1,050,000	630,000	0	0	0	420,000	SAINT PAUL	S19
2011	CITY		164-020-101	BR WARNER RD OVER BNSF & UP RR & CHILDS RD, ST PAUL- REMOVE & REPLACE EXISTING BR 5950	9,900,000	5,350,000	0	0	0	4,550,000	SAINT PAUL	S19
2011	CITY		164-070-08	RW **MN219**RIGHT OF WAY FOR TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,337,250	0	1,069,800	0	0	267,450	SAINT PAUL	O4
2011	CITY		164-070-09	RC **MN219**CONSTRUCTION OF TWIN CITIES BIOSCIENCE CORRIDOR, ST PAUL	1,395,771	0	1,116,617	0	0	279,154	SAINT PAUL	O1
2011	CITY		238-591-02	BT **SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CONSTRUCT TRAIL) CO RD 144 TO ROGERS MIDDLE SCHOOL (2008 PROGRAM)	171,500	0	0	0	0	0	ROGERS	AQ2
2011	CITY		98-080-34	DR **MN34**NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT- EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	1,594,185	0	564,185	0	0	1,030,000	NEWPORT	NC
2011	CMAQ		103-080-02	TR CONSTRUCT - 400- STALL STRUCTURED PARKING FACILITY ADJACENT TO PROPOSED NORTHSTAR COMMUTER RAIL STATION	11,000,000	5,885,000	0	0	0	5,115,000	ANOKA	E6

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CMAQ	CMAQ	141-080-44	TM OPERATION & MAINTENANCE OF TRAF MGMT CTR-ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PROJECT, PAYBACK IN 2012)	625,000	250,000	0	250,000	0	125,000	MINNEAPOLIS	NC
2011	CMAQ	CMAQ	141-080-45	TM TRAF MGMT CTR & ITS UPGRADES-PHASE 3A, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE	3,250,000	2,400,000	0	0	0	850,000	MINNEAPOLIS	S7
2011	CMAQ	CMAQ	141-080-48	TM OPTIMIZE SIGNAL TIMING, SIGNALIZED INTERSECTIONS, HIAWATHA AVE, LYNDALE AVE S, E/W LAKE ST & HENNEPIN AVE S	236,250	189,000	0	0	0	47,250	MINNEAPOLIS	E2
2011	CMAQ	CMAQ	141-080-49	TM DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR SOUTH SIDE INTERSECTIONS, MPLS	525,000	400,000	0	0	0	125,000	MINNEAPOLIS	E2
2011	CMAQ	CMAQ	164-070-11	TM ARTERIAL RDWY TRAFFIC FLOW IMPROVEMENTS, INSTALL FIBER OPTIC CABLE & TIMING OPTIMIZATION OF 62 TRAFFIC SIGNAL SYSTEMS, ST PAUL	1,675,000	1,340,000	0	0	0	335,000	SAINT PAUL	E2
2011	CMAQ	CMAQ	91-596-01	TR 300-CAR EXPANSION OF EXISTING PARK-RIDE LOT ON LAND TO BE PURCHASED ABUTTING THE N EDGE OF AN EXISTING LOT AT I-35W/95TH AVE NE, BLAINE	802,500	642,000	0	0	0	160,500	MET COUNCIL -MT	E6
2011	CMAQ	CMAQ	CM-05-10AC3	TR PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 3 OF 3)	416,300	416,300	0	0	0	0	RAMSEY	E6
2011	CMAQ	CMAQ	TDM-2011	TM TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ1

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CMAQ	CMAQ	TRS-MVTA-10A	TR MVTA: PURCHASE 10 BUSES FOR DEDICATED OPERATION & DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE BUSWAY	5,253,700	4,202,960	0	0	0	1,050,740	MET COUNCIL-MTS	T2
2011	CMAQ	CMAQ	TRS-MVTA-11	TR PURCHASE 8 BUSES, & OPERATING FUNDING FOR I-35	5,751,430	4,601,144	0	0	0	1,150,286	MVTA	T2
2011	CMAQ	CMAQ	TRS-SWT-11	TR PURCHASE 15 BUSES FOR EXPRESS SERVICE	8,250,000	6,600,000	0	0	0	1,650,000	SOUTHWEST TRANSIT	T2
2011	CMAQ	CMAQ	TRS-TCMT-10B	TR PURCHASE 6 ARTIC BUSES & RELATED SPARE PARTS & EQUIPMENT FOR EXPANDED WEEKDAY SERVICE ON RTE 673, MINNETONKA & MPLS	3,402,600	2,722,080	0	0	0	680,520	MET COUNCIL-MT	T10
2011	CMAQ	CMAQ	TRS-TCMT-10C	TR PURCHASE OF 4 LRV'S (INCLUDES FORMER TRS-SMTC-10A)	13,600,000	10,250,600	0	0	0	3,349,400	MET COUNCIL-MT	T2
2011	CMAQ	CMAQ	TRS-TCMT-11A	TR TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE, NEW ROUTE 375 BETWEEN LAKE ELMO/WOODBURY & MPLS-FY 2011	322,156	257,725	0	0	0	64,431	MET COUNCIL-MT	T10
2011	CR	CR	02-596-09	RW **MN130**RIGHT OF WAY ACQUISITION FOR MISSISSIPPI RIVER BRIDGE CONNECTING I-94 AND TH 10 BETWEEN TH 169 & TH 101	1,125,000	0	719,921	0	0	405,079	ANOKA COUNTY	O4
2011	CR 5	CR 5	179-020-29	PL **MN190**AT TH 13, BURNSVILLE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF	513,284	0	410,627	0	0	102,657	BURNSVILLE	O4
2011	CR 5	CR 5	179-020-30	MC **MN257**TH13/CO RD 5 INTERCHANGE, BURNSVILLE (2009 APPROPRIATIONS ACT-STP)	950,000	0	950,000	0	0	0	BURNSVILLE	E3
2011	CR 57	CR 57	02-596-11	SH ANOKA CO RD 57(SUNFISH LK BLVD) & ALPINE DR, RAMSEY-TRAFFIC SIGNAL INSTALLATION, TURN LANES,	1,090,000	981,000	0	0	0	109,000	ANOKA COUNTY	E1
2011	CR B2	CR B2	62-678-12	RC FAIRVIEW AVE TO TH 51(SNELLING AVE), ROSEVILLE-RECONSTRUCT TO 6-LANE RDWY, INCLUDING SIGNAL & TURN LANE IMPROVEMENTS	2,992,500	2,394,000	0	0	0	598,500	RAMSEY COUNTY	E1

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CSAH 10	189-020-20	RC VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PROJECT,PAYBACK IN	15,300,000	2,920,000	0	3,920,000	0	8,460,000	MAPLE GROVE	A15
2011		CSAH 101	229-020-03	PL I94/BROCKTON LANE INTERCHANGE, PRELIMINARY ENGINEERING(2010 APPROPRIATIONS ACT-IMD)	1,000,000	0	0	0	0	200,000	DAYTON	O2
2011		CSAH 109	27-709-21	MC WEAVER LAKE RD/85TH AVE, MAPLE GROVE & BROOKLYN PARK, E OF MAIN ST TO E OF JEFFERSON HWY-CONSTRUCT SECOND HALF OF 4-LANE DIVIDED RDWY INCLUDING PED/BIKE PATH	8,132,000	5,885,000	0	0	0	2,247,000	HENNEPIN COUNTY	A15
2011		CSAH 11	10-611-06	RC CARVER CSAH 10 TO TH 212, CHASKA-RECONSTRUCT WITH PORTION ON NEW ALIGNMENT, INCLUDES PED/BIKE TRAIL, ETC	3,507,460	2,805,968	0	0	0	701,492	CARVER COUNTY	E4
2011		CSAH 116	02-716-11	RC ANOKA CO RD 57(SUNFISH LAKE BLVD), RAMSEY TO GERMANIUM ST, RAMSEY & ANOKA-RECONSTRUCT TO 4-LANE DIVIDED RDWY INCLUDING PED/BIKE TRAIL	5,900,000	3,680,800	0	0	0	2,219,200	ANOKA COUNTY	A15
2011		CSAH 152	27-752-18	BR CEDAR AVE(HENNEPIN CSAH 152) OVER HCRRRA CORRIDOR,MPLS-REPLACE BR 90437	2,200,000	1,370,521	0	0	0	829,479	HENNEPIN COUNTY	S19
2011		CSAH 153	27-753-13	BR **MN262**LOWRY AVE BRIDGE #2723 REPLACEMENT PHASE II IN MPLS (2010 APPROPRIATIONS ACT-STP)	486,917	0	486,917	0	0	0	HENNEPIN COUNTY	S19
2011		CSAH 153	27-753-13A	BR **MN262**LOWRY AVE BRIDGE #2723 REPLACEMENT PHASE II IN MPLS (2009 APPROPRIATIONS ACT-TCSP)	26,513,083	0	475,000	0	0	26,038,083	HENNEPIN COUNTY	S19
2011		CSAH 17	70-617-23	SH AT SCOTT CSAH 42 IN SHAKOPEE-PARTIAL GRADE SEPARATION INTERCHANGE, T-INTERSECTION, NB OVER LEFT TURNS, ETC(AC PROJECT, PAYBACK IN 2013)	4,400,000	0	0	1,836,000	0	2,564,000	SCOTT COUNTY	E1

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		CSAH 19	27-619-19	BR HENNEPIN CSAH 19/NORTH SHORE DR OVER W ARM CHANNEL, ORONO-REPLACE EXISTING BR 90480	470,800	376,640	0	0	0	94,160	HENNEPIN COUNTY	S19
2011		CSAH 2	82-602-14	SH WASHINGTON CSAH 2 (W BDWY AVE) & 12TH ST NW, FOREST LAKE-MEDIAN INSTALLATION & TRAFFIC	1,070,000	963,000	0	0	0	107,000	WASHINGTON COUNTY	S2
2011		CSAH 2	82-602-15	RC W BDWY(WASHINGTON CSAH 2), 19TH ST SW TO 12TH ST SW INCLUDING I-35 INTERCHANGE, FOREST LAKE-RECONSTRUCTION, ACCESS IMPROVEMENTS, RAISED MEDIAN, ETC	10,710,000	5,775,000	0	0	0	4,935,000	WASHINGTON COUNTY	A15
2011		CSAH 2	82-602-15A	RC **MN165**CONSTRUCTION FOR I-35 & WASHINGTON CSAH 2 INTERCHANGE & CSAH 2 CORRIDOR TO TH 61 IN FOREST LAKE-	1,899,700	0	1,519,760	0	0	379,940	WASHINGTON COUNTY	A15
2011		CSAH 2	82-602-15B	RC 12TH SW TO TH 61. FOREST LAKE-RECONSTRUCT TO DIVIDED SECTION, TRAIL, ETC	4,469,000	3,575,200	0	0	0	893,800	WASHINGTON COUNTY	A15
2011		CSAH 22	27-622-03	BR LYNDAL AVE(HENNEPIN CSAH 22) OVER MINNEHAHA CREEK, MPLS-REPLACE BR 90444	2,400,000	1,449,157	0	0	0	950,843	HENNEPIN COUNTY	S19
2011		CSAH 22	82-622-08	SH WASHINGTON CSAH 22 & HARDWOOD AVE, COTTAGE GROVE-INSTALL TRAFFIC SIGNAL & LEFT TURN LANES	479,600	431,640	0	0	0	47,960	WASHINGTON COUNTY	E2
2011		CSAH 23	19-623-23	RC 181ST ST IN LAKEVILLE TO 147TH ST IN APPLE VALLEY-RECONSTRUCT TO 6-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC (LOCAL SAP 19-623-25 IS INCLUDED AS PART OF THIS PROJECT)	25,500,000	5,775,000	0	0	0	19,725,000	DAKOTA COUNTY	A15
2011		CSAH 23	19-623-24	RC DAKOTA CSAH 42 TO N OF 138TH ST IN APPLE VALLEY-RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PROJECT, PAYBACK IN 2012)	13,240,000	0	0	7,840,000	0	5,400,000	DAKOTA COUNTY	S4
2011		CSAH 31	62-631-05	SH MARYLAND AVE AT RICE ST, ST PAUL-RECONSTRUCTION, WIDENING, UPGRADE TRAFFIC SIGNAL, ETC	1,600,000	708,750	0	0	0	891,250	RAMSEY COUNTY	S2

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	CSAH 31	62-631-06	SH	MARYLAND AVE, PROSPERITY AVE, ST PAUL-RECONSTRUCTION, WIDENING, SIGNAL UPGRADE, ETC	1,600,000	722,250	0	0	0	877,750	RAMSEY COUNTY	S2
2011	CSAH 35	27-635-26	BR	PORTLAND AVE(HENNEPIN CSAH 35) OVER HCRRA CORRIDOR, MPLS-REPLACE BR 90494	2,500,000	1,505,326	0	0	0	994,674	HENNEPIN COUNTY	S19
2011	CSAH 42	19-642-44	RW	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-RIGHT OF WAY FOR RECONSTRUCTION OF INTERCHANGE	2,700,000	0	1,462,238	0	0	1,237,762	DAKOTA COUNTY	E3
2011	CSAH 42	19-642-45	PL	**MN223**AT TH 52 INTERCHANGE IN ROSEMOUNT-PRELIMINARY ENGINEERING FOR RECONSTRUCTION OF INTERCHANGE	2,000,000	0	1,462,337	0	0	537,663	DAKOTA COUNTY	E3
2011	CSAH 68	70-668-02	SH	SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT(AC PAYBACK IN 2012)	1,300,000	0	0	705,600	0	594,400	SCOTT COUNTY	S7
2011	CSAH 96	62-596-03S	SH	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	2,222,222	2,000,000	0	0	0	222,222	RAMSEY COUNTY	A10
2011	CSAH 96	62-596-03UG	MC	TH 10, ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC	10,203,778	5,630,000	0	0	0	4,573,778	RAMSEY COUNTY	A10
2011	EN	138-010-12	EN	KELLER LAKE WATER-QUALITY IMPROVEMENT PROJECT-MITIGATE HWY 36 & HWY 61 RUNOFF BY CHANNELING STORMWATER THROUGH 3 WETLAND TREATMENT PONDS	310,322	248,258	0	0	0	62,064	RAM-WASH METRO WATER DIST	O9
2011	EN	164-020-113	EN	ALONG UNIV AVE FROM RICE ST TO HENN/RAMSEY CO LINE IN ST PAUL-STREETSCAPE FOR CCLRT, LIGHTING, BENCHES, ETC	1,300,000	1,040,000	0	0	0	260,000	SAINT PAUL	O6
2011	EN	164-595-01AC	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS(AC PAYBACK 1 OF 1)	1,336,291	1,336,291	0	0	0	0	ST PAUL	O6

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	EN	EN	164-595-02AC	EN HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS(AC PAYBACK 1 OF 1)	668,496	668,496	0	0	0	0	0 ST PAUL	O6
2011	EN	EN	164-595-04AC	EN COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK(AC PAYBACK 1 OF 1)	249,373	249,373	0	0	0	0	0 ST PAUL PARK/REC	O9
2011	I 35	I 35	0283-25	SC **ELLA**N JCT I-35E/35W, COLUMBUS TWP TO WASHINGTON-CHISAGO CO LINE, FOREST LAKE-REPLACE SIGNING	180,444	0	0	0	180,444	0	MN/DOT	O8
2011	1	I 35E	6280-308B	RW **MN055**CONSTRUCT PHALEN BLVD FROM I-94 TO I-35E IN ST PAUL-RW ACQUISITION	44,646	0	35,717	0	8,929	0	MN/DOT	O4
2011	1	I 35E	6280-308C	RW **MN091**PHALEN BLVD IN ST PAUL-RW ACQUISITION	709,612	0	709,612	0	0	0	MN/DOT	O4
2011	1	I 35E	6280-308RW1	RW I-94 TO MARYLAND AVE IN ST PAUL-RW ACQUISITION	6,000,000	4,800,000	0	0	1,200,000	0	MN/DOT	O4
2011	1	I 35E	6280-365	SC COMMON SECTION OF I694/I35E FROM SB UNDER NB OFF RAMP TO I694 TO E JCT I694- INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	78,000	0	0	0	7,800	70,200	MN/DOT	S9
2011	1	I 35W	0280-58	SC **ELLA**I-694 IN NEW BRIGHTON/ARDEN HILLS TO N JCT I-35/I-35E, COLUMBUS TWP- REPLACE SIGNING(ASSOCIATED SP 6284-139)	398,893	0	0	0	398,893	0	MN/DOT	O8
2011	1	I 35W	0280-62	CA I-694, NEW BRIGHTON TO LEXINGTON AVE, BLAINE-STUDY FOR FUTURE INVESTMENTS(2008 APPROP ACT-IMD)	402,580	0	0	0	40,258	0	MN/DOT	O1
2011	1	I 35W	0280-66	CA I35W N CONGESTION MITIGATION & DESIGN - ON NB, LAKE DRIVE TO 95TH, BLAINE(2009 APPROPRIATIONS ACT-IMD)	1,055,555	0	0	0	105,555	0	MNDOT	O1
2011	1	I 35W	1981-111	SC BURNSVILLE PKWY, BURNSVILLE, TO I-494, BLOOMINGTON-REPLACE SIGNING	450,000	405,000	0	0	45,000	0	MN/DOT	O7

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	I 35W		1981-120	MC NB ONLY, S JCT I35E/35W TO BURNSVILLE PKWY. BURNSVILLE-TIE INTO EXISTING HOV LANE BY CONSTRUCTING MEDIAN BARRIER & HOT LANE IN MEDIAN, ETC(CHAPTER 152 FOR TRANSIT ADVAN)	13,900,000	0	0	0	0	13,900,000	MN/DOT	S16
2011	I 35W		1981-123	NO WEST SIDE OF I35W BETWEEN MCANDREWS ROAD TO 1200 FT SOUTH OF BURNSVILLE PKWY- NOISE BARRIER (OTHER FHWA FUNDS ARE UPA-TCSP; BONDS FUNDS ARE \$1.1M CHP 152 TRANSIT ADV BONDS, \$630K IS CHP 152 BONDS)	2,700,000	0	0	0	0	1,729,419	MN/DOT	O3
2011	I 394		2789-131	TM I-494 IN MINNETONKA TO I94 IN MPLS-GATE ARM BATTERY BACKUP, UPGRADE/REFURBISH ELECTRICAL, SECURITY	500,000	0	0	0	500,000	0	MN/DOT	S7
2011	I 394		2789-134	RD AT XENIA AND PARK PLACE IN GOLDEN VALLEY-EXIT RAMP MODIFICATIONS (LOW COST-HIGH BENEFIT PROJECT)	600,000	0	0	0	0	600,000	MN/DOT	E3
2011	I 494		2785-330B	PL **MN199**I-494 LANE ADDITION, HENNEPIN CO	982,499	0	785,999	0	196,500	0	MNDOT	A20
2011	I 694		8286-67	SC WASHINGTON CSAH 10(10TH ST/MINNEHAHA), OAKDALE- REPLACE LIGHTING SYSTEM	115,000	0	0	0	115,000	0	MN/DOT	S18
2011	I 94		2781-415	RS NICOLLET AVE IN MPLS TO CRETIN/VANDALIA IN ST. PAUL- BITUMINOUS MILL & OVERLAY, CONCRETE PAVEMENT REPAIR, DRAINAGE, ETC (\$7,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	25,665,000	18,665,000	0	0	0	7,000,000	MNDOT	S10
2011	I 94		2781-417	SC SHINGLE CREEK PKWY RAMP TERMINII, BROOKLYN CENTER- REPLACE TRAFFIC SIGNALS	500,000	0	0	0	225,000	275,000	MN/DOT	E2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	I 94	2781-419	BI	UNDER PED BR, SHINGLE CRK PKWY, 694 ON-RAMP, UNDER 694, HUMBOLDT, TH 100, DUPONT, 57TH, 53RD, 49TH & OVER TH 252, BROOKLYN CENTER & MPLS-PARTIAL PAINT BR 27864, 27910, 27960, 27913, 27914, 27962, 27982, 27929, 27734, 27805, 27806, 27807 & 27808	2,290,000	2,061,000	0	0	229,000	0	MN/DOT	S19
2011	I 94	2781-443	TM	FROM LOWRY TUNNEL IN MPLS TO JOHN IRELAND BLVD IN ST PAUL-TRAFFIC MANAGEMENT SYSTEM (\$6,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	6,000,000	0	0	0	0	6,000,000	MNDOT	S7
2011	I 94	2781-444	TM	FROM LOWRY TUNNEL IN MPLS TO JOHN IRELAND BLVD IN ST PAUL-ITS SIGN STRUCTURES (\$1M DIST C IS ITS; \$5.5M DIST C IS DEST INNOV; \$2,000,000 CHAP 152 TRANSIT ADVANTAGE BONDS)	10,000,000	2,500,000	0	0	5,500,000	2,000,000	MNDOT	S7
2011	I 94	2781-446	TM	**ELLA**WB FROM I-35W TO TH 55 IN MPLS-ROADWAY STRIPING AND SIGNING MODIFICATIONS (LOW COST/HIGH BENEFIT PROJECT)	238,297	0	0	0	238,297	0	MN/DOT	S11
2011	I 94	6283-172	SC	NB TH 61 TO WHITE BEAR AVE, ST PAUL-CONSTRUCT EB AUXILIARY LANE & RAMP METER, ETC (LOW COST, HIGH BENEFIT PROJECT)	2,400,000	0	0	0	0	2,400,000	MN/DOT	E1
2011	LOCAL	160-080-02	RW	**MN267**TWIN LAKES INFRASTRUCTURE PROJECT, CITY OF ROSEVILLE, MN(2010 APPROPRIATIONS ACT-STP)	999,829	0	999,829	0	0	0	0 ROSEVILLE	O4
2011	LOCAL	91-060-67	RB	GRAND ROUNDS MISSISSIPPI GORGE-PICNIC/OBSERVATION AREA(SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	0	0	0	34,000	MPLS PARK/REC BOARD	O9
2011	LOCAL	91-060-79	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL(SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	0	0	0	22,500	MPLS PARK/REC BOARD	O9
2011	LOCAL	91-060-83	RB	GRAND ROUNDS MISSISSIPPI GORGE-RESTROOMS FACILITY(SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	0	0	0	100,000	MPLS PARK/REC BOARD	O9

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2011	LOCAL	91-070-19	RB	GRAND ROUNDS NATIONAL SCENIC BYWAY MISSING LINK-PHASE 1: DESIGN, ACQUISITIONS, ENVIRONMENTAL REMEDIATION, CONSTRUCTION (2010 APPROPRIATIONS ACT-FEDERAL LANDS (PUBLIC LANDS HIGHWAY))	500,000	0	0	0	0	0	0 MPLS PARK/REC BOARD	AQ 02
2011	PED/BIKE	10-090-03	EN	W PARKING LOT, MINNEWASHTA REG PARK, TO MINNETONKA W MIDDLE SCHOOL INCLUDING UNDERPASS, TH 41, CHANHASSEN-CONSTRUCT PED/BIKE TRAIL, UNDERPASS, ETC	1,362,500	1,090,000	0	0	0	272,500	CARVER COUNTY	AQ2
2011	PED/BIKE	107-090-05	EN	LONG MEADOW LAKE, BLOOMINGTON-REPLACE BR 3145 ON OLD CEDAR AVE WITH A PED/BIKE BOARDWALK	3,210,000	1,070,000	0	0	0	2,140,000	BLOOMINGTON	O9
2011	PED/BIKE	107-090-06	EN	20TH AVE TO 22ND AVE, BLOOMINGTON-CONSTRUCT PED/BIKE BRIDGE OVER KILLEBREW DR SO OF MALL OF AMERICA	1,980,000	1,008,000	0	0	0	972,000	BLOOMINGTON	O9
2011	PED/BIKE	107-591-01	BT	**SRTS IN** SAFE ROUTES TO SCHOOL -CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	131,000	0	0	0	0	0	0 BLOOMINGTON	AQ2
2011	PED/BIKE	107-591-02	BT	**SRTS NI** SAFE ROUTES TO SCHOOL - ENCOURAGEMENT ACTIVITIES TO PROMOTE BICYCLING AND WALKING EDUCATION IN BLOOMINGTON	5,000	0	0	0	0	0	0 BLOOMINGTON	01
2011	PED/BIKE	107-591-03	BT	**SRTS IN** SAFE ROUTES TO SCHOOL -PRELIMINARY ENGINEERING TO CONSTRUCT NEW SIDEWALK TO FILL GAPS IN ROUTES TO 5 SCHOOLS IN BLOOMINGTON	39,000	0	0	0	0	0	0 BLOOMINGTON	AQ2
2011	PED/BIKE	120-020-37	EN	LYNMAR LANE TO E OF FRANCE AVE NEAR 72ND ST S, EDINA-CONSTRUCT PED/BIKE BRIDGE OVER FRANCE AVE, 600 FT TRAIL, ETC	2,180,000	1,090,000	0	0	0	1,090,000	EDINA	AQ2

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2011		PED/BIKE	128-091-04	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-GOLDEN VALLEY-COMLETE STREETS PROJECT (RIGHT OF WAY)	675,000	0	0	0	0	0	0 GOLDEN	AQ2
2011		PED/BIKE	141-020-107	RC RECONSTRUCT 22ND ST E ON NEW ALIGNMENT AND ADD RIGHT-IN RIGHT-OUT WITH CEDAR AVE(TIPEDD FUNDS)	1,590,000	1,000,000	0	0	0	590,000	MINNEAPOLIS	O9
2011		PED/BIKE	141-020-107E	EN ALONG CEDAR & FRANKLIN AVES, MPLS-IMPROVE PED ACCESS & SAFETY BY INSTALLING LIGHTING, IMPROVING STREET X-INGS, SIGNING, ETC	1,050,000	840,000	0	0	0	210,000	MINNEAPOLIS	O9
2011		PED/BIKE	141-091-13	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT BIKE/WALK CORRIDOR ALONG 6TH & FILLMORE, MPLS	275,000	0	0	0	0	0	0 MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-15	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 4 CORRIDORS)-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	440,453	0	0	0	0	0	0 MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-16	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-U OF MN TRAIL FROM BR 9 TO OAK ST ALONG RR CORRIDOR	1,505,000	0	0	0	0	0	0 MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-28	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-BIKE PARKING PROGRAM-VARIOUS CITIES ADJACENT TO MINNEAPOLIS	75,000	0	0	0	0	0	0 MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-30	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN	6,800,000	0	0	0	0	0	0 MINNEAPOLIS	AQ2
2011		PED/BIKE	141-091-31	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECT(BIKE LANES & BLVD TREATMENTS ALONG GLENWOOD CORRIDOR)CONSTRUCTION, CE AND EDUCATIONAL	164,767	0	0	0	0	0	0 MINNEAPOLIS	AQ2

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2011		PED/BIKE	141-591-04	BT **SRTS IN** SAFE ROUTES TO SCHOOL - SIGNING, BIKE RACKS, PAVEMENT MARKINGS IN MINNEAPOLIS	63,000	0	0	0	0	0	0 MINNEAPOLIS	AQ2
2011		PED/BIKE	141-591-05	BT **SRTS IN** SAFE ROUTES TO SCHOOL - BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENFORCEMENT IN MINNEAPOLIS	5,000	0	0	0	0	0	0 MINNEAPOLIS	01
2011		PED/BIKE	141-591-06	BT **SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING OF MAPPING OF SAFE ROUTES TO EACH SCHOOL AND DISTRIBUTING THE MAPS IN MINNEAPOLIS	57,000	0	0	0	0	0	0 MINNEAPOLIS	01
2011		PED/BIKE	155-591-03	BT **SRTS IN** SAFE ROUTES TO SCHOOL - SIDEWALK AND TRAIL CONSTRUCTION AND INTERSECTION IMPROVEMENTS IN PLYMOUTH	208,500	0	0	0	0	36,000	PLYMOUTH	AQ2
2011		PED/BIKE	157-091-04	RW SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PURCHASE RW FOR OLIVER AVE BIKE ST,	50,000	0	0	0	0	0	0 RICHFIELD	AQ2
2011		PED/BIKE	157-091-05	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT OLIVER AVE BIKE ST, RICHFIELD	37,475	0	0	0	0	0	0 RICHFIELD	AQ2
2011		PED/BIKE	157-091-06	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT RICHFIELD PARKWAY TRAIL	89,900	0	0	0	0	0	0 RICHFIELD	AQ2
2011		PED/BIKE	160-091-02	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-CONSTRUCT NE SUBURBAN CAMPUS CONNECTOR, ROSEVILLE	937,000	0	0	0	0	0	0 ROSEVILLE	AQ2
2011		PED/BIKE	164-090-10	EN W SIDE OF LEXINGTON PKWY, MINNEHAHA AVE TO ENERGY PARK DR, ST PAUL-CONSTRUCT OFF-ROAD PED/BIKE FACILITY, LIGHTING, SIGNING, ETC	1,712,000	1,070,000	0	0	0	642,000	SAINT PAUL	O9
2011		PED/BIKE	164-091-13	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-SMART TRIP 2011 NEIGHBORHOOD	171,700	0	0	0	0	56,700	SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011		PED/BIKE	188-591-02	BT **SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN LAKEVILLE	146,000	0	0	0	0	0	0 LAKEVILLE	AQ2
2011		PED/BIKE	19-623-28	EN ON THE CEDAR AVE TRANSITWAY FROM 181ST IN LAKEVILLE TO 138TH IN APPLE VALLEY-LIGHTING, LANDSCAPING, OTHER IMENITIES(AC PROJECT, PAYBACK IN 2013)	3,020,000	0	0	1,020,000	0	2,000,000	DAKOTA COUNTY	O6
2011		PED/BIKE	27-090-22	BT **MN242**FRANCE AVE TO MISSISSIPPI RIVER-RAILING & RETAINING WALL ALONG MIDTOWN GREENWAY CORRIDOR(2006 APPROPRIATIONS ACT)	951,852	0	951,852	0	0	0	0 HENNEPIN COUNTY	AQ2
2011		PED/BIKE	27-091-01	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-LOWRY AVENUE STREETSCAPE IMPROVEMENTS	108,400	0	0	0	0	0	0 HENNEPIN COUNTY	AQ2
2011		PED/BIKE	82-090-02	EN OVER WASHINGTON CO RD 83(11TH AVE SW), FOREST LAKE-CONSTRUCT MULTI-MODAL BR FOR HARDWOOD CREEK REG TRAIL, ETC	926,500	741,200	0	0	0	185,300	WASHINGTON COUNTY	AQ2
2011		PED/BIKE	91-090-47	EN PINE BEND BLUFFS TRAILHEAD TO 117TH ST, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	1,179,140	943,312	0	0	0	235,828	DAKOTA COUNTY	O9
2011		PED/BIKE	91-090-48	EN CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS-CONSTRUCT MISS RIVER REGIONAL PED/BIKE TRAIL	606,000	484,800	0	0	0	121,200	DAKOTA COUNTY	O9
2011		PED/BIKE	91-090-49	EN BELTLINE BLVD, ST LOUIS PARK-CONSTRUCT BRIDGE ON HOPKINS TO MIDTOWN GREENWAY REGIONAL LRT TRAIL	1,284,000	1,027,200	0	0	0	256,800	THREE RIVERS PARK DISTRICT	O9
2011		PED/BIKE	91-090-50	BT **MN181**BIKE TR/BRIDGE OVER RR & WARNER RD, BRUCE VENTO REGIONAL TRAIL TO MISS RIVER CORR TRAIL, ST PAUL-CONSTRUCTION	999,850	0	799,880	0	0	199,970	SAINT PAUL	AQ2

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2011		PED/BIKE	91-090-56	EN CHEROKEE REGIONAL PARK-CONSTRUCT PED/BIKE TRAIL, OVERLOOKS, ETC ALONG S BLUFF OF MISS RIVER	2,640,000	1,090,000	0	0	0	1,550,000	SAINT PAUL PARKS & REC	AQ2
2011		PED/BIKE	91-090-59	EN MISS RIVER REG TR, 117TH ST TO SPRING LK REG PARK, ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, ETC	1,592,763	1,090,000	0	0	0	502,763	DAKOTA COUNTY	AQ2
2011		PED/BIKE	91-090-60	EN ALONG LOWER AFTON RD, MCKNIGHT RD TO PT DOUGLAS RD, ST PAUL-CONSTRUCT PAVED PED/BIKE TRAIL	981,000	784,800	0	0	0	196,200	RAMSEY COUNTY PARKS	AQ2
2011		PED/BIKE	91-090-63	EN CAHILL AVE TO PINE BEND BLUFFS TRAILHEAD, INVER GROVE HTS-PURCHASE RW	60,000	48,000	0	0	0	12,000	DAKOTA COUNTY	O9
2011	RR		27-00290	SR N NATHAN LN, MSAS 160, PLYMOUTH, HENNEPIN CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR		27-00291	SR XERXES AVE S, MSAS 409, BLOOMINGTON-INSTALL CANTILEVERS/GATES	299,750	269,775	0	0	0	29,975	MN/DOT	S8
2011	RR		6227-71	SR UP ON TH 120 S OF LARPENTEUR IN MAPLEWOOD/OAKDALE-REPLACE GATES	325,026	292,523	0	0	32,503	0	MN/DOT	S1
2011	RR		70-00121	SR SYNDICATE ST, MSAS 105, JORDAN, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	RR		70-00122	SR VALLEY VIEW DR, TWP 87, JORDAN (0.25 MI N), SAND CREEK TWP, SCOTT CO-INSTALL GATES	272,500	245,250	0	0	0	27,250	MN/DOT	S8
2011	TH 10		0215-63	SH NB EXIT TO SB FOLEY BLVD, COON RAPIDS-REMOVE FREE RIGHT, ADD DUAL RIGHT TURN LANES, REVISE SIGNAL, ETC	455,000	409,500	0	0	45,500	0	MN/DOT	E1
2011	TH 10		0215-64	SC 7TH AVE RAMPS, ANOKA-REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2011	TH 10		103-010-16	PL **MN196**US 10 CORRIDOR IMPROVEMENTS, CITY OF ANOKA - PE	899,900	0	719,920	0	0	179,980	ANOKA COUNTY	O4
2011	TH 10		6205-37	RS I35W TO I694, ARDEN HILLS & MOUNDS VIEW - MILL & OVERLAY, DRAINAGE, ETC	2,840,000	2,272,000	0	0	568,000	0	MN/DOT	S10

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2011	TH 100	TH 100	2734-44	SC W 50TH ST, EDINA TO TH 55, GOLDEN VALLEY-REPLACE SIGNING	450,000	360,000	0	0	90,000	0	MN/DOT	O7
2011	TH 100	TH 100	2755-83	SH HENNEPIN CSAH 152 TO I-694,BROOKLYN CENTER-UPGRADE LIGHTING, PARTIAL TO CONTINUOUS	300,000	270,000	0	0	30,000	0	MN/DOT	S18
2011	TH 120	TH 120	6227-65	SH CENTURY COLLEGE ENTRANCE, WHITE BEAR LAKE/MAHTOMEDI-REBUILD	250,000	225,000	0	0	25,000	0	MN/DOT	E2
2011	TH 13	TH 13	1901-154	RS 0.2 MI S OF I-494 TO I-494, EAGAN-BITUMINOUS OVERLAY, GUARDRAIL, DRAINAGE	300,000	0	0	0	300,000	0	MN/DOT	S10
2011	TH 13	TH 13	1901-164	AM S FRONTAGE ROAD FROM VALLEY DRIVE TO WOODHILL ROAD IN BURNSVILLE-NOISEWALL AND ACCESS CLOSURES	594,000	0	0	0	594,000	0	MNDOT	O3
2011	TH 13	TH 13	211-010-07	RC VERNON AVE TO LYNN AVE, SAVAGE-ACCESS CLOSURES & IMPROVEMENTS, BUS SHOULDERS, ETC	6,250,000	3,937,500	0	0	0	2,312,500	SAVAGE	E1
2011	TH 13	TH 13	7001-103	RC TH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-ASSOCIATED TO SP 70-596-03)	1,772,531	710,025	0	0	1,062,506	0	MN/DOT	A10
2011	TH 13	TH 13	7001-103ES	RC \$\$\$ETH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT INCLUDING TH 13 OVERPASS-BR 70003-(2012 SC FUNDS-ASSOCIATED TO SP 70-596-03)	4,212,469	0	0	0	0	0	MN/DOT	A15
2011	TH 13	TH 13	70-596-03	RC TH 169 TO 0.2 MI E OF LOUISIANA AVE IN SAVAGE-RECONSTRUCT TH 13/101 INCLUDING BR 70003 FOR EB 101 TRAFFIC, ETC (ASSOCIATED TO 7001-103)	9,640,000	7,680,000	0	0	0	1,960,000	SCOTT COUNTY	A10
2011	TH 156	TH 156	1912-56	SC GRAND AVE, SOUTH ST PAUL-REBUILD TRAFFIC SIGNAL	200,000	0	0	0	100,000	100,000	MN/DOT	E2

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2011	TH 169	TH 169	2750-73	SC FROM APPROX. 1000' N OF 63RD AVE IN NEW HOPE TO APPROX 1000' N OF 77TH AVE (HENNEPIN CSAH 130) IN BROOKLYN PARK-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT	223,000	0	0	0	22,300	200,700	MN/DOT	S9
2011	TH 169	TH 169	2772-89	NO EAST SIDE OF TH169 FROM ROCKFORD ROAD (HENNEPIN CSAH 9) TO 36TH AVE N IN NEW HOPE-NOISEWALL, DRAINAGE (\$31K WRE; \$1.195 NOISE)	1,358,000	0	0	0	1,225,000	133,000	MN/DOT	S9
2011	TH 169	TH 169	2772-93	MC AT BREN ROAD IN MINNETONKA AND EDINA - RECONSTRUCTION OF INTERCHANGE INCLUDING BRIDGE 27B69(REPLACES 27566), ETC(DEST INNOVATION	19,650,000	0	0	0	7,650,000	12,000,000	MINNETONKA	E3
2011	7	TH 169	2776-03	MC HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PROJECT, PAYBACKS IN 2012, 2013, 2014)	157,000,000	48,000,000	0	49,000,000	3,000,000	57,000,000	MN/DOT	A10
2011	7	TH 169	2776-03A	MC HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN (2009 APPROPRIATIONS ACT-TCSP)	593,750	0	0	0	118,750	0	MN/DOT	A15
2011	7	TH 169	2776-03B	MC **MN265**TH 169/I494 INTERCHANGE CONSTRUCTION, MN (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A15
2011	7	TH 169	2776-03RW10	RW I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	5,000,000	4,000,000	0	0	1,000,000	0	MNDOT	E3
2011	TH 169	TH 169	7008-45AC2	MC SCOTT CO RD 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BR 70043 & 70044-NEW INTERCHANGE, ETC(AC PAYBACK 2 OF 2 & OTHER-DEBT MGMT)	10,001,000	1,751,000	0	0	0	8,250,000	MN/DOT	O4
2011	TH 169	TH 169	7008-54	MC SCOTT CO RD 64, BELLE PLAINE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2011	TH 169	TH 169	7009-70	AM AT 173RD ST IN SAND CREEK TOWNSHIP-ACCESS CLOSURES AND BACKAGE ROAD IMPROVEMENTS	594,000	0	0	0	594,000	0	MNDOT	E1

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2011	8	TH 212	1013-79B	PL NORWOOD YOUNG AMERICA TO CHASKA-US HIGHWAY 212 EXPANSION(2008 APPROP ACT-TCSP)	755,911	0	604,729	0	151,182	0	MNDOT	O2
2011		TH 212	1017-100	RB AT CARVER CSAH 11 INTERCHANGE IN CHASKA-LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2011		TH 25	7003-12	RD **ELLA**E FOREST ST TO UP RR, BELLE PLAINE-EROSION REPAIR, RETAINING WALL, ETC (\$192K BARC)	339,910	0	0	0	339,910	0	MN/DOT	S9
2011		TH 284	1014-19	AM FROM 10TH ST TO TH 5 IN WACONIA- CHANNELIZATION AND SIGNAL REPLACEMENT (\$594K AM, \$225K TRAFFIC)	1,085,000	0	0	0	819,000	266,000	MNDOT	E2
2011		TH 36	6212-159	SC HAMLINE AVE/COMMERCE ST, ROSEVILLE-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	31,250	218,750	MN/DOT	E2
2011	4	TH 36	8214-114MIT11	BR OVER ST CROIX RIVER NEAR STILLWATER-ENDOWMENT FUND-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,500,000	0	0	0	0	1,500,000	MN/DOT	A20
2011	4	TH 36	8214-114Q	BR RELOCATION OF HISTORIC SHODDY MILL AND WAREHOUSE FROM OAK PARK HEIGHTS TO STILLWATER-MITIGATION ITEM FOR REPLACEMENT OF RIVER BRIDGE 4654	755,000	0	0	0	0	755,000	MN/DOT	A20
2011		TH 36	82-596-03	MC LAKE ELMO AVE (WASHINGTON CSAH 17), LAKE ELMO-CONSTRUCT OVERPASS, N & S FRONTAGE ROADS, ETC	4,239,340	3,391,472	0	0	0	847,868	WASHINGTON COUNTY	NC
2011		TH 41	1008-65	SC 4TH ST, CHASKA-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2011		TH 47	0205-98	RD FROM 44TH AVE IN COLUMBIA HTS TO 85TH AVENUE IN BLAINE - ADA IMPROVE AT 12 INTERSECTIONS	567,037	0	0	0	567,037	0	MNDOT	AQ2
2011		TH 50	1923-11	RD **ELLA**INTERSECTION WITH TH 20, DOUGLAS TWP-REPAIR PIPE & VAULT	219,234	0	0	0	219,234	0	MN/DOT	S7

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	TH 51	164-010-62	EN	**MN253**SNELLING AVE PEDESTRIAN MEDIAN, ST PAUL- IMPROVE PEDESTRIAN SAFETY (2009 APPROPRIATIONS ACT- STP)	475,000	0	475,000	0	0	0	0 SAINT PAUL	O1
2011	TH 51	6215-95	AM	FROM LEXINGTON PKWY/W 7TH ST TO MARSHALL AVE IN ST PAUL-INSTALL ACCESSIBLE PEDESTRIAN SIGNALS (APS) AND PEDESTRIAN RAMPS AT SELECTED LOCATIONS	257,000	0	0	0	257,000	0	MNDOT	E2
2011	TH 52	1906-58	RB	0.4 MI S OF DAKOTA CSAH 46 TO 0.3 MI N OF DAKOTA CSAH 46; COATES - LANDSCAPING	55,320	0	0	0	55,320	0	MNDOT	O6
2011	TH 52	1928-55	BI	LOCATIONS I-494, INVER GROVE HTS. TO BELVEDERE ST, ST PAUL-DECK REPAIR ON BR 19015, 19016, 19018, 19019, 19020, 19021, 19855, 19856 & 62044	2,300,000	1,840,000	0	0	460,000	0	MN/DOT	S19
2011	TH 52	1928-59	SC	FROM N JCT TH55 IN INVER GROVE HEIGHTS TO WENTWORTH AVE IN S ST. PAUL-INSTALL CABLE MEDIAN BARRIER (OTHER FUNDS ARE DPS SECT 164)	668,000	0	0	0	66,800	601,200	MN/DOT	S9
2011	TH 52	6244-30	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE), REPAIR/MODIFY BRS 62027,62881,62875,62876; APPROACHES & RAMP MODIFICATIONS(AC PROJECT- PAYBACKS IN 2012, 2013, &	186,060,000	39,848,000	0	49,000,000	212,000	97,000,000	MN/DOT	S19
2011	TH 52	6244-30RW2	RW	PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE BRIDGE	4,000,000	0	0	0	4,000,000	0	MNDOT	O4
2011	TH 52	6244-36	BI	OVER EATON/UP RR & OVER CONCORD ST IN ST PAUL- REDECK & PAINT BR 62026, DECK REPAIR & PAINT BR 62045; UNDER PED BRS NEAR LEWIS ST & AT WINIFRED-PAINT BRS 19025 & 62023; GUARDRAIL, ETC	6,790,000	5,432,000	0	0	1,358,000	0	MN/DOT	S19
2011	TH 55	27-030-14	PL	**MN120**ENVIRONMENTAL STUDIES & RW ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	600,000	0	480,000	0	0	120,000	HENNEPIN COUNTY	O4

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2011	TH 61	6221-43	AM	AT INTERSECTION OF ARCADE STREET AND MINNEHAHA AVE IN ST. PAUL-SIGNAL RECONSTRUCTION	121,338	0	0	0	121,338	0	MNDOT	E2
2011	TH 61	6222-159	SC	BEAM AVE. MAPLEWOOD-REBUILD TRAFFIC SIGNAL(DEBT MANAGEMENT)	122,594	0	0	0	122,594	0	MN/DOT	E2
2011	TH 61	8205-131	AM	AT TH61/TH95WEST FRONTAGE ROAD IN COTTAGE GROVE-RECONSTRUCT INTERSECTION, SIGNAL REVISION	594,000	0	0	0	594,000	0	MNDOT	E1
2011	TH 610	0217-24	TM	FROM TH169 IN BROOKLYN PARK TO TH10 IN COON RAPIDS-EXPAND FIBER OPTIC	500,000	0	0	0	500,000	0	MN/DOT	S7
2011	TH 610	2771-37D	MC	**MN254**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-ROADWAY IMPROVEMENTS (2009 APPROPRIATIONS ACT-STP)	1,520,000	0	1,520,000	0	0	0	MN/DOT	A15
2011	TH 62	2775-14	SC	TH 77, MPLS-REPLACE LIGHTING SYSTEM	435,000	0	0	0	435,000	0	MN/DOT	S18
2011	TH 62	2775-18	BI	**ELLA**UNDER PORTLAND AVE, RICHFIELD-REPLACE DECK ON BR 7269 (was SP 2775-	885,923	0	0	0	885,923	0	MN/DOT	S19
2011	TH 65	0208-144	AM	FROM 215TH AVE TO 221ST AVE IN EAST BETHEL-ACCESS CLOSURES AND CONSTRUCT EAST FRONTAGE ROAD	594,000	0	0	0	594,000	0	MNDOT	E1
2011	TH 7	2706-217	SC	BAKER RD & LAKE ST EXT, MINNETONKA-REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MN/DOT	S18
2011	TH 77	1925-43	SC	DIFFLEY RD, EAGAN-REBUILD TRAFFIC SIGNAL	400,000	0	0	0	200,000	200,000	MN/DOT	E2
2011	TH 77	2758-67	SC	**ELLA**N OF OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON TO TH 62, RICHFIELD-REPLACE SIGNING	269,132	0	0	0	269,132	0	MN/DOT	O7
2011	TH 77	2758-69	BI	UNDER OLD SHAKOPEE RD(HENNEPIN CSAH 1), BLOOMINGTON-REPAIR DECK ON BR 27062	520,000	0	0	0	520,000	0	MN/DOT	S19
2011	TH 97	8201-17	AM	AT HORNSBY ST IN COLUMBUS-REALIGN TO INTERSECT TH 97 AT GREATER DISTANCE FROM TH 35 EAST RAMPS	594,000	0	0	0	594,000	0	MNDOT	E1

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2011	TH	999	2700-54	TM INTEGRATED CORRIDOR SIGNAL COORDINATION, I-394 CORRIDOR INCLUDING THE 55, TH 7, ETC. DEPLOYMENT OF TRANSIT SIGNAL PRIORITY, CCTV CAMERAS & VARIABLE MESSAGE SIGNS	2,405,852	1,924,681	0	0	481,171	0	MN/DOT	S7
2011	TH	999	880M-AM-11	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2011	57,000	0	0	0	57,000	0	MN/DOT	NC
2011	TH	999	880M-BI-11	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2011	1,300,000	0	0	0	1,300,000	0	MN/DOT	NC
2011	TH	999	880M-CA-11	CA METRO SETASIDE - CONSULTANT DESIGN -2011	7,500,000	0	0	0	7,500,000	0	MN/DOT	NC
2011	TH	999	880M-PM-11	PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2011	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2011	TH	999	880M-RB-11	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2011	100,000	0	0	0	100,000	0	MN/DOT	NC
2011	TH	999	880M-RW-11	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2011	14,500,000	0	0	0	14,500,000	0	MN/DOT	NC
2011	TH	999	880M-RX-11	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2011	4,410,000	0	0	0	4,410,000	0	MN/DOT	NC
2011	TH	999	880M-SA-11	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2011	15,500,000	0	0	0	15,500,000	0	MN/DOT	NC
2011	TH	999	880M-SC-11	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2011	1,150,000	0	0	0	1,150,000	0	MN/DOT	NC
2011	TH	999	880M-TM-11	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS/PRESERVATION PROJECTS FOR METRO PROJECTS IN FY 2011	755,000	0	0	0	755,000	0	MN/DOT	NC
2011	TH	999	8825-239	SC ONE QUADRANT METROWIDE-RELAMP LIGHTING SYSTEM	400,000	0	0	0	400,000	0	MN/DOT	S18
2011	TH	999	8825-304	SC METROWIDE-REPLACE POPULATION SIGNS	200,000	0	0	0	200,000	0	MN/DOT	O7
2011	TH	999	8825-315	TM METROWIDE-REPLACE QUEUE AND MAINLINE LOOP DETECTORS	150,000	0	0	0	150,000	0	MN/DOT	NC

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2011	TH	999	8825-373	SC ON TH 5 AND TH 212 IN CARVER CO, TH 55 IN HENN CO, AND TH 61 IN WASH CO- SIGNING AND STRIPING IMPROVEMENTS(GAP PROJECT-	975,000	0	0	0	0	975,000	MNDOT	S11
2011	TH	999	8825-386	SC METROWIDE-OVERHEAD SIGN REPAIR AND REPLACEMENT	350,000	0	0	0	350,000	0	MNDOT	O7
2011	TH	999	TRLF-RW-11	RW REPAYMENT IN FY 2011 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,964,622	0	0	0	2,964,622	0	MN/DOT	NC
2011	TH	169	142-010-16	MC AT BREN ROAD IN MINNETONKA AND EDINA - RECONSTRUCTION OF INTERCHANGE INCLUDING BRIDGE 27B69(REPLACES	12,000,000	0	0	0	0	12,000,000	MINNETONKA	E3
2012	CITY		141-454-01	BR COLUMBIA AVE NE TO TH 47 ACCESS RAMP-REPLACE BR 90664 OVER BNSF NORTHTOWN YARD & APPROACHES	12,208,000	8,960,000	0	0	0	3,248,000	MINNEAPOLIS	S19
2012	CITY		164-158-20	BR 300 FT W OF TO 300 FT E OF MARKET ST, ST PAUL-REPLACE KELLOGG ST BR 92798 OVER RAVINE & APPROACHES	2,447,200	1,400,000	0	0	0	1,047,200	SAINT PAUL	S19
2012	CMAQ		141-080-44AC	TM OPERATION & MAINTENANCE OF TRAF MGMT CTR- ADDITIONAL PERSONNEL FOR OPERATIONS & MAINT OF ITS, MPLS(AC PAYBACK 1 OF 1)	250,000	250,000	0	0	0	0	MINNEAPOLIS	NC
2012	CMAQ		141-080-50	TM TRAF MGMT CTR & ITS UPGRADES-PHASE 3B, REPLACE ELECTROMECHANICAL CONTROLLERS AT INTERSECTIONS, INSTALLATION OF CCTV CAMERAS & VIDEO SHARING SOFTWARE	3,250,000	2,400,000	0	0	0	850,000	MINNEAPOLIS	S7
2012	CMAQ		TDM-2012	TM TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ1

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2012	CMAQ	TR	TRS-TCMT-12A	PURCHASE 16 BUSES FOR EXPANSION OF REGIONAL TRANSIT FLEET FOR EXPRESS SERVICE	8,400,000	6,720,000	0	0	0	1,680,000	MET COUNCIL - MTS	T10
2012	CMAQ	TR	TRS-TCMT-12B	NE QUADRANT OF 610 & NOBLES PKWY, BROOKLYN PARK-CONSTRUCT 1000 STRUCTURED STALL PARK & RIDE FACILITY	14,560,000	7,840,000	0	0	0	6,720,000	MET COUNCIL -MT	E6
2012	CR 10	TR	90-610-01	NE QUADRANT OF TH 212 & CO RD 10, CHASKA-ACQUIRE RW & CONSTRUCT 450 STRUCTURED STALL PARK & RIDE FACILITY	9,785,978	7,828,782	0	0	0	1,957,196	SOUTHWEST TRANSIT	E6
2012	CSAH 10	SH	146-020-11	RAMSEY CSAH 10 & RAMSEY CO RD H, MOUNDS VIEW- REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	700,000	630,000	0	0	0	70,000	MOUNDS VIEW	E1
2012	CSAH 10	RC	189-020-20AC	VICKSBURG LN TO PEONY LN, MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED RDWY, TRAILS, ETC(AC PAYBACK 1 OF 1)	3,920,000	3,920,000	0	0	0	0	MAPLE GROVE	A15
2012	CSAH 116	RC	02-716-12	ANOKA CSAH 7 TO 38TH AVE, ANOKA & ANDOVER- RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC	5,885,600	4,708,480	0	0	0	1,177,120	ANOKA COUNTY	A10
2012	CSAH 17	RC	02-617-18	ANOKA CSAH 14 (MAIN ST), BLAINE TO 1,000 FT N OF ANOKA CSAH 116(BUNKER LAKE BLVD), HAM LAKE- RECONSTRUCT TO 6-LANE DIVIDED RDWY, BLAINE & A 4-LANE DIVIDED RDWY, HAM LAKE INCLUDING PED/BIKE FACILITIES	12,000,000	5,837,920	0	0	0	6,162,080	ANOKA COUNTY	A15
2012	CSAH 23	RC	19-623-24AC	DAKOTA CSAH 42 TO N OF 138TH ST, APPLE VALLEY- RECONSTRUCT, WIDENING, SHOULDERS FOR BRT, ETC(AC PAYBACK 1 OF 1)	7,840,000	7,840,000	0	0	0	0	DAKOTA COUNTY	S4
2012	CSAH 3	RW	27-603-49	***MN061**LAKE ST ACCESS TO I-35W, MPLS-PURCHASE RW(2003 APPROPRIATIONS ACT)	4,000,000	0	4,000,000	0	0	0	HENNEPIN COUNTY	O4

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2012	CSAH 3	CSAH 3	27-603-52	PL **MN061**LAKE ST ACCESS TO I-35W, MPLS-PRELIMINARY ENGINEERING(2001 APPROPRIATIONS ACT)	1,050,000	0	840,000	0	0	210,000	HENNEPIN COUNTY	O2
2012	CSAH 68	CSAH 68	70-668-02AC	SH SCOTT CSAH 68 AT SCOTT CSAH 91, CREDIT RIVER TWP-CONSTRUCT ROUNDABOUT(AC PAYBACK 1 OF 1)	705,600	705,600	0	0	0	0	0 SCOTT COUNTY	E1
2012	CSAH 7	CSAH 7	02-607-19	SH ANOKA CSAH 7(7TH AVE) & ANOKA CSAH 14(MAIN ST), ANOKA-REPLACE TRAFFIC SIGNAL, TURN LANES, ETC	1,680,000	1,512,000	0	0	0	168,000	ANOKA COUNTY	E1
2012	CSAH 81	CSAH 81	27-681-29	RC N OF HENNEPIN CSAH 10, CRYSTAL TO N OF 63RD AVE N, BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY, ETC	10,080,000	7,840,000	0	0	0	2,240,000	HENNEPIN COUNTY	A10
2012	EN	EN	141-080-42	EN HENN AVE TO CEDAR AVE, MPLS-REHABILITATE/PRESERVE HISTORIC BRS WHICH ARE OVER MIDTOWN GREENWAY	1,400,000	1,120,000	0	0	0	280,000	MINNEAPOLIS	O9
2012	EN	EN	91-070-15	EN INTERPRETIVE SITE OF PEDESTRIAN BR L-5853 OVER FORMER COMO/HARRIET STREETCAR LINE, COMO PARK	1,214,080	719,488	0	0	0	494,592	ST PAUL PARK/REC	O9
2012	I 35	I 35	1980-68AC1	RC DAKOTA CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 1 OF 2)	2,500,000	2,500,000	0	0	0	0	0 MN/DOT	A10
2012	I 35E	I 35E	1982-148	SC TH 110 E & W RAMPS, MENDOTA HEIGHTS-REBUILD TRAFFIC SIGNAL	300,000	0	0	0	0	300,000	0 MN/DOT	E2
2012	I 35E	I 35E	1982-150	RS 0.2 MI S OF DAKOTA CSAH 26(LONE OAK RD), EAGAN TO W 7TH ST IN ST PAUL- 4" MILL & OVERLAY, DRAINAGE, GUARDRAIL	7,300,000	0	0	0	0	7,300,000	0 MN/DOT	S10
2012 3	I 35E	I 35E	2782-294	RB I-35W/TH 62 COMMONS AREA (BR 27932 TO BR 27940) - CROSSTOWN LANDSCAPING, PHASE I	300,000	0	0	0	0	300,000	0 MNDOT	O6

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2012	1	I 35E	6280-308	BR I94 THRU MARYLAND AVE IN ST PAUL-RECONSTRUCT INCLUDING NEW CAYUGA BRIDGE AND OTHER VARIOUS BRIDGES	162,000,000	60,000,000	0	0	0	102,000,000	MN/DOT	A20
2012	1	I 35E	6280-308RW	RW **MN171**I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION	3,149,651	0	2,519,721	0	629,930	0	MN/DOT	O4
2012	1	I 35E	6280-308S1	RW **MN209**I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION	5,624,375	0	4,499,500	0	1,124,875	0	MN/DOT	O4
2012	1	I 35E	6280-308S2	RW **MN233**I-94 TO MARYLAND AVE, ST PAUL-RW & RECONSTRUCTION	3,374,625	0	2,699,700	0	674,925	0	MN/DOT	O4
2012		I 35E	6280-347	SC MARYLAND AVE TO ROSELAWN AVE, ST PAUL-REPLACE LIGHTING	430,000	0	0	0	430,000	0	MN/DOT	S18
2012	2	I 35E	6280-354	RB RAMSEY CO RD E TO EDGERTON RD & ON I694, TH 61 TO EDGERTON RD (UNWEAVE THE WEAVE) - LANDSCAPING	337,500	0	0	0	337,500	0	MNDOT	O6
2012	2	I 35E	6280-355	RB EDGERTON RD TO LITTLE CANADA RD & I694, EDGERTON RD TO RICE ST (UNWEAVE THE WEAVE) - LANDSCAPING	337,500	0	0	0	337,500	0	MNDOT	O6
2012		I 35W	2782-300	RD BLACKDOG RD TO 90TH ST IN BLOOMINGTON-REPLACE CULVERTS, ETC	295,000	0	0	0	295,000	0	MN/DOT	NC
2012		I 35W	2783-128	RS NB, UNDER HENN AVE TO STINSON BLVD EXIT RAMP, MPLS - INSTALL DRAINAGE SYSTEM, NB SHOULDER/DITCH	765,000	688,500	0	0	76,500	0	MN/DOT	NC
2012		I 35W	6284-144	SC RAMSEY CO RD D RAMP TERMINI, ROSEVILLE-REBUILD TRAFFIC SIGNALS	450,000	0	0	0	202,500	247,500	MN/DOT	E2
2012		I 35W	6284-145	RS TH 888A(OLD TH 8), RAMSEY CO RD D TO I-35W-BITUMINOUS OVERLAY	560,000	0	0	0	560,000	0	MN/DOT	S10
2012		I 35W	6284-159	BR UNDER S JCT TH 10, ARDEN HILLS-REPLACE BR 9585 & 9586 & APPROACHES	8,355,000	0	0	0	8,355,000	0	MN/DOT	S19
2012	9	I 494	8285-84	RB E & W OF MISSISSIPPI RIVER, NEWPORT & S ST PAUL- LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6

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2012	I 494		8285-92	SC MAXWELL AVE(WASHINGTON CSAH 38) RAMPS-TRAFFIC SIGNAL INSTALLATION	320,000	0	0	0	105,600	214,400	MN/DOT	E2
2012	I 694		6285-135	RC **ELLA**AT INTERCHANGE OF I694/TH51/TH10 & ON I694 AT ISLAND LAKE CHANNEL- RECONSTRUCT INTERCHANGE INCLUDING GRADING, SURFACING & REPLACING 7 BRIDGES WITH 6 NEW BRIDGES AND REPLACING 2 BRIDGES OVER ISLAND LAKE CHANNEL, ETC (LOW COST-HIGH BENEFIT PROJECT)	43,945,000	26,945,000	0	0	0	17,000,000	MN/DOT	S6
2012	I 94		6282-190	NO PRIOR AVE TO FAIRVIEW AVE, ST PAUL-NOISE WALL CONSTRUCTION ON SOUTH SIDE	970,000	0	0	0	680,000	290,000	MN/DOT	O3
2012	I 94		6282-193	SC JOHN IRELAND BLVD, ST PAUL TO WASHINGTON CSAH 13(RADIO DR), WOODBURY- REPLACE SIGNING	500,000	0	0	0	500,000	0	MN/DOT	O7
2012	MSAS 165		141-165-30	SH CHICAGO AVE, MPLS, 33RD ST TO 54TH ST(EXCLUDING 46TH & 48TH)-INSTALL OVERHEAD SIGNAL INDICATIONS AT 9 LOCATIONS	554,400	498,960	0	0	0	55,440	MINNEAPOLIS	S7
2012	PED/BIKE		10-090-02	EN MAYER TO CARVER/MCLEOD CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE	1,478,400	1,120,000	0	0	0	358,400	CARVER COUNTY	AQ2
2012	PED/BIKE		164-020-109	EN RAYMOND AVE, UNIVERSITY AVE TO HAMPDEN ST, ST PAUL- PEDESTRIAN STREETSCAPE IMPROVEMENTS, ETC	1,612,800	1,075,200	0	0	0	537,600	SAINT PAUL	AQ2
2012	PED/BIKE		164-090-12	BT MDTOWN GREENWAY-ST PAUL, PHASE 2 FROM CP RR CORR, PRIOR AVE TO CP RR CORR AT AYD MILL TRAIL, ST PAUL-RW ACQUISITION, CONSTRUCT PED/BIKE TRAIL, ETC	7,700,000	6,160,000	0	0	0	1,540,000	SAINT PAUL	AQ2
2012	PED/BIKE		91-090-57	EN MISS RIVER REG TR, SCHARRS BLUFF TO MISS RIVER, SPRING LK RARK RESERVE, NININGER TWP-CONSTRUCT PED/BIKE TR & TRAILHEAD FACILITY, ETC	1,290,240	1,032,192	0	0	0	258,048	DAKOTA COUNTY	AQ2

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2012	PED	BIKE	91-090-58	EN TH 110 TO GARLOUGH ELEMENTARY, WEST ST PAUL- CONSTRUCT N URBAN REG TR INCLUDING UNDERPASS	992,600	794,080	0	0	0	198,520	DAKOTA COUNTY	AQ2
2012	RR		27-00293	SR 14TH AVE NE, MUN 283, MPLS- INSTALL GATES(MULTI -TRACK)	336,000	302,400	0	0	0	33,600	MN/DOT	S8
2012	RR		27-00294	SR 39TH & ½ AVE, ROBBINSDALE, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00295	SR W 92ND ST, MUN 527, BLOOMINGTON-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00296	SR LAKE ST, MSAS 281, ST LOUIS PARK, HENNEPIN CO-INSTALL GATES & ONE SET OF FLASHERS	308,000	277,200	0	0	0	30,800	MN/DOT	S8
2012	RR		27-00297	SR 26TH AVE N, MSAS 301, MPLS, HENNEPIN CO-INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00298	SR 17TH AVE N, MSAS 310, MPLS- INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00299	SR ALABAMA AVE, MSAS 305, ST LOUIS PARK, HENNEPIN CO- INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	RR		27-00300	SR 22ND AVE N, MSAS 311, MPLS- INSTALL GATES	280,000	252,000	0	0	0	28,000	MN/DOT	S8
2012	TH	10	0202-91	SC THURSTON AVE, ANOKA TO I-35W, MOUNDS VIEW-REPLACE SIGNING	450,000	0	0	0	450,000	0	MN/DOT	O7
2012	TH	110	1918-102	RS 0.2 MI W OF I-35E TO 0.2 MI E OF I-35E, MENDOTA HTS- MAINLINE CONC REHAB, BIT MILL & OVERLAY RAMPS & SHOULDERS, DECK REPAIR ON BR 9537 & 9538, DRAINAGE, GUARDRAIL, ETC	1,140,000	0	0	0	1,140,000	0	MN/DOT	S10
2012	TH	12	2713-88	SC HENNEPIN CSAH 83 TO BOUNDARY AVE, MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC(\$1.5M-ACCESS MGMT PROJECT-"OLD" ACCESS MGMT DOLLARS)	1,500,000	0	0	0	1,500,000	0	MN/DOT	S16
2012	TH	120	6227-57	SC I-94 TO CONWAY AVE, MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC(INCLUDES \$1.53M ACCESS MANAGEMENT FUNDS)	2,530,000	1,044,320	0	0	1,485,680	0	MN/DOT	E1

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2012	TH 120	6227-67	SC	3M RD, MAPLEWOOD-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2012	TH 13	1902-53	RD	0.15 MI N OF TO 0.15 M S OF 2ND ST IN MENDOTA- CLEANLINE & REPLACE CULVERTS, DRAIN TILE, POND, DITCHES, ETC	1,875,000	0	0	0	1,875,000	0	MN/DOT	NC
2012	TH 156	1912-57	SC	WENTWORTH AVE, SOUTH ST PAUL-REPLACE TRAFFIC SIGNAL	200,000	0	0	0	134,000	66,000	MN/DOT	E2
2012	TH 169	2750-71	RB	HENNEPIN CSAH 81 & HENNEPIN CSAH 109, BROOKLYN PARK (TRIANGLE PROJECT) - LANDSCAPING	150,000	0	0	0	150,000	0	MNDOT	O6
2012	TH 169	2772-83	SC	22ND ST TO 23RD ST, ST LOUIS PARK-CLOSE ENTRANCE/EXIT TO TH 169 & CONSTRUCT NOISE WALL	555,000	0	0	0	555,000	0	MN/DOT	O3
2012	TH 169	2776-03AC1	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 1 OF 3)	15,000,000	15,000,000	0	0	0	0	MN/DOT	A10
2012	TH 169	2776-03RW11	RW	I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	3,000,000	2,400,000	0	0	600,000	0	MNDOT	O4
2012	TH 169	7009-67	RD	NEAR OLD SCOTT CO RD 63(LYNVILLE DR), SAND CREEK TWP-RECONSTRUCT DRAINAGE DITCH	45,000	0	0	0	45,000	0	MN/DOT	NC
2012	TH 20	1903-07	SC	**ELLA**TH 19, CANNON FALLS TO TH 50, DOUGLAS TWP- REPLACE SIGNING	200,000	0	0	0	200,000	0	MN/DOT	O7
2012	TH 212	1013-79A	PL	**MN163**NORWOOD YOUNG AMERICA TO CARVER CO RD 147, CARVER-PRELIMINARY ENGINEERING, RW ACQUISITION, ACCESS MGMT, AND CONSTRUCTION OF EXPANDED RDWY	899,901	0	719,921	0	179,980	0	MNDOT	O2
2012	TH 3	1921-87	RD	194TH ST, EMPIRE TWP TO CPRR BRIDGE 19086 IN ROSEMOUNT-REPLACE OR REPAIR CULVERTS, ETC	215,000	0	0	0	215,000	0	MN/DOT	NC
2012	TH 36	6211-88	RB	WHITE BEAR AVE, MAPLEWOOD TO TH 120, NORTH ST PAUL - LANDSCAPING	100,000	0	0	0	100,000	0	MNDOT	O6

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2012	TH 36	6212-167		BR	OVER KELLER LAKE, MAPLEWOOD-REPLACE BR 5715 & APPROACHES, GUARDRAIL, STORM SEWER, ETC	3,730,000	0	0	0	3,730,000	0	MN/DOT	S19
2012	TH 36	8204-55		MC	AT HILTON TRAIL IN PINE SPRINGS & GRANT-RECONSTRUCT TO A GRADE-SEPARATED INTERCHANGE, FRONTAGE RD, ETC	9,905,000	7,924,000	0	0	1,981,000	0	MN/DOT	A10
2012	4 TH 36	8214-114MIT12		BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	370,000	0	0	0	0	370,000	MN/DOT	A20
2012	4 TH 36	8214-144		PL	**MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	100,000	0	80,000	0	20,000	0	MNDOT	O1
2012	4 TH 36	8214-144L		PL	**MN126**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36/(WI) TH 64-PRE ENG & STUDY OF LONG TERM ALTERNATIVES IN MN (ORIGINALLY CUT/COVER	349,950	0	279,960	0	0	69,990	OAK PARK HEIGHTS	O1
2012	TH 47	0205-96		SC	37TH AVE NE, COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2012	TH 5	1002-89		RS	0.2 MI W OF CARVER CSAH 11 E JCT IN VICTORIA TO 0.1 MI E OF TH 41 IN CHANHASSEN - BITUMINOUS MILL & OVERLAY, ADD TURN LANES, ETC	4,760,000	3,680,000	0	0	920,000	160,000	MN/DOT	S10
2012	TH 51	6215-90		RS	PIERCE BUTLER, ST PAUL TO TH 36, ROSEVILLE-MAINLINE & RAMP CONCRETE REHABILITATION, M/O BITUMINOUS RAMPS, REPAIR/REPLACE PIPES, ETC(\$500,000 FROM BARC)	890,000	0	0	0	890,000	0	MN/DOT	S10
2012	TH 51	6215-91		RS	TH 5 TO DAYTON AVE IN ST PAUL-BITUMINOUS MILL & OVERLAY, ETC	2,050,000	0	0	0	2,050,000	0	MN/DOT	S10
2012	TH 51	6215-93		CA	**MN250**SNELLING AVE, UNIVERSITY AVE, ST PAUL-INTERSECTION REDESIGN(2008 APPROPRIATIONS ACT-STP)	490,000	0	0	0	0	0	MN/DOT	E1

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2012	TH 52	1906-55	SC	TH 50 TO DAKOTA CSAH 47, HAMPTON-CONSTRUCT FRONTAGE RD, ACCESS CLOSURES, ETC("OLD"ACCESS MANAGEMENT FUNDS(\$910K) & 2012 SC (\$60K)	970,000	0	0	0	970,000		MN/DOT	NC
2012	TH 52	1907-73	SC	INVER GROVE TR TO CONCORD BLVD, INVER GROVE HTS-CONSTRUCT W FRONTAGE RD	1,240,000	0	0	0	1,240,000	0	MN/DOT	NC
2012	5 TH 52	6244-30AC1	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) , APPROACHES & RAMP MODIFICATIONS(AC PAYBACK 1 OF 3)	18,000,000	18,000,000	0	0	0	0	MN/DOT	S19
2012	TH 55	1909-91	SC	N JCT TH 149(DODD RD), EAGAN-REPLACE TRAFFIC	250,000	0	0	0	187,500	62,500	MN/DOT	E2
2012	TH 55	2722-78	SC	PINTO DRIVE, MEDINA-CONSTRUCT BACKAGE RD, CLOSE ACCESSES, ETC	500,000	0	0	0	500,000	0	MN/DOT	NC
2012	TH 55	2723-117	SC	DOUGLAS DR(HENNEPIN CSAH 102), GOLDEN VALLEY-REPLACE TRAFFIC SIGNAL	300,000	0	0	0	150,000	150,000	MN/DOT	E2
2012	TH 55	27-596-05	RW	**MN120**RIGHT OF WAY ACQUISITION FOR TH 55 CORRIDOR PROTECTION PROJECT	834,501	0	667,601	0	0	166,900	HENNEPIN COUNTY	O2
2012	TH 61	6222-165	RS	0.25 MI N OF TH 96 IN WHITE BEAR LAKE TO 0.5 MI S OF TH 97 IN FOREST LAKE-MILL AND OVERLAY, REPLACE TRAFFIC SIGNAL AT BUFFALO ST, DRAINAGE & GUARDRAIL REPAIRS, ETC	8,805,000	0	0	0	8,670,000	135,000	MN/DOT	S10
2012	TH 61	8206-41	SH	AT WASHINGTON CSAH 4(170TH ST) IN HUGO-CONSTRUCT TRAFFIC SIGNAL, ADD TURN LANES, ETC	1,670,000	1,198,080	0	0	456,920	15,000	MNDOT	E2
2012	TH 610	0217-23	TM	FROM US169 IN BROOKLYN PARK TO US10 IN COON RAPIDS-INSTALL TRAFFIC MANAGEMENT SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S7
2012	11 TH 610	2771-37E	MC	**MN266**TH 610 CONSTRUCTION-ROADWAY IMPROVEMENTS (2010 APPROPRIATIONS ACT-STP)	399,932	0	399,932	0	0	0	MN/DOT	A15

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2012	11	TH 610	2771-38E	MC **MN119**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	936,516	0	749,213	0	187,303	0	MNDOT	A15
2012	11	TH 610	2771-38F	MC **MN082**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC(2004 APPROPRIATIONS ACT)	1,313,018	0	1,313,018	0	0	0	MN/DOT	A15
2012	11	TH 610	2771-38S1A	MC **MN211**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	2,107,164	0	1,685,731	0	421,433	0	MNDOT	A15
2012	11	TH 610	2771-38S2A	MC **MN226**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	1,873,034	0	1,498,427	0	374,607	0	MNDOT	A15
2012	11	TH 610	2771-38TA	MC **MN235**TH 169 IN BROOKLYN PARK TO I94 IN MAPLE GROVE-GRADING, BRS, ETC	4,166,568	0	3,333,254	0	833,314	0	MNDOT	A15
2012		TH 65	0207-93	SC 50TH AVE IN COLUMBIA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2012		TH 65	0207-94	TM INTEGRATED CORRIDOR SIGNAL COORDINATION, TH 65, ANOKA CO BETWEEN I-694 & 237TH AVE NE-DEPLOYMENT OF CCTV CAMERAS & VARIABLE MESSAGE SIGNS	1,400,000	1,120,000	0	0	280,000	0	MN/DOT	S7
2012		TH 65	0207-95	RS WASHINGTON AVE IN MPLS TO 53RD AVE N IN COLUMBIA HTS(NOT INCLUDING 27TH TO 37TH AVE & 14TH TO 18TH AVE)-MILL & OVERLAY, DRAINAGE & GUARDRAIL REPAIRS, ETC	3,590,000	0	0	0	3,590,000	0	MN/DOT	S10
2012		TH 65	0208-127	SC E SIDE OF TH 65, 153RD AVE TO 159TH AVE, HAM LAKE-ACCESS CLOSURES, ETC(\$1.3M OF ACCESS MANAGEMENT FUNDS)	1,300,000	0	0	0	1,300,000	0	MNDOT	E1
2012		TH 65	0208-132	SH 169TH AVE NE, HAM LAKE-CONVERT INTERSECTION TO A DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS	1,050,000	945,000	0	0	105,000	0	MN/DOT	E1
2012		TH 65	0208-140	RB 0.7 MI S OF ANOKA CSAH 14 TO 1.3 MI N OF ANOKA CSAH 14, BLAINE - LANDSCAPING	125,000	0	0	0	125,000	0	MNDOT	O6
2012		TH 7	163-010-38	MC LOUISIANA AVE, ST LOUIS PARK-CONSTRUCT INTERCHANGE, ETC	18,400,000	7,630,000	0	0	0	10,770,000	SAINT LOUIS PARK	A10

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2012	TH 7	2706-221		SC VINE HILL RD, SHOREWOOD- REPLACE TRAFFIC SIGNAL	300,000	0	0	0	175,000	125,000	MN/DOT	E2
2012	TH 952A	2770-01		RD 3RD AVE RAMP IN MPLS FROM NW END OF BR 27816 N TO JCT OF I94 & WB RAMP FROM WASHINGTON AVE - BUS SHOULDER REPLACEMENT	1,115,000	0	0	0	1,115,000	0	MN/DOT	S4
2012	TH 999	880M-AM-12		AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2012	4,500,000	0	0	0	4,500,000	0	MN/DOT	NC
2012	TH 999	880M-CA-12		CA METRO SETASIDE - CONSULTANT DESIGN -2012	7,600,000	0	0	0	7,600,000	0	MN/DOT	NC
2012	TH 999	880M-NO-12		NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2012	315,000	0	0	0	315,000	0	MN/DOT	NC
2012	TH 999	880M-PM-12		PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2012	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2012	TH 999	880M-RB-12		RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2012	100,000	0	0	0	100,000	0	MN/DOT	NC
2012	TH 999	880M-RW-12		RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2012	22,200,000	5,200,000	0	0	17,000,000	0	MN/DOT	NC
2012	TH 999	880M-RX-12		RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2012	4,100,000	0	0	0	4,100,000	0	MN/DOT	NC
2012	TH 999	880M-SA-12		SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2012	14,600,000	0	0	0	14,600,000	0	MN/DOT	NC
2012	TH 999	880M-TE-12		SC METRO SETASIDE FOR TRAFFIC ENGINEERING FOR FY 2012	125,000	0	0	0	125,000	0	MN/DOT	NC
2012	TH 999	880M-TM-12		TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2012	275,000	0	0	0	275,000	0	MN/DOT	NC
2012	TH 999	8825-277		SC SW METRO QUADRANT-RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S18
2012	TH 999	8825-308		SC METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MNDOT	E2
2012	TH 999	8825-316		TM METROWIDE-TMS FIBER OPTIC CABLE REFURBISH/REPLACEMENT	500,000	0	0	0	500,000	0	MN/DOT	NC

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2012	TH	999	TRLF-RW-12	RW REPAYMENT IN FY 2012 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2013 E1	CITY		110-101-14	SH AT BROOKLYN DR AND XERXES AVE IN BROOKLYN PARK- CONSTRUCT ROUNDABOUT	614,040	552,636	0	0	0	61,404	BROOKLYN PARK	
2013	CITY		141-433-02	RC ON GRANARY RD FROM 25TH AVE SE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS AND BICYCLE TRAIL	8,925,000	7,140,000	0	0	0	1,785,000	MINNEAPOLIS	A15
2013	CITY		BIR-09-02	BR HAMLINE AVE OVER AYD MILL RD FROM PORTLAND TO SELBY IN ST PAUL-REPLACE BR 62502 & APPROACHES	9,750,000	3,876,000	0	0	0	5,874,000	SAINT PAUL	S19
2013	CMAQ		02-596-16	TR AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF 6.68 ACRES OF PROPERTY FOR 400 SPACE PARK & RIDE LOT	1,362,720	1,090,176	0	0	0	272,544	ANOKA COUNTY	E6
2013	CMAQ		02-596-17	TR AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-PURCHASE OF SIX COACH BUSES FOR COMMUTER SERVICE BETWEEN BLAINE AND MPLS ON TH65, TH10/610, TH252 AND I-94	3,300,000	2,640,000	0	0	0	660,000	ANOKA COUNTY	T10
2013	CMAQ		02-596-18	TR AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-CONSTRUCTION OF PARK & RIDE LOT	1,632,000	1,305,600	0	0	0	326,400	ANOKA COUNTY	E6
2013	CMAQ		02-596-19	TR AT INTERSECTION OF TH 65 AND ANOKA CSAH 14 IN BLAINE-COMMUTER SERVICE BETWEEN BLAINE AND MPLS ON TH65, TH10/610, TH252 AND	1,993,733	1,594,986	0	0	0	398,747	ANOKA COUNTY	T10
2013	CMAQ		10-596-06	TR AT SW QUADRANT OF INTERSECTION OF TH 212 AND CARVER CSAH 11-RW ACQUISITION FOR 400 STALL PARK & RIDE	1,444,014	1,155,211	0	0	0	288,803	CITY OF CARVER	O4

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2013	CMAQ	CMAQ	10-596-07	TR AT SW QUADRANT OF INTERSECTION OF TH 212 AND CARVER CSAH 11-CONSTRUCT 400 STALL PARK & RIDE	3,060,000	2,448,000	0	0	0	0	612,000 CITY OF CARVER	E6
2013	CMAQ	CMAQ	10-596-08	TR AT SW QUADRANT OF INTERSECTION OF TH 212 AND CARVER CSAH 11-SERVICE BETWEEN CARVER AND DOWNTOWN MPLS/U OF M AND DEMONSTRATION EXPRESS BUS SERVICE FOR THREE YEARS	1,032,750	826,200	0	0	0	206,550 CITY OF CARVER	T10	
2013	CMAQ	CMAQ	107-030-05	TM AIRPORT SOUTH DISTRICT IN BLOOMINGTON-INSTALLATION AND EXPANSION OF ITS WAYFINDING TECHNOLOGY TO RELIEVE CONGESTION ON 24TH AVE, LINDAU LANE AND KILLEBREW LANE ENTERING FROM I-494, TH77 AND TH5	1,300,500	1,040,400	0	0	0	260,100 CITY OF BLOOMINGTON	O8	
2013	CMAQ	CMAQ	201-080-02	TR PURCHASE AND OPERATION OF THREE COACH BUSES PROVIDING MIDDAY SERVICE TO U OF M CAMPUS AND NEW SERVICE TO I-494 CORRIDOR	1,005,000	804,000	0	0	0	201,000 CITY OF SHAKOPEE & PRIOR LAKE	T10	
2013	CMAQ	CMAQ	90-080-13	TR PURCHASE NEW BUSES FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	1,540,000	1,232,000	0	0	0	308,000 MVTA	T10	
2013	CMAQ	CMAQ	90-080-14	TR CONSTRUCT ROSEMOUNT DEPOT PASSENGER FACILITY FOR EXPANDED SERVICES FOR THE CITY OF ROSEMOUNT	935,850	748,680	0	0	0	187,170 MVTA	E6	
2013	CMAQ	CMAQ	90-080-15	TR STARTUP FUNDING FOR EXPANDED BUS SERVICE FOR THE CITY OF ROSEMOUNT	525,096	420,077	0	0	0	105,019 MVTA	T1	
2013	CMAQ	CMAQ	CMT-09-03	TR PURCHASE OF THREE LRT VEHICLES FOR HIAWATHA LRT	10,500,000	7,000,000	0	0	0	3,500,000 MET COUNCIL -MT	T10	
2013	CMAQ	CMAQ	CMT-09-07	TR AT MAPLEWOOD MALL IN MAPLEWOOD AT THE NE QUADRANT OF SOUTHLAWN DR AND BEAM AVE-PURCHASE AND OPERATION OF FOUR BUSES, EXPAND EXISTING PARK & RIDE LOT BY 544 STALLS	17,606,629	7,140,000	0	0	0	10,466,629 MET COUNCIL -MT	T10	

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2013	CMAQ		TDM-2013	TM TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ1
2013	CSAH 1	02-601-45		SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT 100TH LN IN COON RAPIDS-CLOSE MEDIAN	102,000	91,800	0	0	0	10,200	ANOKA COUNTY	S16
2013	CSAH 1	02-601-46		SH ON ANOKA CSAH 1(COON RAPIDS BLVD) AT ANOKA CSAH 9(ROUND LK BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, PAINTED CHANNELIZATION, ETC	408,000	367,200	0	0	0	40,800	ANOKA COUNTY	E1
2013	CSAH 10	146-020-12		SH ON RAMSEY CSAH 10 AT SILVER LAKE RD IN MOUNDS VIEW-TRAFFIC SIGNAL REBUILD, TURN LANES, ETC	295,800	266,220	0	0	0	29,580	MOUNDS VIEW	E2
2013	CSAH 17	02-617-20		SH ON ANOKA CSAH 17(LEXINGTON AVE) AT CSAH 18(CROSSTOWN BLVD NE) IN HAM LAKE-CONSTRUCT TRAFFIC SIGNAL, TURN LANES, ETC	510,000	459,000	0	0	0	51,000	ANOKA COUNTY	E2
2013	CSAH 17	166-020-14		SH ON SCOTT CSAH 17 FROM VIERLING DR TO TH 169 IN SHAKOPEE-TRAFFIC SIGNAL REBUILD, TURN LANES, ETC	1,224,000	1,101,600	0	0	0	122,400	SHAKOPEE	E1
2013	CSAH 17	70-617-22		RC ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT, ETC	8,874,000	7,099,200	0	0	0	1,774,800	SCOTT COUNTY	A15
2013	CSAH 17	70-617-23AC		SH AT SCOTT CSAH 42 IN SHAKOPEE-PARTIAL GRADE SEPARATION INTERCHANGE, T-INTERSECTION, NB OVER LEFT TURNS, ETC(AC PAYBACK 1 OF 1)	1,836,000	1,836,000	0	0	0	0	SCOTT COUNTY	E1
2013	CSAH 18	02-611-33		SH ON ANOKA CSAH 18(CROOKED LK BLVD) AT ANOKA CSAH 11(NORTHDALE BLVD) IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, TURN LANES, ETC	612,000	550,800	0	0	0	61,200	ANOKA COUNTY	E1
2013	CSAH 3	27-603-53		MC **MN061**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE(2001 APPROPRIATIONS ACT)	1,682,440	0	1,345,952	0	0	336,488	HENNEPIN COUNTY	E3

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	CSAH 3	CSAH 3	27-603-53A	MC **MN237**LAKE ST ACCESS TO I-35W, MPLS-CONSTRUCTION & CE	6,796,043	0	5,436,834	0	0	1,359,209	HENNEPIN COUNTY	E3
2013	CSAH 5	CSAH 5	19-605-28	RC AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC	20,000,000	7,140,000	0	0	0	12,860,000	DAKOTA COUNTY	A15
2013	CSAH 60	CSAH 60	188-020-21	RC AT DAKOTA CSAH 60(185TH ST) & DAKOTA CSAH 50(KENWOOD TR) IN LAKEVILLE-CONSTRUCT ROUNDABOUT	2,040,000	1,632,000	0	0	0	408,000	LAKEVILLE	E1
2013	CSAH 9	CSAH 9	19-609-18	RC FROM DAKOTA CSAH 46/2 IN NEW MARKET TWP TO DAKOTA CSAH 70 IN LAKEVILLE AND EUREKA TWP-RECONSTRUCT 2-LANE ROADWAY WITH PAVED SHOULDERS AND TURN LANES	7,012,500	5,610,000	0	0	0	1,402,500	DAKOTA COUNTY	S4
2013	I 35	I 35	1980-68AC2	RC CSAH 70, LAKEVILLE-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2008) (PAYBACK 2 OF 2)	2,410,000	2,410,000	0	0	0	0	MN/DOT	NC
2013	I 35	I 35	1980-79	RD DAKOTA CO RD 50, LAKEVILLE TO S JCT I35E/I35W, BURNSVILLE-CONSTRUCT NEW BUS SHOULDERS, NB & SB, GUARDRAIL, ETC	950,000	0	0	0	950,000	0	MNDOT	S4
2013	I 35E	I 35E	1982-158	SC S JCT I35EW TO MN77 - SIGN REPLACEMENT	350,000	0	0	0	350,000	0	MNDOT	O8
2013	I 35E	I 35E	1982-161	BI FROM I35E/I35W SPLIT TO DAKOTA CSAH 42 IN BURNSVILLE-REPAIR BRIDGES 19893, 19809, 19811, 19812, 19889, 19866, 19814, 19813, APPROACH WORK, GUARDRAIL, ETC	1,975,000	1,777,500	0	0	197,500	0	MN/DOT	S19
2013	I 35W	I 35W	0280-63	NO E OF I-35W, N OF LAKE DR ALONG RESIDENTIAL AREA (MANUFACTURED HOME COMMUNITY), BLAINE - NOISE WALL	2,195,000	0	0	0	1,975,000	220,000	MNDOT	O3
2013	I 35W	I 35W	2781-439	BI PORTLAND AVE AND PARK AVE BRIDGES OVER I35W IN MPLS-REDECK BRIDGES 27851 & 27852 & APPROACH WORK	5,195,000	4,503,150	0	0	500,350	191,500	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	3	I 35W	2782-293	RB 60TH ST TO 42ND ST, MPLS - CROSSTOWN LANDSCAPING, PHASE 1	250,000	0	0	0	250,000	0	MNDOT	O6
2013	3	I 35W	2782-319	RB 60TH ST TO 42ND ST, MPLS- GATEWAY STRUCTURES- CROSSTOWN LANDSCAPING	250,000	0	0	0	250,000	0	MNDOT	O6
2013		I 35W	2782-320	BR FROM W 94TH ST OVER I35W IN BLOOMINGTON-REPLACE BRIDGE 9053, APPROACH WORK, ETC	8,525,000	7,672,500	0	0	852,500	0	MN/DOT	S19
2013		I 35W	2782-321	BI W 90TH STREET, W 86TH STREET, W 82ND STREET ALL OVER I35W IN BLOOMINGTON- DECK REPAIR OF BRIDGES 9041, 9039, 9213; REPLACE SIGNAL, GUARDRAIL	1,685,000	0	0	0	1,325,000	360,000	MN/DOT	S19
2013		I 394	2789-133	SC WB TO I494 NB & SB EXIT RAMP, MINNETONKA - MODIFY CO RD-CONVERT TO INDIVIDUAL EXITS FOR I394 WB TO I494 NB & SB, M/O	560,000	0	0	0	560,000	0	MN/DOT	E1
2013	10	I 494	2785-337	RB TH 5 TO 1000' W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP)TH 169, EDEN PRAIRIE - I494 LANDSCAPING	300,000	0	0	0	300,000	0	MN/DOT	O6
2013		I 494	2785-367	RS 0.5 MI W OF 34TH AVE TO 0.5 MI W OF FRANCE AVE, BLOOMINGTON-MILL & OVERLAY, CONSTRUCT WB AUX LANE FROM PORTLAND AVE TO NICOLLET AVE, MEDIAN BARRIER, DRAINAGE, ETC	16,040,000	14,436,000	0	0	1,604,000	0	MNDOT	S10
2013		I 94	6283-174	DR TH 61 TO MCKNIGHT & ON TH 120 FROM CONWAY AVE TO I94 - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS	640,000	0	0	0	640,000	0	MNDOT	NC
2013		I 94	8281-03	BI OVER ST. CROIX RIVER AT LAKELAND, MN/HUDSON, WI- EPOXY BRIDGE DECK SEALANT ON BRIDGES 9400 & 82800 (WI LET)	1,740,000	0	0	0	870,000	870,000	MN/DOT	S19
2013		PED/BIKE	02-614-35	EN OVER 35W IN LINO LAKE- CONSTRUCT PED/BIKE BRIDGE ALONG CSAH 14	329,766	263,813	0	0	0	65,953	ANOKA COUNTY	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013		PED/BIKE	10-090-04	EN CONNECTION OF LAKE MINNETONKA TR AND MINN RIVER BLUFFS LRT REG TR-CONSTRUCT SOUTHWEST REGIONAL TRAIL CONNECTION	556,716	445,373	0	0	0	111,343	CARVER COUNTY	AQ2
2013		PED/BIKE	140-010-07	EN AT DODD RD(TH 149) AND TH 110 IN MENDOTA HTS-PEDESTRIAN ACCESS IMPROVEMENTS, SAFETY IMPROVEMENTS, ETC	628,320	502,656	0	0	0	125,664	MENDOTA HTS	AQ2
2013		PED/BIKE	141-090-37	EN FROM E 28TH ST TO 11TH AVE S ALONG HIAWATHA LRT TRAIL IN MPLS-LIGHTING	1,275,000	1,020,000	0	0	0	255,000	MINNEAPOLIS	S18
2013		PED/BIKE	19-090-11	EN THROUGH THE WESTERN PORTION OF THE SPRING LK PARK RESERVE-CONSTRUCT MISS RIVER REG TRIAL, ETC	1,275,000	1,020,000	0	0	0	255,000	DAKOTA COUNTY	AQ2
2013		PED/BIKE	194-010-10	EN AT MINNEWASHTA PKWY AND TH 5 IN CHANHASSEN-CONSTRUCT PED/BIKE UNDERPASS	1,224,000	979,200	0	0	0	244,800	CHANHASSEN	AQ2
2013		PED/BIKE	19-623-28AC	EN ON THE CEDAR AVE TRANSITWAY FROM 181ST IN LAKEVILLE TO 138TH IN APPLE VALLEY-LIGHTING, LANDSCAPING, OTHER IMENITIES(AC PAYBACK 1 OF 1)	1,020,000	1,020,000	0	0	0	0	DAKOTA COUNTY	O6
2013		PED/BIKE	199-108-03	EN ALONG MISSISSIPPI RIVER FROM TUNGSTEN ST TO RAMSEY BLVD IN RAMSEY-CONSTRUCT MISSISSIPPI RIVER TRAIL	509,487	387,808	0	0	0	121,679	CITY OF RAMSEY	AQ2
2013		PED/BIKE	82-090-04	EN CONSTRUCT HARDWOOD CREEK REGIONAL TR EXTENSION FROM WASHINGTON CR 8 TO 140TH ST IN HUGO	765,000	612,000	0	0	0	153,000	WASHINGTON COUNTY	AQ2
2013		PED/BIKE	91-090-69	EN ALONG BROWNIE LAKE TR FROM CEDAR LAKE BR TO I-394 IN MINNEAPOLIS-UPGRADE TRAIL, FACILITIES, LIGHTING, ETC	637,500	510,000	0	0	0	127,500	MPLS PARK/REC BOARD	AQ2
2013		PED/BIKE	91-090-70	EN ALONG DEAN PKWY FROM LAKE OF THE ISLES TO LAKE CALHOUN IN MPLS-TRAIL IMPROVEMENTS, LIGHTING, ETC	701,250	561,000	0	0	0	140,250	MPLS PARK/REC BOARD	AQ2

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2013		PED/BIKE	91-090-73	EN OVER HENNEPIN CSAH 61 IN PLYMOUTH-CONSTRUCTION & RW ACQ FOR A LUCE LINE REGIONAL TR PED/BIKE	1,760,000	1,020,000	0	0	0	740,000	THREE RIVERS PARK DISTRICT	AQ2
2013		PED/BIKE	92-090-49	EN CONNECT LAKE BYLLESBY REG PARK TO STATE TR-CONSTRUCT MILL TOWNS TRAIL PED/BIKE BR OVER CANNON RIVER	678,300	542,640	0	0	0	135,660	DNR	AQ2
2013	RR		10-00117	SR MPL ON CSAH 31, VERA AVE, NORWOOD YOUNG AMERICA(2 MI SW)-INSTALL GATES	204,000	183,600	0	0	0	20,400	MNDOT	S8
2013	RR		19-00138	SR PGR ON CSAH 70, 215TH ST W IN LAKEVILLE-UPGRADE TO GATES	229,500	206,550	0	0	0	22,950	MNDOT	S8
2013	RR		19-00139	SR UP ON CSAH 71, RICH VALLEY BLVD IN ROSEMOUNT-UPGRADE TO GATES	280,500	252,450	0	0	0	28,050	MNDOT	S8
2013	RR		27-00301	SR PGR ON 70TH ST, MSAS 113 IN RICHFIELD-INSTALL GATES	229,500	206,550	0	0	0	22,950	MNDOT	S8
2013	RR		27-00302	SR CP ON BROOKSIDE AVE, MSAS 305 IN ST LOUIS PARK-INSTALL GATES	255,000	229,500	0	0	0	25,500	MNDOT	S8
2013	RR		62-00201	SR CP ON S ONEIDA ST IN ST PAUL-UPGRADE TO GATES	280,500	280,500	0	0	0	0	MNDOT	S8
2013	RR		62-00202	SR MNR ON HAMLINE AVE, CSAH 50 IN ROSEVILLE-UPGRADE TO GATES AND ONE CANTILEVER	255,000	229,500	0	0	0	25,500	MNDOT	S8
2013	TH 100		2755-90	BI AT BASS LAKE ROAD AND AT BROOKLYN BLVD BOTH OVER TH 100 IN BROOKLYN CENTER-REDECK BRIDGES 27041 & 27038, REPLACE APPROACH PANELS, ETC	4,030,000	0	0	0	4,030,000	0	MN/DOT	S19
2013	TH 101		194-010-11	RC FROM CARVER CSAH 18(LYMAN BLVD) TO CARVER CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	6,783,000	5,426,400	0	0	0	1,356,600	CHANHASSEN	A15
2013	TH 13		1901-148	RC AT CSAH 5 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC(INTERCHANGE BONDS)	9,000,000	0	0	0	0	9,000,000	MNDOT	E1

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2013	TH 13	1901-162	BI	OVER I35W IN BURNSVILLE-PAINT BRIDGES 9779 & 9780, GUARDRAIL AND DRAINAGE	585,000	468,000	0	0	117,000	0	MN/DOT	S19
2013	TH 149	1917-42	SC	TH 110 TO SMITH AVE - SIGN REPLACEMENT	250,000	0	0	0	250,000	0	MNDOT	O8
2013	TH 149	195-010-10	RC	FROM TH 55 TO I-494 IN EAGAN-RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL, ETC	3,162,000	2,529,600	0	0	0	632,400	EAGAN	A15
2013	TH 169	2772-96	BI	OVER NINE MILE CREEK IN EDINA, OVER EXCELSIOR BLVD, 3RD AVE AND RR AND OVER 2ND ST IN HOPKINS-REHAB BRIDGES 27568, 27586 & 27587, GUARDRAIL, ETC	1,775,000	0	0	0	1,775,000	0	MN/DOT	S19
2013	7 TH 169	2776-03AC2	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK 2 OF 3)	8,000,000	8,000,000	0	0	0	0	MN/DOT	A15
2013	TH 169	7005-88	TM	MARSCHALL RD(SCOTT CSAH 17) TO SB 3RD LANE DROP, SHAKOPEE-TRAFFIC MGMT SYSTEM	500,000	0	0	0	500,000	0	MN/DOT	S7
2013	TH 252	2748-59	SC	AT 66TH AVE N, BROOKLYN CENTER-REPLACE EB 66TH AVE FREE RIGHT AT TH 252 WITH DUAL RIGHT TURN LANES & REPLACE TRAFFIC SIGNAL, ADA UPGRADES	385,000	0	0	0	245,000	140,000	MNDOT	E2
2013	TH 280	6241-60	RC	ENERGY PARK DR, ST PAUL TO BROADWAY, LAUDERDALE - LANDSCAPING	50,000	0	0	0	50,000	0	MNDOT	O6
2013	TH 280	6242-9472	BI	UNIVERSITY AVE OVER TH 280 AND CEDAR AVE OVER I-35E IN ST PAUL-REPAIR/MODIFY BRS 9472 & 62889 FOR CENT CORR LRT-DEBT MGMT	380,000	0	0	0	380,000	0	MNDOT	S19
2013	TH 284	1014-15	SC	E 10TH ST, WACONIA-CONSTRUCT ROUNDABOUT	1,000,000	0	0	0	400,000	600,000	MN/DOT	E1
2013	TH 3	1908-79	RS	0.14 MI N OF ANNE MARIE TR, INVER GROVE HTS TO TH 110, SUNFISH LAKE-MILL & OVERLAY, CONCRETE REPAIR, CONSTRUCT LEFT TURN LANE, DRAINAGE & GUARDRAIL REPAIRS, ETC	2,130,000	0	0	0	2,130,000	0	MNDOT	S10

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	TH 36	6212-164	DR	JUST E OF SNELLING AVE, ROSEVILLE - LINE CULVERT & INSTALL NEW APRONS ON BOTH SIDES OF CULVERT	230,000	0	0	0	230,000	0	MNDOT	NC
2013	TH 36	8204-56	DR	TH 120 TO STILLWATER BLVD N - REPAIR OR REPLACE DETERIORATING PIPES, STRUCTURES & APRONS, GUARDRAIL, ETC	770,000	0	0	0	770,000	0	MNDOT	NC
2013	TH 36	8214-114CC	RW	**MN217**ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(W) TH 64-DESIGN, MITIGATION IMPLEMENTATION, CONSTRUCT, & ACQUIRE RW	5,031,073	0	4,024,858	0	1,006,215	0	MNDOT	A20
2013	TH 36	8214-114MIT13	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	7,250,000	0	0	0	0	7,250,000	MN/DOT	A20
2013	TH 36	8214-114RW	RW	ST CROIX RIVER X-ING AT STILLWATER-(MN)TH 36(W) TH 64-RIGHT OF WAY ACQUISITION	3,000,000	2,400,000	0	0	600,000	0	MNDOT	O4
2013	TH 36	8217-4654E	BI	OVER ST. CROIX RIVER IN STILLWATER-STILLWATER LIFT BRIDGE STABILIZATION REPAIR PROJECT ON BRIDGE 4654	1,440,000	0	0	0	1,440,000	0	MN/DOT	S19
2013	TH 47	0205-97	SC	40TH AVE NE/ANOKA CO CSAH 2 - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013	TH 47	2726-69	RS	TH 65(CENTRAL AVE) TO 27TH AVE NE, MPLS - MILL & OVERLAY, DRAINAGE REPAIRS, ETC	3,065,000	0	0	0	3,065,000	0	MNDOT	S10
2013	TH 5	1002-92	BR	OVER ABANDONED RR IN VICTORIA-REPLACE BR 6654	2,025,000	1,275,000	0	0	750,000	0	MN/DOT	S19
2013	TH 5	1002-98	TM	FROM CARVER CR11 TO I-494-COORDINATION AND RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,711,489	1,369,191	0	0	342,298	0	MNDOT	E2
2013	TH 5	194-010-12	SH	ON TH 5 AT MINNEWASHTA PKWY & LONE CEDAR LN IN CHANHASSEN-EB TURN LANE, WIDEN SHOULDERS, ACCESS CLOSURES, ETC	1,020,000	918,000	0	0	0	102,000	CHANHASSEN	S19

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2013	TH 52	TH 52	1905-33	SH AT DAKOTA CSAH 86 IN RANDOLPH TWP-CONVERT TO A 3/4 INTERSECTION AND CONSTRUCT TWO U-TURNS	1,000,000	780,300	0	0	219,700	0	MNDOT	E1
2013	TH 52	TH 52	1906-57	SH AT DAKOTA CSAH 66 IN VERMILLION TWP-CONSTRUCT 3/4 INTERSECTION WITH MEDIAN U-TURNS AND CONSTRUCT LEFT TURN LANE	1,005,000	780,300	0	0	224,700	0	MNDOT	E1
2013	5	TH 52	6244-30AC2	BR PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) , APPROACHES & RAMP MODIFICATIONS(AC PAYBACK 2 OF 3)	12,000,000	12,000,000	0	0	0	0	MN/DOT	S19
2013	TH 61	TH 61	1913-72	SC TH 55, HASTINGS - SIGNAL REPLACEMENT	175,000	0	0	0	131,000	44,000	MNDOT	E2
2013	TH 61	TH 61	6222-168	TM FROM RAMSEY CTY ROAD 30 TO CENTERVILLE ROAD- COORDINATION AND RETIMING OF SIGNALS INCLUDING CCTV CAMERAS AND MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,776,228	1,420,982	0	0	355,246	0	MNDOT	E2
2013	TH 61	TH 61	8205-133	TM AT SE QUAD TH 10 IN DENMARK TWSP-RESURFACE PARK & RIDE LOT, ETC	155,000	0	0	0	155,000	0	MN/DOT	E6
2013	TH 62	TH 62	2774-16	BI UNDER PENN AVE AND UNDER XERXES AVE IN MPLS, EDINA, & RICHFIELD-REDECK BRS 7268 & 27504, ETC	1,975,000	1,580,000	0	0	395,000	0	MNDOT	S19
2013	TH 65	TH 65	0207-96	SC 49TH AVE NE/ANOKA CSAH 4 - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013	TH 65	TH 65	0207-98	BR AT 80TH AVE NE OVER TH65 IN SPRING LAKE PARK-REPLACE PED BRIDGE 02022 WITH 12' BRIDGE AND ADA RAMPS	1,250,000	1,000,000	0	0	250,000	0	MN/DOT	AQ2
2013	TH 65	TH 65	0208-137	TM TH 10 TO ANOKA CSAH 14 IN BLAINE-SIGNS FOR BUS SHOULDER	25,000	0	0	0	25,000	0	MN/DOT	O8
2013	TH 65	TH 65	2710-42	BR NORTH OF 14TH AVE IN MPLS- REPLACE RAILROAD BRIDGE 90446 AND RAISE CLEARANCE, DRAINAGE	12,860,000	0	0	0	12,860,000	0	MN/DOT	S19

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2013	TH	95	8209-46	TM AT NE QUAD I-94 IN LAKELAND-MODIFY, EXPAND, AND CHIP SEAL PARK & RIDE LOT, ETC	195,000	0	0	0	195,000	0	MN/DOT	E6
2013	TH	952	1908-82	SC EAST BERNARD ST/DAKOTA MSAS 114, WEST ST PAUL - SIGNAL REPLACEMENT	250,000	0	0	0	125,000	125,000	MNDOT	E2
2013	TH	999	70-030-06	SH COUNTYWIDE-PROACTIVE CONTRACT FOR RUMBLE STRIPES, CURVE DELINEATION, INTERSECTION LIGHTING, ETC	616,080	554,472	0	0	0	61,608	SCOTT COUNTY	S6
2013	TH	999	880M-AM-13	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2013	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2013	TH	999	880M-BI-13	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2013	4,350,000	3,480,000	0	0	870,000	0	MN/DOT	NC
2013	TH	999	880M-CA-13	CA METRO SETASIDE - CONSULTANT DESIGN -2013	8,700,000	0	0	0	8,700,000	0	MN/DOT	NC
2013	TH	999	880M-CM-13	SC METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2013	25,600,000	5,600,000	0	0	20,000,000	0	MN/DOT	NC
2013	TH	999	880M-PM-13	PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2013	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC
2013	TH	999	880M-RB-13	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2013	100,000	0	0	0	100,000	0	MN/DOT	NC
2013	TH	999	880M-RS-13	RS METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2013	1,470,000	0	0	0	1,470,000	0	MN/DOT	NC
2013	TH	999	880M-RW-13	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2013	13,600,000	6,000,000	0	0	7,600,000	0	MN/DOT	NC
2013	TH	999	880M-RX-13	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2013	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2013	TH	999	880M-SA-13	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2013	13,700,000	0	0	0	13,700,000	0	MN/DOT	NC
2013	TH	999	880M-SC-13	SC METRO SETASIDE FOR SAFETY CAPACITY(\$4.1) & ACCESS MGMT(\$3.0M) PROJECTS FOR FY 2013	7,100,000	0	0	0	7,100,000	0	MN/DOT	NC

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2013	TH	999	880M-TE-13	SC	METRO SETASIDE FOR TRAFFIC ENGINEERING(\$870K) PRESERVATION PROJECTS FOR FY 2013	870,000	0	0	0	870,000	0	MN/DOT	NC
2013	TH	999	880M-TM-13	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2013	500,000	0	0	0	500,000	0	MN/DOT	NC
2013	TH	999	880M-TR-13	TM	METRO SETASIDE FOR TEAM TRANSIT PROJECTS FOR FY 2013	1,215,000	0	0	0	1,215,000	0	MN/DOT	NC
2013	TH	999	8825-212	SC	METROWIDE-RELAMP IN ONE QUADRANT	450,000	0	0	0	450,000	0	MN/DOT	S18
2013	TH	999	8825-356	SC	METROWIDE ADA SIGNAL UPGRADES	100,000	0	0	0	100,000	0	MNDOT	E2
2013	TH	999	8825-366	TM	METROWIDE-REPLACE DMS, COMMUNICATIONS AND CONTROLLERS	500,000	0	0	0	500,000	0	MN/DOT	S7
2013	TH	999	TRLF-RW-13	RW	REPAYMENT, FY 2013, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC
2014	CMAQ		90-080-06	TR	PURCHASE SIX BUSES AND FUND STARTUP OPERATIONS FOR SERVICE BETWEEN SOUTH METRO AND DOWNTOWN ST. PAUL ALONG I-35E, TH 13 AND OTHER ROADWAYS	3,606,923	2,885,538	0	0	0	721,385	MVTA	T10
2014	CMAQ		CMT-09-04	TR	CENTRAL CORRIDOR OPERATING COSTS ON UNIVERSITY AVE BETWEEN DOWNTOWN MPLS AND DOWNTOWN ST. PAUL	13,839,259	7,000,000	0	0	0	6,839,259	MET COUNCIL -MT	T1
2014	CMAQ		CMT-09-05	TR	ON I-94 NEAR MANNING AVE IN LAKE ELMO-CONSTRUCT PARK AND RIDE	11,428,823	7,280,000	0	0	0	4,148,823	MET COUNCIL -MT	E6
2014	CMAQ		CMT-09-11A	TR	PURCHASE AND OPERATION OF THREE COACH BUSES PROVIDING MIDDAY SERVICE TO U OF M CAMPUS AND NEW SERVICE TO I-494 CORRIDOR	1,005,000	804,000	0	0	0	201,000	CITY OF SHAKOPEE & PRIOR LAKE	T10

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	CMAQ	TDM-2014		TM TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS.	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL -MT	AQ1
2014	CR 202	189-113-04		SH ON CR 202(ZACHARY LN) AT 101ST AVE IN MAPLE GROVE- CONSTRUCT ROUNDABOUT, WIDEN ZACHARY LANE, ETC	1,040,000	936,000	0	0	0	104,000	MAPLE GROVE	E1
2014	CR 3	02-596-20		SH ON ANOKA CR 3(COON RAPIDS BLVD) AT SPRINGBROOK DR IN COON RAPIDS-TRAFFIC SIGNAL REBUILD, LENGTHEN TURN LANES, ETC	520,000	468,000	0	0	0	52,000	ANOKA COUNTY	E1
2014	CR 74	02-596-15		SH ON 221ST AVE NE AT TH 65 IN EAST BETHEL-NEW TRAFFIC SIGNAL INSTALLATION, TURN LANE CONSTRUCTION ON CR 74, ETC	1,248,000	1,123,200	0	0	0	124,800	ANOKA COUNTY	E2
2014	CSAH 11	02-611-32		RC ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS- RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL, ETC	3,031,600	2,425,280	0	0	0	606,320	ANOKA COUNTY	A15
2014	CSAH 18	10-618-13		RC ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	6,222,000	4,977,600	0	0	0	1,244,400	CARVER COUNTY	A15
2014	CSAH 31	62-631-09		SH ON RAMSEY CSAH 31(MARYLAND AVE) AT PAYNE AVE IN ST PAUL-TRAFFIC SIGNAL REBUILD, DEVELOP DEDICATED LEFT TURN LANES, ETC	1,663,951	1,497,556	0	0	0	166,395	RAMSEY COUNTY	E1
2014	CSAH 31	62-631-10		SH ON RAMSEY CSAH 31(MARYLAND AVE) AT ARKWRIGHT ST IN ST PAUL- TRAFFIC SIGNAL REBUILD, CONSTRUCT LEFT TURN LANES, ETC	1,575,354	1,417,819	0	0	0	157,535	RAMSEY COUNTY	E1

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2014	CSAH 32	19-632-28	SH	ON DAKOTA CSAH 32 AT NICOLLET AVE IN BURNSVILLE- CONSTRUCT WB LEFT TURN LANE, ETC	364,000	327,600	0	0	0	0	36,400 DAKOTA COUNTY	E1
2014	CSAH 5	02-605-18	SH	ON ANOKA CSAH 5 AT ALPINE DRIVE IN RAMSEY-TRAFFIC SIGNAL, CONSTRUCT LEFT AND RIGHT TURN LANES, ETC	1,040,000	936,000	0	0	0	104,000	ANOKA COUNTY	E1
2014	CSAH 5	BIR-09-04	BR	HENNEPIN CSAH 5(FRANKLIN AVE) OVER W RIVER RD & MISSISSIPPI RIVER- RECONDITION BR 2441	19,200,000	8,320,000	0	0	0	10,880,000	HENNEPIN COUNTY	S19
2014	CSAH 51	02-651-07	RC	FROM ANOKA CSAH 12 TO 121ST AVE IN COON RAPIDS AND BLAINE-RECONSTRUCT TO 4-LANE RDWY, PED/BIKE, SIGNALS, ETC	7,956,000	6,364,800	0	0	0	1,591,200	ANOKA COUNTY	A15
2014	CSAH 61	27-661-46	RC	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS AND MINNETONKA- UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	10,000,000	7,280,000	0	0	0	2,720,000	HENNEPIN COUNTY	A15
2014	CSAH 78	02-678-20	SH	ON ANOKA CSAH 78(HANSON BLVD) AT ANOKA CSAH 20(161ST AVE NW) IN ANDOVER- CONSTRUCT TRAFFIC SIGNAL, TURN LANES AT ALL LEGS	936,000	842,400	0	0	0	93,600	ANOKA COUNTY	E1
2014	EN	164-213-07	EN	ON WESTERN AVE FROM ST ANTHONY TO UNIV & FROM CONCORDIA TO SELBY- STREETSCAPE, LIGHTING, ETC	1,425,000	1,040,000	0	0	0	385,000	SAINT PAUL	S10
2014	I 35E	1982-159	NO	WEST SIDE OF I35E NORTH OF DIFFLEY ROAD FROM APPROX. MEADOWLARK CURVE TO MEADOWLARK WAY IN FARMINGTON-INSTALL NOISE WALL, DRAINAGE	575,000	0	0	0	515,000	60,000	MN/DOT	O3
2014	I 35E	6281-19	RS	FROM RAMSEY CRE TO 0.2 MILES S OF RAMSEY CSAH 96 IN VADNAIS HTS-BITUMINOUS MILL & OVERLAY, REPAIR/REPLACE CULVERTS, PIPES & DRAINAGE, LOOP	1,950,000	0	0	0	1,950,000	0	MN/DOT	S10

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2014	I 35E		6281-20	BI RAMSEY CSAH 96 OVER I35E IN WHITE BEAR LAKE-REDECK BRIDGE 62834, REPLACE APPROACH PANELS, DRAINAGE, ETC	1,440,000	1,296,000	0	0	144,000	0	MN/DOT	S19
2014	I 35W		0280-67	SC AT ANOKA CSAH 23 INTERCHANGE IN LINO LAKES - REPLACE INTERCHANGE LIGHTING	70,000	0	0	0	70,000	0	MNDOT	S18
2014	I 35W		0280-68	SC AT LAKE DRIVE/85TH AVE INTERCHANGE IN LEXINGTON & SHOREVIEW - REPLACE INTERCHANGE LIGHTING	165,000	0	0	0	165,000	0	MNDOT	S18
2014	3	I 35W	2782-295	RB 66TH ST TO TH 62, RICHFIELD - CROSSTOWN LANDSCAPING, PHASE I	300,000	0	0	0	300,000	0	MNDOT	O6
2014	I 35W		6284-157	BI AT RAMSEY CSAH 96 (CTY RD G) OVER I35W IN ARDEN HILLS- REDECK BRIDGE 9577, APPROACH PANEL WORK, GUARDRAIL	1,060,000	954,000	0	0	106,000	0	MN/DOT	S19
2014	I 494		1985-137	RS EASTBOUND LANES FROM PIEPER ROAD BRIDGE IN INVER GROVE HTS TO I35E IN MENDOTA HTS-MILL & OVERLAY, DRAINAGE, ETC	1,660,000	0	0	0	1,660,000	0	MN/DOT	S10
2014	10	I 494	2785-338	MC TH 169 INTERCHANGE, 1000' W OF GOLDEN TRIANGLE DRIVE (BEG 169 EXIT RAMP) TO 400' W OF W BUSH LK RD, BLOOMINGTON - LANDSCAPING	170,000	136,000	0	0	34,000	0	MN/DOT	O6
2014	I 494		2785-371	SC AT TH 55 & AT HENNEPIN CSAH 9 INTERCHANGES IN PLYMOUTH-REPLACE INTERCHANGE LIGHTING	155,000	0	0	0	155,000	0	MNDOT	S18
2014	I 494		2785-372	BI AT JCT TH 77 IN BLOOMINGTON- REDECK BRIDGES 9082 & 9080 AND REPLACE APPROACH PANELS	1,100,000	990,000	0	0	110,000	0	MN/DOT	S19
2014	I 494		2785-373	BI FROM OVER SCHMIDT LAKE RD TO I94/494 JUNCTION IN MAPLE GROVE-REDECK & PAINT BRIDGES 27905, 27973, 27974, 27975, 27976, REDECK BRIDGES 27977, 27978, REPAIR BRIDGES 27681, 27906, MISC APPROACH WORK, DRAINAGE, ETC	6,515,000	5,863,500	0	0	651,500	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	194		2780-87	SC FROM CROW RIVER IN HASSAN TWP TO FISH LAKE INTERCHANGE IN MAPLE GROVE-REPLACE SIGNING	500,000	0	0	0	500,000	0	MNDOT	O8
2014	194		2781-438	SC FROM I-694 TO LOWRY TUNNEL IN MINNEAPOLIS - REPLACE SIGNING	400,000	0	0	0	400,000	0	MNDOT	O8
2014	PED/BIKE		103-090-02	EN FROM MAIN ST TO THE STATE HOSPITAL IN ANOKA- CONSTRUCT THE RUM RIVER TR. & INTERPRETIVE/EDUCATIONAL FOR THE HENRY HAMMER TR, ETC	988,000	790,400	0	0	0	197,600	ANOKA	AQ2
2014	PED/BIKE		107-425-08	EN HYLAND TRL CORRIDOR FROM 105TH ST/MARYLAND RD TO THE BLOOMINGTON FERRY RD TRAILHEAD NEAR THE MN RIVER IN BLOOMINGTON- CONSTRUCT TRAIL	674,700	539,760	0	0	0	134,940	BLOOMINGTON	AQ2
2014	PED/BIKE		141-090-38	EN OVER THE MISS RIVER FROM U OF M EAST TO WEST BANK IN MPLS-REHABILITATE AND PAINT BR 9(MN BR 94246)	1,300,000	1,040,000	0	0	0	260,000	MINNEAPOLIS	AQ2
2014	PED/BIKE		164-090-13	EN FROM JACKSON ST TO CAYUGA ST IN SAINT PAUL-CONSTRUCT TROUT BROOK REGIONAL TR ON ABANDONED RAILWAY	747,500	598,000	0	0	0	149,500	SAINT PAUL	AQ2
2014	PED/BIKE		179-090-04	EN FROM I-35W TO TH 77 ALONG MN RIVER IN BURNSVILLE- CONSTRUCT BIG RIVERS REGIONAL TRAIL	1,300,000	1,040,000	0	0	0	260,000	BURNSVILLE	AQ2
2014	PED/BIKE		188-118-04	EN ON KENRICK AVE BETWEEN 185TH ST AND 205TH ST, ALONG MARION LAKE BETWEEN KENRICK AVE AND 195TH ST- CONSTRUCT TRAIL, PURCHASE 14 ACRES FOR PARK AND CONSTRUCT TRAIL IN PARK ALONG MARION LAKE	2,577,000	1,040,000	0	0	0	1,537,000	LAKEVILLE	AQ2
2014	PED/BIKE		235-090-02	EN CONSTRUCT TRAIL ALONG ANOKA CR 81 FROM 233RD LN TO DEER CREEK 2ND PARK AND NEAR ST FRANCIS MIDDLE SCHOOL	232,866	186,293	0	0	0	46,573	ST FRANCIS	AQ2

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2014		PED/BIKE	62-636-06	EN CONSTRUCT TWO GRADE-SEPARATED PED CROSSINGS OF ACCESS RAMPS FROM CHILDS RD TO WARNER RD IN ST PAUL	3,437,000	1,040,000	0	0	0	2,397,000	RAMSEY COUNTY	AQ2
2014		PED/BIKE	70-701-08	EN ALONG CSAH 101 FROM RIVER RD/STAGECOACH RD TO SHENANDOAH DR IN SHAKOPEE-CONSTRUCT	1,300,000	1,040,000	0	0	0	260,000	SCOTT COUNTY	AQ2
2014		PED/BIKE	91-090-68	EN FROM FRANKLIN AVE N TO CENTRAL RIVERFRONT PARK IN MPLS-CONSTRUCT WEST RIVER PKWY TRAIL IMPROVEMENTS, ETC	1,202,500	962,000	0	0	0	240,500	MPLS PARK/REC BOARD	AQ2
2014		PED/BIKE	91-090-71	EN ALONG THE WEST BANK OF MISS RIVER-JAMES I RICE PKWY TRAIL IMPROVEMENTS & CONNECTIONS	1,040,000	832,000	0	0	0	208,000	MPLS PARK/REC BOARD	AQ2
2014		PED/BIKE	91-090-72	EN OVER HENNEPIN CSAH 19 IN SHOREWOOD AND TONKA BAY-CONSTRUCT LAKE MINNETONKA LRT REGIONAL TR PED/BIKE BRIDGE	2,000,000	1,040,000	0	0	0	960,000	THREE RIVERS PARK DISTRICT	AQ2
2014		PED/BIKE	91-090-74	BT CONSTRUCT INTERCITY TRAIL FROM NOKOMIS PKWY IN MPLS TO THE MALL OF AMERICA IN BLOOMINGTON	7,150,000	5,720,000	0	0	0	1,430,000	THREE RIVERS PARK DISTRICT	AQ2
2014		PED/BIKE	91-090-75	BT CONSTRUCT CRYSTAL LAKE REGIONAL TRAIL FROM THE MPLS GRAND ROUNDS TRAIL NETWORK TO THE TWIN CITIES REGIONAL TRL NETWORK IN ROBBINSDALE, BRS;SHELTERS, KIOSKS, ETC	2,704,000	2,163,200	0	0	0	540,800	THREE RIVERS PARK DISTRICT	AQ2
2014		PED/BIKE	98-090-07	EN ALONG HENNEPIN CSAH 19 IN HANOVER-CONSTRUCT BIT PED/BIKE TRAIL	270,291	216,233	0	0	0	54,058	HANOVER	AQ2
2014		RR	02-00134	SR MNRR ON 69TH AVE NE, MSAS 305 IN FRIDLEY AND SPRING CREEK DR, MUN 1 IN NEW BRIGHTON-INSTALL GATES AT 69TH AVE NE	260,000	260,000	0	0	0	0	MNDOT	S8
2014		RR	10-00118	SR MPL ON CSAH 33, OAK ST IN NORWOOD YOUNG AMERICA(1 MI S)-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	RR	RR	27-00303	SR CP ON VICKSBURG LN, MSAS 156 IN PLYMOUTH-UPGRADE TO GATES OR CONTRIBUTE TO GRADE SEPARATION	260,000	234,000	0	0	0	26,000	MNDOT	S8
2014	RR	RR	27-00304	SR PGR ON KELL AVE S, MUN 312 IN BLOOMINGTON-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2014	RR	RR	62-00203	SR MNR ON KNOLLWOOD DR, MUN 42 IN NEW BRIGHTON-INSTALL GATES	234,000	210,600	0	0	0	23,400	MNDOT	S8
2014	RR	RR	70-00123	SR UP ON CSAH 9 IN JORDAN-UPGRADE TO GATES(CANTILEVERS)	312,000	280,800	0	0	0	31,200	MNDOT	S8
2014	RR	RR	82-00139	SR UP ON CENTRAL AVE, MUN 46 IN BAYPORT-INSTALL GATES	286,000	257,400	0	0	0	28,600	MNDOT	S8
2014	RR	RR	82-00140	SR UP ON 10TH AVE N, MUN 4 IN BAYPORT-INSTALL GATES	338,000	304,200	0	0	0	33,800	MNDOT	S8
2014	TH 110	TH 110	1918-108	SC AT DAKOTA CR 43(LEXINGTON AVE) IN MENDOTA HEIGHTS-REPLACE TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	TH 12	TH 12	2713-102	DR EAST OF WILLOW ROAD TO OLD CRYSTAL BAY ROAD IN ORONO-REMOVE SIDEWALK, REGRADE BEHIND CURB, ADD CATCH BASINS	125,000	0	0	0	125,000	0	MN/DOT	AQ2
2014	TH 12	TH 12	2714-141	NO AT NE CORNER OF INTERSECTION OF HENNEPIN CR 101 IN WAYZATA-TWO NOISE WALLS BETWEEN US 12 AND HOLLYBROOK ROAD, GUARDRAIL	1,230,000	0	0	0	905,000	325,000	MN/DOT	O3
2014	TH 13	TH 13	1902-56	SC AT I-35E IN LILYDALE & MENDOTA HTS-INSTALL TRAFFIC SIGNALS AT ENTRANCE/EXIT RAMP	520,000	0	0	0	520,000	0	MN/DOT	E2
2014	TH 13	TH 13	7001-104	SC AT 150TH ST IN PRIOR LAKE - CONSTRUCT 3/4 INTERSECTION AT 150TH & R/RO AT ZINRAN/OAKLAND BEACH	500,000	0	0	0	500,000	0	MN/DOT	E1
2014	TH 169	TH 169	2772-90	SC FROM I-494 IN BLOOMINGTON/EDINA TO I-94 IN MAPLE GROVE/BROOKLYN PARK-REPLACE SIGNING	750,000	0	0	0	750,000	0	MNDOT	O8

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	TH 169	2772-91	RS	FROM 0.2 MI N OF JCT I494 IN BLOOMINGTON TO 0.3 MI N JCT MN 62 IN EDINA-MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE, ETC	4,780,000	0	0	0	4,780,000	0	MN/DOT	S10
2014	TH 169	2772-92	RS	FROM N END OF BRIDGE OVER TH55 IN PLYMOUTH TO 0.2 MI S OF 77TH AVE (BROOKLYN BLVD) IN BROOKLYN PARK-MILL & OVERLAY, CRACK & SEAT OLD CONCRETE, CONSTRUCT ESCAPE LANE, GUARDRAIL, DRAINAGE, ETC	13,725,000	0	0	0	13,725,000	0	MN/DOT	S10
2014	7 TH 169	2776-03AC3	MC	HIGHWAY 169/I494 INTERCHANGE IMPROVEMENTS, MN(AC PAYBACK, 3 OF 3)	26,000,000	26,000,000	0	0	0	0	MN/DOT	A15
2014	TH 169	7005-94	TM	THROUGH BELLE PLAINE - REMOVE MEDIAN CROSSEOVERS (HIGH PRIORITY IRC)	500,000	0	0	0	500,000	0	MN/DOT	S16
2014	TH 25	7003-13	SC	AT THE TH 169 RAMP TERMINALS IN BELLE PLAINE - INSTALL TRAFFIC SIGNAL SYSTEMS, ETC	500,000	0	0	0	500,000	0	MN/DOT	E2
2014	TH 3	1908-83	SC	AT TH 110(ROBERT TR) IN SUNFISH LAKE-REPLACE TRAFFIC SIGNAL	400,000	0	0	0	400,000	0	MNDOT	E2
2014	TH 36	138-010-18	RC	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT SPLIT-DIAMOND INTERCHANGE BETWEEN ENGLISH ST/TH 61, ACCESS CLOSURES, SIGNAL INSTALLATION, ETC	9,100,000	7,280,000	0	0	0	1,820,000	MAPLEWOOD	A15
2014	4 TH 36	8214-114B	RW	**MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	168,625	0	134,900	0	33,725	0	MNDOT	O4
2014	4 TH 36	8214-114L	RW	**MN191**ST CROIX RIVER X-ING, STILLWATER-(MN)TH 36/(WI) TH 64-DESIGN, RIGHT OF WAY & CONSTRUCTION OF UTILITY RELOCATION FOR REPLACEMENT OF BR 4654	4,330,875	0	3,464,700	0	0	866,175	STILLWATER	O4

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2014	4	TH 36	8214-114MIT14	BR	OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	1,200,000	0	0	0	0	1,200,000	MN/DOT	A20
2014	4	TH 36	8217-82045	BR	OVER ST CROIX RIVER NEAR STILLWATER AND OAK PARK HEIGHTS-NEW BRIDGE OVER ST. CROIX RIVER, INCLUDING RAMPS ON AND OFF TH 95(AC PROJECT, PAYBACKS IN 2015, 2016 & 2017)	488,335,000	60,625,000	0	99,375,000	0	328,335,000	MN/DOT	A20
2014		TH 52	1905-34	SC	FROM TH 19 IN CANNON FALLS TO 117TH AVE IN INVER GROVE HTS-REMOVE MEDIAN CROSSTOVERS, CONSTRUCT LEFT TURN LANE FROM TH52 NB TO 180TH ST E	245,000	0	0	0	245,000	0	MN/DOT	S16
2014		TH 52	1928-57	SC	FROM TH 55 IN INVER GROVE HTS TO I-94 IN ST PAUL- REPLACE SIGNING	500,000	0	0	0	500,000	0	MNDOT	O8
2014	5	TH 52	6244-30AC3	BR	PLATO BLVD TO I-94-REPLACE BR 9800(LAFAYETTE) , APPROACHES & RAMP MODIFICATIONS(AC PAYBACK 3 OF 3)	19,000,000	19,000,000	0	0	0	0	MN/DOT	NC
2014		TH 55	2723-120	SC	AT NIAGARA LANE/PLYMOUTH BLVD IN PLYMOUTH-SIGNAL REBUILD, CONSTRUCT L-TURN LN WB AND LENGTHEN EB L-TURN LANE	825,000	0	0	0	670,000	155,000	MN/DOT	E2
2014		TH 55	8825-388	TM	TH55, TH13 AND TH 149-COORDINATION AND RETIMING OF SIGNALS INCLUDING CCTV CAMERAS, MESSAGE SIGNS AND UPGRADING SIGNAL CABINETS FOR FUTURE TRANSIT SIGNAL PRIORITY	1,172,475	937,980	0	0	234,495	0	MNDOT	E2
2014	6	TH 61	1913-64B	BR	**MN261**HASTINGS BRIDGE (2010 APPROPRIATIONS ACT-STP)	486,917	0	486,917	0	0	0	MN/DOT	S19
2014		TH 61	1913-75	TM	FROM 4TH ST IN HASTINGS TO I-94 IN ST PAUL-FREEWAY MANAGEMENT SYSTEM ON TH 61	3,744,000	2,995,200	0	0	748,800	0	MNDOT	O8

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2014	TH 61	6222-162	RS	FROM 800' S WHITE BEAR AVE TO .25 MI N OF JCT MN96 IN WHITE BEAR LAKE-MILL & OVERLAY, DRAINAGE, REPLACE SIGNAL AT BUFFALO ST/4TH ST, ETC(SF INCLUDES RR AGREEMENT)	3,650,000	0	0	0	3,505,000	145,000	MN/DOT	S10
2014	TH 62	2775-15	SC	FROM PORTLAND AVE TO BLOOMINGTON AVE IN RICHFIELD AND MINNEAPOLIS - REPLACE LIGHTING SYSTEM	125,000	0	0	0	125,000	0	MNDOT	S18
2014	TH 65	0208-136	SC	AT VIKING BLVD IN HAM LAKE- EXTEND NB AND SB LEFT TURN LANES	195,000	0	0	0	195,000	0	MN/DOT	E1
2014	TH 7	2706-214	SC	AT SHADY OAK RD(HENNEPIN CSAH 61) IN MINNETONKA- TRAFFIC SIGNAL REBUILD	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	TH 7	2706-225	SC	AT OAK ST(HENNEPIN CSAH 19) IN SHOREWOOD-SIGNAL REPLACEMENT AND TURN LANE EXTENSION	255,000	0	0	0	190,000	65,000	MNDOT	E2
2014	TH 7	2706-227	SC	AT 5TH AVE N/OAKRIDGE RD IN HOPKINS-TRAFFIC SIGNAL REBUILD	250,000	0	0	0	125,000	125,000	MNDOT	E2
2014	TH 952A	173-010-07	RC	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL-WIDENING, MILL AND OVERLAY, LANDSCAPING, ETD	10,383,000	7,280,000	0	0	0	3,103,000	WEST ST PAUL	S19
2014	TH 999	880M-AM-14	AM	METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2014	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2014	TH 999	880M-BI-14	BI	METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2014	9,965,000	7,972,000	0	0	1,993,000	0	MN/DOT	NC
2014	TH 999	880M-CA-14	SC	METRO SETASIDE - CONSULTANT DESIGN -2014	8,700,000	0	0	0	8,700,000	0	MN/DOT	NC
2014	TH 999	880M-CM-14	SC	METRO SETASIDE FOR LOWER COST CONGESTION MGMT PROJECT FOR FY 2014	20,000,000	0	0	0	20,000,000	0	MN/DOT	NC
2014	TH 999	880M-NO-14	NO	METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2014	590,000	0	0	0	590,000	0	MN/DOT	NC
2014	TH 999	880M-PM-14	PM	METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2014	5,000,000	0	0	0	5,000,000	0	MN/DOT	NC

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2014	TH	999	880M-RB-14	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2014	250,000	0	0	0	250,000	0	MN/DOT	NC
2014	TH	999	880M-RS-14	RS METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2014(TH 61, 8205-111, POSSIBLE PAYBACK)	8,280,000	8,280,000	0	0	0	0	MN/DOT	NC
2014	TH	999	880M-RW-14	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2014	9,000,000	4,000,000	0	0	5,000,000	0	MN/DOT	NC
2014	TH	999	880M-RX-14	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2014	4,600,000	0	0	0	4,600,000	0	MN/DOT	NC
2014	TH	999	880M-SA-14	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2014	13,700,000	0	0	0	13,700,000	0	MN/DOT	NC
2014	TH	999	880M-SC-14	SC METRO SETASIDE FOR SAFETY CAPACITY(\$3.1M) & ACCESS MGMT(\$2.15M) PROJECTS FOR FY 2014	5,250,000	0	0	0	5,250,000	0	MN/DOT	NC
2014	TH	999	880M-TE-14	SC METRO SETASIDE FOR TRAFFIC ENGINEERING, HYDRAULICS(\$3.35M), TRAF MGMT(.5M) PRESERVATION PROJECTS FOR FY 2014	3,850,000	0	0	0	3,850,000	0	MN/DOT	NC
2014	TH	999	880M-TM-14	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2014	500,000	0	0	0	500,000	0	MN/DOT	NC
2014	TH	999	880M-TR-14	TM METRO SETASIDE-TEAM TRANSIT FOR METRO PROJECTS IN FY 2014	2,000,000	0	0	0	2,000,000	0	MN/DOT	NC
2014	TH	999	8825-355	SC NE QUADRANT OF METRO DISTRICT - RELAMP LIGHTING SYSTEM	500,000	0	0	0	500,000	0	MNDOT	S18
2014	TH	999	8825-364	SC METROWIDE-UPGRADE EXISTING COMMUNICATIONS INFRASTRUCTURE AND CONTROLLERS	500,000	0	0	0	500,000	0	MNDOT	NC
2014	TH	999	8825-389	SH METROWIDE-PROACTIVE CONTRACT FOR RURAL INTERSECTION LIGHTING	219,000	187,200	0	0	31,800	0	MNDOT	S18
2014	TH	999	TRLF-RW-14	RW REPAYMENT, FY 2014, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON THS 212 & 65	2,244,000	0	0	0	2,244,000	0	MN/DOT	NC

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
				Totals	2,774,715,310		58,900,011		451,139,644			
						909,026,299		212,946,600		1,050,453,389		

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	BB		19-623-23A	RW **MN218**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY	9,000,000	0	1,131,820	0	0	7,868,180	DAKOTA COUNTY	S4
2010	BB		19-623-27	RW **MN170**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY ACQUISITION	5,399,400	0	4,319,520	0	0	1,079,880	DAKOTA COUNTY	04
2010	BB		19-623-27A	RW **MN218**CEDAR AVE BUSWAY, DAKOTA CO-RIGHT OF WAY ACQUISITION	4,209,600	0	3,367,680	0	0	841,920	DAKOTA COUNTY	04
2010	BB		91-595-20	RW SECT 1301: UNION DEPOT MULTIMODAL TRANSIT FACILITY, ST PAUL-RIGHT OF WAY ACQUISITION-THIS WAS SP 62-595-01	17,500,000	0	14,000,000	0	0	3,500,000	RAMSEY COUNTY	04
2010	CITY		114-030-10	SC \$\$ESL\$CITYWIDE-CONVERT SEVERAL TRAFFIC SIGNALS TO LED ALONG WITH PED SIGNALS AND PUSH BUTTONS	225,000	0	0	0	0	45,000	COON RAPIDS	E2
2010	CITY		141-366-15	SH 31ST ST, 9 LOCATIONS, HENNEPIN TO 2ND AVE, MPLS-OVERHEAD SIGNAL INDICATIONS-PHASE 1	472,500	425,250	0	0	0	47,250	MINNEAPOLIS	S2
2010	CITY		145-030-01	SC \$\$ESL\$SON SHORELINE BLVD & COMMERCE BLVD, E CITY LIMITS TO W CITY LIMITS-REPLACE/RECONSTRUCT STREET LIGHTING & RECONSTRUCT SIDEWALK	700,000	0	0	0	0	70,000	MOUND	S18
2010	CITY		187-591-01	BT **SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, WALKWAY) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	240,550	0	0	0	0	66,550	ARDEN HILLS	AQ2
2010	CITY		187-591-01ES	BT \$\$ESEN\$**SRTS IN** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK MARKING, WALKWAY) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	288,326	0	0	0	0	0	ARDEN HILLS	AQ2

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	CITY		187-591-02	PL **SRTS NI** SAFE ROUTES TO SCHOOL - NON-INFRASTRUCTURE (EDUCATION PROGRAM, ETC) - VALENTINE HILLS ELEMENTARY SCHOOL, ARDEN HILLS (2008 PROGRAM)	1,000	0	0	0	0	0	0 ARDEN HILLS	O1
2010	CITY		195-114-07	MC **MN088**RING ROAD SYSTEM FOR I-35E, DUCKWOOD DRIVE IN EAGAN-PRELIMINARY ENGINEERING(2005 APPROPRIATIONS ACT)	495,000	0	495,000	0	0	0	0 EAGAN	O1
2010	CITY		208-080-01	RC \$\$\$ESL\$ON AKRON AVE, DAKOTA CSAH 42 TO BONAIRE PATH-RECONSTRUCT	3,700,000	0	0	0	0	740,000	ROSEMOUNT	S10
2010	CITY		246-591-01	BT **SRTS** SAFE ROUTES TO SCHOOL - INFRASTRUCTURE (CROSSWALK IMPROVEMENTS, BIKE/PEP FACILITY & TRAFFIC CALMING) IN CITY OF JORDAN (2007 PROGRAM)	324,100	0	0	0	0	149,100	JORDAN	AQ2
2010	CITY		98-080-35	DR **MN34**RW FOR NEWPORT NORTH RAVINE, STERLING TO HASTINGS AVE, NEWPORT-EROSION & RATE CONTROL PROJECT TO PROVIDE RELIEF TO WAKOTA STORM WATER SYSTEM	100,000	0	80,000	0	0	20,000	NEWPORT	O4
2010	CMAQ		141-030-18	TM UPGRADES & ENHANCEMENTS TO CITY TRAFFIC MANAGEMENT CENTER & INTELLIGENT TRANSPORTATION SYSTEM CAPABILITIES	5,460,500	4,368,400	0	0	0	1,092,100	MINNEAPOLIS	S7
2010	CMAQ		141-080-39	TM OPTIMIZE SIGNAL TIMING AT SIGNALIZED INTERSECTIONS, OLSON HWY, MPLS	31,250	25,000	0	0	0	6,250	MINNEAPOLIS	E2
2010	CMAQ		141-080-46	TR TRAFFIC SIGNAL IMPROVEMENTS TO DOWNTOWN ST SYSTEM TO PROVIDE DAILY ENHANCED PREFERRED TREATMENT FOR BUS & LRT TRANSIT PATRONS	525,000	420,000	0	0	0	105,000	MINNEAPOLIS	E2
2010	CMAQ		141-080-47	TM DEVELOPMENT & IMPLEMENTATION OF TRAFFIC SIGNAL TIMING PLANS & STRATEGIES FOR N SIDE INTERSECTIONS, MPLS	525,000	400,000	0	0	0	125,000	MINNEAPOLIS	E2

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	CMAQ	CMAQ	189-080-03	TR E OF I-94 OFF MAPLE GROVE PKWY-CONSTRUCTION OF PARK & RIDE FACILITY, ETC	3,254,050	2,436,461	0	0	0	817,589	MAPLE GROVE	E6
2010	CMAQ	CMAQ	199-080-02	TR CONSTRUCT TRANSIT FACILITY TO PROVIDE 200 ADDITIONAL PARK-N-RIDE STALLS, RAMSEY	4,378,500	3,502,800	0	0	0	875,700	RAMSEY	E6
2010	CMAQ	CMAQ	91-080-06	TR COMPLETION OF SMTC MARKET STREET STATION, CHANHASEN PARK-N-RIDE EXPANSION FACILITY	9,000,000	5,575,000	0	0	0	3,425,000	SMTC	E6
2010	CMAQ	CMAQ	CM-05-09A	TM TDM ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL & RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS	3,678,125	2,942,500	0	0	0	735,625	MET COUNCIL -MT	AQ1
2010	CMAQ	CMAQ	CM-05-10AC2	TR PROVIDE EXPRESS BUS SERVICE BETWEEN CITY OF RAMSEY & MPLS(AC PAYBACK 2 OF 3)	416,300	416,300	0	0	0	0	RAMSEY	E6
2010	CMAQ	CMAQ	TRS-MVTA-10	TR MVTA: PURCHASE 2 BUSES FOR DEDICATED OPERATION & DEPLOY ITS COMPONENTS FOR STATION-TO-STATION SERVICE ON CEDAR AVE BUSWAY	888,800	711,040	0	0	0	177,760	MET COUNCIL- MTS	T2
2010	CMAQ	CMAQ	TRS-TCMT-10A	TR TRANSIT SERVICE EXPANSION TO PROVIDE NEW WEEKDAY PEAK PERIOD SERVICE ON NEW ROUTE 375, LAKE ELMO/WOODBURY & MPLS-FY 2010	322,156	257,725	0	0	0	64,431	MET COUNCIL -MT	T10
2010	CR 132	CR 132	02-596-07	SH ANOKA CO RD 132 (85TH AVE) AT SPRINGBROOK DR, COON RAPIDS-CHANNELIZATION, TRAFFIC SIGNAL UPGRADE,	1,070,000	963,000	0	0	0	107,000	ANOKA COUNTY	S2
2010	CR 40	CR 40	10-640-09	BR \$\$ESL\$SAT MAIN ST BRIDGE OVER SPRING CREEK-REPLACE BRIDGE #L2783 & ASSOCIATED ROADWORK	500,000	0	0	0	0	40,000	CARVER	S19
2010	CR 5	CR 5	179-020-28AC	RW **MN190**AT TH 13 IN BURNSVILLE-RIGHT OF WAY ACQUISITION FOR RECONSTRUCTION OF INTERSECTION(AC PAYBACK)	449,528	0	449,528	0	0	0	BURNSVILLE	O4

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	CR 83	82-596-04		MC \$\$\$\$AT OVERPASS OF I35- CONSTRUCT BRIDGE & RETAINING WALLS	10,000,000	0	0	0	0	5,000,000	WASHINGTON COUNTY	A15
2010	CR 96	19-596-08		RC \$\$\$\$RECONSTRUCT & PAVE 2 MILES OF DAKOTA CR 96, IMPROVE INTERSECTION AT DAKOTA CSAH 23-TIED WITH RR PROJECT 19-00137	1,890,217	0	0	0	0	0	DAKOTA COUNTY	E2
2010	CSAH 10	10-610-39		RS \$\$\$\$FOUR LOCATIONS WITHIN CARVER COUNTY-MILL & OVERLAY	1,395,500	0	0	0	0	279,100	CARVER COUNTY	AQ2
2010	CSAH 10	109-020-12		BT \$\$\$\$ALONG HENNEPIN CSAH 10, BROOKLYN BLVD TO TH 100-PED/BIKE TRAIL	2,500,000	0	0	0	0	500,000	BROOKLYN CENTER	AQ2
2010	CSAH 116	02-652-05		RC BUNKER LK BLVD/ANOKA CSAH 116), TH 65 TO RADISSON RD & ON RADISSON RD/ANOKA CSAH 52), BUNKER LK BLVD TO CSAH 14, HAM LAKE & BLAINE- RECONSTRUCT SEGMENTS, 2- LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	12,300,000	7,723,221	0	0	0	4,576,779	ANOKA COUNTY	A10
2010	CSAH 14	02-614-28		RC 21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC	4,712,209	3,769,767	0	0	0	942,442	ANOKA COUNTY	E3
2010	CSAH 14	02-614-28ES		RC \$\$\$\$21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC (MNDOT PORTION OF PROJECT UNDER 0282-25)	2,412,500	0	0	0	0	0	ANOKA COUNTY	E3
2010	CSAH 14	02-614-32		RC THRUSH ST TO CRANE ST, COON RAPIDS-WIDEN TO 4- LANE DIVIDED HWY- INTERSECTION IMPROVEMENTS, PED WKWY, ETC	9,200,000	5,885,000	0	0	0	3,315,000	ANOKA COUNTY	E1
2010	CSAH 153	27-753-16		BR LOWRY AVE OVER MISSISSIPPI RIVER-REPLACE BRIDGE #2723 INCLUDING APPROACHES & STORMWATER QUALITY IMPROVEMENTS	65,000,000	0	0	0	0	65,000,000	HENNEPIN COUNTY	S19

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	CSAH 16	70-616-24	SH	SCOTT CSAH 16(MCCOLL DR), GLENDALE RD, SAVAGE-CONSTRUCT MULTI-LANE ROUNDABOUT	1,500,000	770,400	0	0	0	729,600	SCOTT COUNTY	S2
2010	CSAH 21	70-621-24	MC	FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-GRADING, DRAINAGE, BRIDGE, ETC	4,114,075	3,291,260	0	0	0	822,815	SCOTT COUNTY	A10
2010	CSAH 21	70-621-25	RC	SCOTT CSAH 16 TO SCOTT CSAH 18, SHAKOPEE-GRADING, DRAINAGE, BRS, ETC	4,535,000	2,500,000	0	0	0	2,035,000	SCOTT COUNTY	E1
2010	CSAH 21	70-621-27	MC	FROM SCOTT CSAH 16 TO SCOTT CSAH 18 IN SHAKOPEE-SURFACING, SIGNALS, ETC	3,484,916	2,484,916	0	0	0	1,000,000	SCOTT COUNTY	A10
2010	CSAH 21	70-621-27ES	MC	\$\$\$ESL\$FROM SCOTT CSAH 16 TO SCOTT CSAH 18 IN SHAKOPEE-SURFACING, SIGNALS, ETC	5,283,647	0	0	0	0	0	SCOTT COUNTY	A10
2010	CSAH 21	70-621-28	MC	FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-SURFACING, SIGNALS, ETC	3,176,000	2,540,000	0	0	0	636,000	SCOTT COUNTY	A10
2010	CSAH 21	70-621-28ES	MC	\$\$\$ESL\$FROM SCOTT CSAH 42 IN PRIOR LAKE TO SCOTT CSAH 16 IN SHAKOPEE-SURFACING, SIGNALS, ETC	2,040,353	0	0	0	0	0	SCOTT COUNTY	A10
2010	CSAH 3	27-603-43	BR	EXCELSIOR BLVD(HENNEPIN CSAH 3) OVER MINNEHAHA CREEK, ST LOUIS PARK-REPLACE BR 90455(TOTAL COST INCLUDES SAP 27-603-50(GRADING) SO CONSTRUCTION COULD BE COORDINATED)	4,200,000	718,962	0	0	0	3,481,038	HENNEPIN COUNTY	S19
2010	CSAH 30	10-630-27	SC	\$\$\$ESL\$COMPOST SITE ACCESS-CONSTRUCT TURN LANES	120,000	0	0	0	0	24,000	MAYER	E1
2010	CSAH 49	62-649-27	RC	FROM TRANSIT AVE TO BURK AVE W AND TH 36 IN ROSEVILLE & LITTLE CANADA-RECONSTRUCT INTERCHANGE, REPLACE BRIDGE 5427 WITH BRIDGE 62631 AND CONSTRUCT NEW BRIDGE'S 62632 AND 62633, ETC (BOND FUNDS ON 6212-165)	11,590,088	11,590,088	0	0	0	0	RAMSEY COUNTY	A15

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	CSAH 65	62-619-30		RC \$\$\$ESL\$SON RAMSEY CO RD D FROM SOUTHLAWN AVE TO E MAPLEWOOD MALL DR IN MAPLEWOOD, RECONSTRUCT WITH LEFT TURN LN, ETC(FORMERLY PART OF 62-665-44)	2,900,000	0	0	0	0	351,914	RAMSEY COUNTY	E1
2010	CSAH 65	62-665-44		RC WHITE BEAR AVE, N OF RADATZ AVE TO N OF RAMSEY CO RD D, MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	10,800,000	8,340,405	0	0	0	2,459,595	RAMSEY COUNTY	E1
2010	CSAH 81	238-020-02		RC S OF INTERSECTION WITH THE I-94 EB RAMP, ROGERS-REALIGN TO ADD LANES, TURN LANES, & PED/BIKE PATH	3,278,000	2,124,398	0	0	0	1,153,602	ROGERS	E1
2010	CSAH 81	27-681-27		RC N OF TH 100 TO N OF HENNEPIN CSAH 10, CRYSTAL-RECONSTRUCT TO 6-LANE DIVIDED RDW, PED/BIKE PATH, INTERSECTION IMPROVEMENTS, ETC	21,946,000	8,265,200	0	0	0	13,680,800	HENNEPIN COUNTY	A15
2010	I 35	1980-78		SC DAKOTA CSAH 70 TO 0.5 MI N OF DAKOTA CSAH 50, LAKEVILLE-INSTALL CABLE MEDIAN BARRIER (HSIP FUNDS ARE DISTRICT C FUNDS)	616,904	554,889	0	0	62,015	0	MN/DOT	S9
2010	I 35E	0282-25		RC \$\$\$ES\$21ST AVE TO OTTER LAKE RD INCLUDING INTERCHANGE RECONSTRUCTION AT I-35E, LINO LAKES-INTERCHANGE RECONSTRUCTION, BRIDGE WIDENING, ETC(LOCAL PORTION OF PROJECT UNDER 02-614-28)	4,412,500	0	0	0	0	0	MNDOT	E3
2010	I 35E	1982-143		DR S JCT I-35/I-35W, BURNSVILLE TO DAKOTA CSAH 31(PILOT KNOB RD), EAGAN-REPAIR/REPLACE CULVERTS, CATCH BASINS, ETC	413,211	0	0	0	413,211	0	MN/DOT	NC
2010	I 35E	1982-149		SH S JCT I-35E/I-35W, BURNSVILLE TO WAGON WHEEL TRAIL, MENDOTA HTS-INSTALL MEDIAN CABLE BARRIER	1,388,800	1,249,920	0	0	138,880	0	MN/DOT	S9

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	I 35E		1982-156	SC \$\$\$\$ AT WB 1494 AND EB 1494 TO SB 135E - INTERCHANGE RAMP MODIFICATION	781,737	0	0	0	0	0	MNDOT	E3
2010	I 35E		6280-356	DR \$\$\$\$35E@THOMPSON AVE, ST PAUL TO OUTLET NEAR ST PETER/SHEPARD RD AT MISSISSIPPI RIVER-STORM TUNNEL RESTORATION	1,573,755	0	0	0	0	0	MNDOT	NC
2010	I 35E		6280-357	AM ON BR 62896 (LITTLE CANADA ROAD) OVER I-35E IN THE CITY OF LITTLE CANADA - REPLACE CHAIN LINK BR FENCE W/ORNAMENTAL RAILING & REFINISH PARAPET ON BR 62896	50,000	0	0	0	50,000	0	MNDOT	S13
2010	I 35E		6280-363	SC \$\$\$\$ FROM LITTLE CANADA RD ON I35E TO RICE ST ON I694 IN THE CITIES OF LITTLE CANADA AND VADNAIS HTS - CHANGING LANE CONFIGURATION ON NB TO WB 35E/694 RAMP	125,780	0	0	0	0	0	MNDOT	S11
2010	I 35E		6280-62912A	RX LEXINGTON BRIDGE 62912 OVER MISSISSIPPI RIVER - REMOVE PORTION OF PIER 1 PROTECTION SYSTEM(\$150,000 FROM BARC FUNDS)	153,770	0	0	0	153,770	0	MNDOT	S19
2010	I 35W		0280-61	RS \$\$\$\$N OF I694, ARDEN HILLS TO 0.1 MI N OF LAKE DRIVE, BLAINE - BITUMINOUS MILL & OVERLAY, DECK REPAIR ON 9603, ETC	5,194,168	0	0	0	0	0	MN/DOT	S10
2010	I 35W		0280-65	SC 95TH AVE, BLAINE TO N JCT I-35/35E, COLUMBUS TWP- INSTALL CABLE MEDIAN BARRIER	1,624,698	0	0	0	162,469	1,462,229	MN/DOT	S9
2010	I 35W		1981-112	RD BETWEEN TH 13 & CLIFF RD, BURNSVILLE - CABLE CONCRETE LINING OF DITCH, CULVERT EXT/REALIGN, POND EXC, BERM STABILIZATION, ETC	717,430	0	0	0	717,430	0	MN/DOT	NC
2010 3	I 35W		2782-281AC3	MC 66TH ST, RICHFIELD TO MINNEHAHA CREEK, MPLS- GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK 3 OF 3)	6,900,000	6,900,000	0	0	0	0	MN/DOT	A10
2010 3	I 35W		2782-323	RB FROM 42ND ST TO 35TH ST IN MPLS-LANDSCAPING (UPA)	73,798	0	0	0	0	0	MN/DOT	O6

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	I 35W	6284-140		SH	RAMSEY CO RD C TO I-694, ROSEVILLE, NEW BRIGHTON, & ARDEN HILLS-CONTINUOUS LIGHTING	657,561	591,805	0	0	65,756	0	MNDOT	S2
2010	I 35W	6284-141		SC	TH 10, ARDEN HILLS TO ANOKA CSAH 23(LAKE DR), BLAINE-CONSTRUCT SB AUXILIARY LANE	419,432	0	0	0	0	0	MN/DOT	S6
2010	I 494	2785-330C		PL	**MN199**I-494 LANE ADDITION, HENNEPIN CO	235,526	0	188,421	0	47,105	0	MNDOT	A20
2010	I 494	2785-357		MC	\$\$\$FROM TH 5 IN EDEN PRAIRIE TO I-394 IN MINNETONKA- LANDSCAPING	537,135	0	0	0	0	0	MNDOT	O6
2010	I 494	8285-89		RB	TH 61 INTERCHANGE, NEWPORT-LANDSCAPING	286,490	0	0	0	286,490	0	MN/DOT	O6
2010	I 494	8285-94		RC	I-94, OAKDALE, TO S OF LAKE RD, MAPLEWOOD-REPLACE CONCRETE PAVEMENT, CONNECT AUXILIARY LANES, ETC(PHASE 2)	14,213,562	0	0	0	0	14,213,562	MN/DOT	S10
2010	I 694	6285-140		SC	I35W, ARDEN HILLS TO RICE ST, SHOREVIEW - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	645,660	0	0	0	0	0	MNDOT	S9
2010	I 694	6285-142		BI	\$\$\$ 0.25 MI WEST AND EAST OF NB 35W IN NEW BRIGHTON AND ARDEN HILLS - RAMP MODIFICATION, BRIDGE WIDENING ON BR #9602, ETC	2,536,537	0	0	0	0	0	MNDOT	S19
2010	I 694	6286-53		SH	US 61, VADNAIS HEIGHTS TO 50TH ST N, OAKDALE - INSTALL CABLE MEDIAN BARRIER	906,911	816,220	0	0	90,691	0	MNDOT	S9
2010	I 694	8286-64		RC	\$\$\$194 TO 50TH ST, OAKDALE-UNBONDED CONCRETE OVERLAY, GUARDRAIL & DRAINAGE REPAIRS, ETC & REHAB BR 82805,82806,82807,& 82808 OVER UP RR & OVER TH 5	13,042,539	0	0	0	0	0	MNDOT	S19
2010	I 94	2780-64		RS	\$\$\$ FROM 1.5 MILES EAST OF TH 101 IN ROGERS TO 0.2 MILES EAST OF THE FISH LAKE INTERCHANGE IN MAPLE GROVE-CONCRETE REHABILITATION & BIT SHLDR MILL & OVERLAY	16,795,052	0	0	0	0	0	MN/DOT	S10

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	194	2780-69	SC	\$\$\$\$AT TH 101 IN ROGERS- REPLACE LIGHTING SYSTEM	92,968	0	0	0	0	0	0 MN/DOT	S18
2010	194	2780-78	SH	SB TH 101 TO WB I-94 IN ROGERS-CONSTRUCT ACCELERATION LANE	604,091	543,583	0	0	60,508	0	0 MN/DOT	S6
2010	194	2780-80	SH	TH 101, ROGERS-CONSTRUCT EB CO RD FOR SB TH 101 TRAFFIC	1,505,413	1,354,872	0	0	150,541	0	0 MN/DOT	NC
2010	194	2780-88	RS	\$\$\$FROM CROW RIVER TO 1.6 MILES EAST OF TH 101 IN MAPLE GROVE - BITUMINOUS OVERLAY	2,515,545	0	0	0	0	0	0 MN/DOT	S10
2010	194	2781-27003A	BI	UNDER WHITNEY PED BR, MPLS-REPLACE TIMBER DECK & WOODEN STAIRS, BR 27003A	189,300	0	0	0	189,300	0	0 MN/DOT	AQ2
2010	194	2781-414	BI	UNDER LASALLE AVE, MPLS- REDECK BR 27836	1,599,678	1,439,710	0	0	159,968	0	0 MNDOT	S19
2010	194	2781-441	BI	\$\$\$WB OFF RAMP OVER LRT & 5TH ST; WB OFF RAMP OVER I-35W IN MPLS-REDECK BRS 27861 & 27877	1,647,263	0	0	0	0	0	0 MN/DOT	S19
2010	194	2781-442	BI	CHICAGO AVE OVER I94 IN MPLS-BRIDGE REDECK AND APPROACH PANEL REPLACEMENT	2,580,019	0	0	0	2,580,019	0	0 MNDOT	S19
2010	194	2786-125	MC	\$\$\$JCT I494, MAPLE GROVE TO BROOKLYN BLVD, BROOKLYN PARK - LANDSCAPING	197,723	0	0	0	0	0	0 MNDOT	O6
2010	194	6282-187	RS	HENNEPIN/RAMSEY CO LINE TO KELLOGG BLVD EXIT, ST PAUL- BITUMINOUS MILL & OVERLAY, GUARDRAIL, MEDIAN BARRIER, ETC	11,053,959	0	0	0	0	0	MNDOT	S10
2010	194	8281-02A	AM	WB OVER ST CROIX RIVER, HUDSON-PAINT BR 9400 (WISCONSIN PROJECT)	4,400,000	3,960,000	0	0	440,000	0	0 MN/DOT	S19
2010	194	8282-103	SH	W JUNCTION TH 95/WASHINGTON CSAH 15 RAMP TERMINII, WOODBURY, AFTON, LAKE ELMO, & W LAKELAND TWP-TRAFFIC SIGNAL INSTALLATION, DUAL LEFT TURN LANES, ETC(\$850K- SC)-THIS IS AN ASSOCIATED SP TO 8208-33	350,286	315,257	0	0	35,029	0	0 MNDOT	S2

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	MSAS	192-101-10		RX \$\$\$\$MINOR ARTERIAL ROADWAY IMPROVEMENTS INCLUDING CURB REPAIR, UTILITY REPAIR & MILL & OVERLAY	1,667,000	0	0	0	0	416,750	WOODBURY	S10
2010	MSAS	100 219-010-01		SC \$\$\$\$TH 244, OLD WILDWOOD RD-CONSTRUCT RIGHT TURN LANE & BYPASS LANE	195,000	0	0	0	0	39,000	MAHTOMEDI	E1
2010	MSAS	103 140-103-16		SC \$\$\$\$VISITATION DR & MENDOTA HTS RD & LAKE DR & MENDOTA HTS RD-CONSTRUCT INTERSECTION CONTROL	400,000	0	0	0	0	90,000	MENDOTA HTS	E2
2010	MSAS	104 186-104-21		RS \$\$\$\$140TH ST W, 134TH ST TO GUILD AVE & GARDENVIEW SEGMENT, APPLE VALLEY-BITUMINOUS MILL & OVERLAY	701,250	0	0	0	0	140,250	APPLE VALLEY	S10
2010	MSAS	105 183-105-03		RS \$\$\$\$TERRACE RD, ANOKA CSAH 8 TO SANBURNOL DR & ABLE ST, ANOKA CSAH 8 TO ANOKA CSAH 10- OVERLAY/RECONDITIONING	1,835,600	0	0	0	0	367,120	SPRING LAKE PARK	S10
2010	MSAS	105 188-105-02		RS \$\$\$\$ON HOLYOKE/HIGHVIEW AVE FROM HERITAGE DR TO DODD BLVD (DAKOTA CSAH 9)-MILL & OVERLAY	948,000	0	0	0	0	94,800	LAKEVILLE	S10
2010	MSAS	109 182-109-06		RC \$\$\$\$ON WINNETKA AVE N FROM HENNEPIN CSAH 10 TO 62ND AVE N-RECONSTRUCT WINNETKA AVE N	1,382,000	0	0	0	0	548,000	NEW HOPE	S10
2010	MSAS	112 239-080-01		RC \$\$\$\$SCOTT CSAH 5 TO SCOTT CSAH 3 & S ST FROM TH 169 TO O'BRIAN PKWY- CONSTRUCT S FRONTAGE RD	2,500,000	0	0	0	0	500,000	BELLE PLAINE	E3
2010	MSAS	114 169-114-05		RS \$\$\$\$WASHINGTON AVE, TH 36 TO ORLEANS-MILL & OVERLAY & STORM SEWER WORK	350,000	0	0	0	0	70,000	STILLWATER	S10
2010	MSAS	117 166-117-03		BT \$\$\$\$OVER TH 169 & FULLER ST, APPOLOOSA AVE TO VIERLING DR-CONSTRUCT PED BRIDGE & TRAIL CONNECTION	875,000	0	0	0	0	175,000	SHAKOPEE	AQ2
2010	MSAS	118 201-118-01		SC \$\$\$\$SCOTT CSAH 42 & MCKENNA RD-INSTALL TRAFFIC SIGNAL	250,000	0	0	0	0	75,000	PRIOR LAKE	E2

TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		MSAS 121	185-121-19	RS \$SESLS\$ON HADLEY AVE N FROM HUDSON BLVD N TO 11TH ST N-OVERLAY HADLEY	461,000	0	0	0	0	92,200	OAKDALE	S10
2010		MSAS 159	155-159-04	RS \$SESLS\$ON CAMPUS DR/26TH AVE FROM HENNEPIN CR 61 TO SYCAMORE LN-MILL& OVERLAY, RECONSTRUCT AND REPLACE CULVERT	433,200	0	0	0	0	86,640	PLYMOUTH	S10
2010		MSAS 235	164-235-22	BT \$SESLS\$IN VICINITY OF WABASHA ST & CHANNEL ST- RECONSTRUCT PED BRIDGE & TOWER	2,000,000	0	0	0	0	100,000	SAINT PAUL	AQ2
2010		MSAS 262	141-262-14	BI \$SESLS\$42ND AVE N/37TH AVE NE, LYNDAL AVE N TO ST ANTHONY PKWY-BRIDGE REHABILITATION	13,500,000	0	0	0	0	3,500,000	MINNEAPOLIS	S19
2010		MSAS 302	127-302-16	RS \$SESLS\$ON 61ST AVE FROM MAIN ST TO CENTRAL AVE-MILL & OVERLAY AND STRIPE FOR BIKE LANES	350,000	0	0	0	0	87,500	FRIDLEY	S10
2010		PED/BIKE	02-090-01	EN LAMOTTE DR TO WESTVIEW ST & CENTERVILLE RD, CENTERVILLE-CONSTRUCT CENTERVILLE REGIONAL TRAIL LINK, ETC	1,055,040	791,280	0	0	0	263,760	ANOKA COUNTY	AQ2
2010		PED/BIKE	10-090-01	EN MAYER TO HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	781,164	624,931	0	0	0	156,233	CARVER COUNTY	O9
2010		PED/BIKE	10-090-01ES	EN \$SESSEN\$MAYER TO HENN/CARVER CO LINE-CONSTRUCT CARVER CO DAKOTA RAIL LINE PED/BIKE TRAIL ON ABANDONED DAKOTA RAIL LINE CORRIDOR	550,680	0	0	0	0	0	CARVER COUNTY	AQ2
2010		PED/BIKE	138-010-17	EN \$SESSEN\$SALONG TH 5(STILLWATER RD), LAKEWOOD DR TO CENTURY AVE IN MAPLEWOOD-CONSTRUCT BITUMINOUS TRAIL, DRAINAGE, ETC(ARRA EN \$\$)	1,060,000	0	0	0	0	260,000	MAPLEWOOD	AQ2

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	141-080-41	EN ON 13TH ST S FROM NICOLLET AVE TO THE CONVENTION CENTER IN MPLS-PEDESTRIAN ENHANCEMENTS INCLUDING LIGHTING, WIDER SIDEWALKS, LANDSCAPING, ETC	973,370	778,696	0	0	0	194,674	MINNEAPOLIS	O6
2010		PED/BIKE	141-090-22	BT ROYALSTON AVE TO W RIVER PKWY, MPLS, CEDAR LAKE TRAIL(PHASE 3)	3,845,000	2,561,976	0	0	0	1,283,024	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-090-26	EN MARSHALL ST NE TO MONROE ST NE, MPLS-CONSTRUCT 18TH AVE NE TRAIL PHASE 2-LIGHTING, RETAINING WALLS, FENCING, SIGNAGE, ETC	2,545,000	535,000	0	0	0	2,010,000	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27	EN I-35W TO W RIVER PKWY, MPLS-CONSTRUCT RIVERLAKE GREENWAY ALONG E 40TH AND 42ND ST INCLUDING TRAFFIC CALMING, LANDSCAPING & STREETSCAPE AMENITIES	1,337,500	1,070,000	0	0	0	267,500	MINNEAPOLIS	O9
2010		PED/BIKE	141-090-27A	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS-RIVER LAKE GREENWAY, I35W EAST TO W RIVER PKWY-TIED TO 141-090-27(THIS IS REMAINING FROM SP 141-091-08)	150,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-090-31	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN	5,312,500	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-06	PL SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PRE ENGINEERING FOR MPLS LRT TRAIL PROJECTS(BIKE ROUNDABOUT & DOWNTOWN CONNECTION)	45,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-091-07	PL SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-PRE ENG FOR MPLS-U OF MN TRAIL, BR 9 TO OAK ST ALONG RR CORRIDOR	95,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	141-091-11	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-BIKE & PED PROGRAM FOR MPLS-YEAR 3	315,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	141-091-14	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES - BIKE SHARING PROGRAM - FURNISH AND INSTALL BIKE, KIOSKS AND OPERATING SYSTEMS	3,386,913	0	0	0	0	1,636,913	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-19	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS LRT TRAIL PROJECTS(BIKE ROUNABOUT & DOWNTOWN CONNECTION)	1,045,000	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	141-091-20	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES-MPLS OPERATIONS PROJECTS(BIKE LANES & BLVD TREATMENTS ALONG 12 CORRIDORS)-CONSTRUCTION, CE, AND EDUCATIONAL ACTIVITIES	1,009,780	0	0	0	0	0	MINNEAPOLIS	AQ2
2010		PED/BIKE	147-591-03	BT **SRTS IN** INFRASTRUCTURE - AT SILVER LAKE ROAD AND I-694 IN NEW BRIGHTON - REALIGNMENT OF SIDEWALK,CROSSWALK & BRIDGE IMPROVEMENTS	85,000	0	0	0	0	0	NEW BRIGHTON	AQ2
2010		PED/BIKE	147-591-04	BT **SRTS IN** SAFE ROUTES TO SCHOOL - CONSTRUCTION OF TRAILS NEAR HIGHVIEW MIDDLE SCHOOL AND HANSEN PARK IN NEW BRIGHTON	74,000	0	0	0	0	0	NEW BRIGHTON	AQ2
2010		PED/BIKE	155-591-04	BT **SRTS NI** SAFE ROUTES TO SCHOOL - DEVELOPMENT AND DELIVERY OF BIKE AND PEDESTRIAN EDUCATIONAL MATERIALS IN PLYMOUTH	2,500	0	0	0	0	0	PLYMOUTH	01
2010		PED/BIKE	164-091-03	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN TWIN CITIES - MARSHALL AVE FROM MISSISSIPPI BLVD TO CRETIN AVE - STRIPING ON ROAD BIKE LANES	495,000	0	0	0	0	0	TRANSIT FOR LIV COMM	AQ2
2010		PED/BIKE	164-091-07	BT SECT 1807: NON-MOTORIZED PILOT PROGRAM IN THE TWIN CITIES-CONSTRUCT ST PAUL-COMO AVE PROJECT TO IMPROVE PED & BIKE SAFETY WITH BIKE LANES AND BUMPOUTS	351,800	0	0	0	0	0	SAINT PAUL	AQ2

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	178-020-19	EN OVER MISSISSIPPI RIVER, INVER GROVE HEIGHTS- RESTORE ROCK ISLAND SWING BRIDGE #5600 & CONSTRUCT BIKE TRAIL (ARRA EN \$\$)	1,625,000	1,300,000	0	0	0	325,000	INVER GROVE HEIGHTS	AQ2
2010		PED/BIKE	188-591-03	BT **SRTS IN** SAFE ROUTES TO SCHOOL - PRELIMINARY ENGINEERING TO CONSTRUCT TRAILS/SIDEWALKS, CROSSWALKS, INNOVATIVE PED SIGNING AND BIKE RACKS IN LAKEVILLE	29,000	0	0	0	0	0	LAKEVILLE	AQ2
2010		PED/BIKE	19-090-08	EN SPRING LAKE PARK RESERVE, NININGER TO EXISTING TRAILS, HASTINGS-CONSTRUCT E SEGMENT OF MISS RIVER REGIONAL TRAIL	1,328,610	911,701	0	0	0	416,909	DAKOTA COUNTY	O9
2010		PED/BIKE	19-090-10	EN SPRING LAKE PARK RESERVE, NININGER TO EXISTING TRAILS, HASTINGS-PURCHASE RW FOR E SEGMENT OF MISS RIVER REGIONAL TRAIL	100,000	80,000	0	0	0	20,000	DAKOTA COUNTY	O9
2010		PED/BIKE	208-591-01	BT **SRTS IN** SAFE ROUTES TO SCHOOL - DEVELOPMENT AND DELIVERY OF BIKE AND PEDESTRIAN EDUCATIONAL MATERIALS AND ENFORCEMENT IN ROSEMOUNT	35,000	0	0	0	0	0	ROSEMOUNT	O1
2010		PED/BIKE	27-090-23	EN \$SESEN\$ALONG 3RD AVE, 12TH ST N TO 7TH ST N, MPLS- CONSTRUCT CEDAR LAKE TR THIRD AVE N CONN, ETC (ARRA EN \$\$)	1,513,000	0	0	0	0	320,000	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	27-681-27A	BT PEDESTRIAN SAFETY ENHANCEMENTS ALONG HENNEPIN CSAH 81, ROBBINSDALE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	0	0	0	187,500	HENNEPIN COUNTY	AQ2
2010		PED/BIKE	82-090-01	EN HARDWOOD CREEK REGIONAL TRAIL, FOREST LAKE- CONSTRUCT PED/BIKE BR 82523 OVER WASHINGTON CSAH 2 (BROADWAY AVE)	961,893	769,514	0	0	0	192,379	WASHINGTON COUNTY	O9

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010		PED/BIKE	91-090-43	EN S OF GOLDEN LAKE ELEM SCHOOL IN CIRCLE PINES TO LINO LAKES TOWN CENTER DEVELOPMENT-CONSTRUCT RICE CREEK NORTH REGIONAL TRAIL EXPANSION	3,348,450	1,050,000	0	0	0	2,298,450	ANOKA CO PARK & REC DEPT	AQ2
2010		PED/BIKE	91-090-55	EN SAMUEL H MORGAN REGIONAL TRAIL, TH 5 TO I-3E, ST PAUL-UPGRADE & ENHANCE CURRENT FACILITY, ETC	956,948	765,559	0	0	0	191,389	SAINT PAUL	AQ2
2010		PED/BIKE	91-090-55ES	EN \$SESEN\$SAMUEL H MORGAN REGIONAL TRAIL, TH 5 TO I-3E, ST PAUL-UPGRADE & ENHANCE CURRENT FACILITY, ETC(ARRA EN\$)	448,800	0	0	0	0	0	SAINT PAUL	AQ2
2010		PED/BIKE	91-090-66	EN \$SESEN\$OVER MINNEHAHA CREEK AT BRYANT AVE, MPLS-REHAB PEDESTRIAN BRIDGE #L6393 (ARRA EN \$)\$	477,000	0	0	0	0	95,000	MPLS PARK/REC BOARD	AQ2
2010		PED/BIKE	91-090-67	BT \$SESL\$OVER TH 7 AND CSAH 92-CONSTRUCT TWO TRAIL BRIDGES AND CONNECTION OF PAVED REGIONAL TRAIL BETWEEN BRIDGES AND HENNEPIN CO LINE	3,500,000	0	0	0	0	700,000	THREE RIVERS PARK DISTRICT	AQ2
2010		PED/BIKE	92-090-45	EN \$SESEN\$OVER TH 120, N ST PAUL & OAKDALE-CONSTRUCT GATEWAY TRAIL BRIDGE(ARRA EN \$)\$	1,943,500	0	0	0	0	643,500	DNR	AQ2
2010		PED/BIKE	92-090-48	EN OVER WASHINGTON CSAH 15(MANNING AVE) IN GRANT-REASSEMBLE BR 5721 & PLACE GATEWAY TRAIL BRIDGE 82524 OVER WASHINGTON CSAH 15	709,767	567,814	0	0	0	141,953	DNR	AQ2
2010	PL	PL	RTBI-09	PL \$SESS\$METROWIDE-REGIONAL TRAVEL BEHAVIOR INVENTORY(LOCAL PORTION)	2,350,000	0	0	0	0	600,000	METRO COUNCIL	O1
2010	PL	PL	RTBI-09A	PL \$SESS\$METROWIDE-REGIONAL TRAVEL BEHAVIOR INVENTORY(MNDOT PORTION)	1,750,000	0	0	0	0	0	METRO COUNCIL	O1
2010	RR	RR	19-00136	SR UPPER 71ST ST, INVER GROVE HTS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010	RR	RR	27-00275	SR HENNEPIN CSAH 3, LAKE ST IN MPLS-ADD GATES-3-4 GATE SYSTEM	262,500	236,250	0	0	0	26,250	MNDOT	S1

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	RR		27-00283	SR HENNEPIN CSAH 66, BROADWAY ST NE, MPLS-INSTALL CANTILEVERS & GATES	267,500	240,750	0	0	0	26,750	MNDOT	S1
2010	RR		27-00284	SR MUN 1629, CEDAR LAKE BLVD, MPLS-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010	RR		27-00287AC	SR MUN 859, E ISLAND AVE, MINNEAPOLIS-INSTALL GATES(AC PAYBACK)	216,675	216,675	0	0	0	0	MNDOT	S8
2010	RR		27-00288AC	SR MUN 866, W ISLAND AVE, MINNEAPOLIS-INSTALL GATES(AC PAYBACK)	216,675	216,675	0	0	0	0	MNDOT	S8
2010	RR		27-00292	SR HENNEPIN CSAH 10, BASS LAKE RD, HENNEPIN CO-INSTALL 4-GATE SYSTEM(AC PROJECT, PAYBACK IN 2011)	354,250	0	0	318,825	0	35,425	MN/DOT	S8
2010	RR		27-00292AC	SR HENNEPIN CSAH 10, BASS LAKE RD, HENNEPIN CO-INSTALL 4-GATE SYSTEM(AC PAYBACK 1 OF 1)	318,825	318,825	0	0	0	0	MN/DOT	S8
2010	RR		70-00118	SR PARK BLVD & ACORN WAY, ST LAWRENCE TWP-ELIMINATE AT-GRADE X-ING & CLOSE ACORN WAY X-ING	288,750	288,750	0	0	0	0	MNDOT	S1
2010	RR		70-00119	SR MUN 38, SCOTT ST, SHAKOPEE-INSTALL FLASHERS	214,000	192,600	0	0	0	21,400	MNDOT	S1
2010	RR		70-00120	SR MSAS 101, APGAR ST, SHAKOPEE-INSTALL GATES	240,750	216,675	0	0	0	24,075	MNDOT	S1
2010	TH 10		0214-41	RS \$\$\$ETH 65, BLAINE TO N JCT I-35W, MOUNDS VIEW-BITUMINOUS MILL & OVERLAY, GUARDRAIL, ETC	2,960,404	0	0	0	0	0	MN/DOT	S10
2010	TH 10		0215-59AC1	RC HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007-1 OF 2)	3,300,000	3,300,000	0	0	0	0	MN/DOT	E3
2010	TH 10		0215-59AC2	RC HANSON BLVD, COON RAPIDS-RECONSTRUCT INTERCHANGE-DEBT MGMT(AC PAYBACK FROM FY 2007-2 OF 2)	3,200,000	3,200,000	0	0	0	0	MN/DOT	E3
2010	TH 10		0215-70	SH HANSON BLVD TO EGRET, COON RAPIDS-INSTALL CABLE MEDIAN BARRIER	169,432	152,489	0	0	16,943	0	MN/DOT	S9

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 10	TH 10	199-010-09AC2	PL **MN196**US 10 CORRIDOR IMPROVEMENTS IN THE CITY OF RAMSEY-DESIGN & RW ACQUISITION(AC PAYBACK)	172,078	0	172,078	0	0	0	0 RAMSEY	O4
2010	TH 10	TH 10	8202-28	SC JCT TH 61, DENMARK TWP- REBUILD TRAFFIC SIGNAL	161,300	0	0	0	161,300	0	MN/DOT	E2
2010	TH 100	TH 100	2735-190	TM \$\$\$ 5 SEPARATE LOCATIONS FROM THE SOUTH LIMITS OF ROBBINSDALE TO FRANCE AVE - PAVING RAMP METER BYPASSES	506,988	0	0	0	0	0	MNDOT	S10
2010	TH 100	TH 100	2755-89	SC I694 TO BROOKLYN BLVD, BROOKLYN CENTER - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	395,200	0	0	0	0	0	MNDOT	S9
2010	TH 101	TH 101	238-010-02	RC I-94 WB OFF RAMP TO N OF S DIAMOND LAKE RD-EXTEND RAMP & GRADE SEPARATION OVER S DIAMOND LAKE RD, ETC(BEING LET BY MNDOT USING SP 2780-75)	2,590,784	2,072,627	0	0	0	518,157	ROGERS	A10
2010	TH 101	TH 101	238-010-02ESL	RC \$\$\$ESL\$1-94 WB OFF RAMP TO N OF S DIAMOND LAKE RD- EXTEND RAMP & GRADE SEPARATION OVER S DIAMOND LAKE RD, ETC(BEING LET BY MNDOT USING SP 2780-75)	3,780,000	0	0	0	0	0	ROGERS	A15
2010	TH 12	TH 12	2713-101	RS OLD TH 12, HENNEPIN CSAH 6, ORONO TO WAYZATA BLVD, WAYZATA-BITUMINOUS MILL & OVERLAY, ETC	1,172,150	0	0	0	1,172,150	0	MN/DOT	S10
2010 1	TH 12	TH 12	2713-95	RB WAYZATA BLVD, WAYZATA & HENNEPIN CSAH 6, ORONO, LANDSCAPING	50,530	0	0	0	50,530	0	MN/DOT	O6
2010	TH 13	TH 13	1901-152	SC \$\$\$ES\$ DIFFLEY RD/CEDARBRIDGE AVE & RIVER HILLS DR/MSAS 119, BURNSVILLE-TRAFFIC SIGNAL REPLACEMENTS (INCLUDES OLD SP 1901-151)	460,245	0	0	0	0	230,123	MN/DOT	E2
2010	TH 13	TH 13	1901-159	SC I494 TO TH55, MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$\$)	208,000	0	0	0	0	0	MNDOT	S9

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 149	1917-40		RD WENTWORTH AVE TO EMERSON AVE, MENDOTA HEIGHTS-CULVERT REPLACEMENT, GUARDRAIL, ETC	414,717	0	0	0	414,717	0	MN/DOT	NC
2010	TH 156	1912-55		SC AT ARMOUR AVE, S ST PAUL-REBUILD TRAFFIC SIGNAL	149,647	0	0	0	100,263	49,384	MN/DOT	E2
2010	TH 169	2772-81		SH SB EXIT RAMP TO MEDICINE LAKE RD, PLYMOUTH-RECONSTRUCT RAMP, EXTEND DECEL, ETC	714,561	643,105	0	0	71,456	0	MN/DOT	E3
2010	TH 169	2772-87		SC 108TH ST, BLOOMINGTON TO TH62, EDINA - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	623,266	0	0	0	0	0	MNDOT	S9
2010	TH 169	2776-03RW6		RW **MN192**I-494, BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	1,149,742	0	919,793	0	229,949	0	MNDOT	O2
2010	TH 169	2776-03RW7		RW **MN221**I-494, BLOOMINGTON-PRELIMINARY ENGINEERING, RW FOR RECONSTRUCTION OF INTERCHANGE	468,258	0	374,607	0	93,651	0	MNDOT	O2
2010	TH 169	2776-03RW8		RW **MN192**I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	381,251	0	305,001	0	76,250	0	MNDOT	O4
2010	TH 169	2776-03RW9		RW I-494, BLOOMINGTON-RW FOR RECONSTRUCTION OF INTERCHANGE	5,100,000	4,080,000	0	0	1,020,000	0	MNDOT	O4
2010	TH 169	7008-45AC1		MC SCOTT CR 64/TH 25, BELLE PLAINE-GRADING, SURFACING & BRS 70043, 70044-NEW INTERCHANGE, ETC(AC PAYBACK 1 OF 2)	10,000,000	10,000,000	0	0	0	0	MN/DOT	O4
2010	TH 19	7013-02		AM SCOTT CSAH 23 & SCOTT CSAH 86, CEDAR LAKE TWP-CONSTRUCT ROUNDABOUT, ETC	594,000	0	0	0	594,000	0	MNDOT	E1
2010	TH 212	1013-87		SC EB AND WB AT CR 51 IN BENTON TOWNSHIP-TURN LANE CONSTRUCTION (GAP PROJECT-DPS164 FUNDS)	667,668	0	0	0	0	667,668	MNDOT	E1
2010	TH 212	1017-16		RB \$\$\$ES\$TH 101 & POWERS BLVD/CARVER CSAH 17 INTERCHANGES, CHANHASSEN - LANDSCAPING	222,286	0	0	0	0	0	MNDOT	O6

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

Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	8	TH 212	1017-17	RB \$\$\$\$ TH 41, ENGLER BLVD/CARVER CSAH 10 & CARVER CSAH 11 INTERCHANGES, CHASKA - LANDSCAPING	335,652	0	0	0	0	0	0 MNDOT	O6
2010		TH 212	2744-64	SC \$\$\$\$AT 1494/TH212/TH5 INTERCHANGE IN EDEN PRAIRIE-WB 1494 TO WB 212/5 INTERCHANGE MODIFICATION, ADD LANE, ETC	1,193,021	0	0	0	0	0	0 MNDOT	E3
2010	8	TH 212	2762-28	RB \$\$\$\$HENNEPIN CSAH 4 & DELL ROAD, EDEN PRAIRIE - LANDSCAPING	189,440	0	0	0	0	0	0 MNDOT	O6
2010		TH 212	2763-44	SC SHADY OAK RD TO E JCT OF TH 62, EDEN PRAIRIE - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	559,052	0	0	0	0	0	0 MNDOT	S9
2010		TH 25	10-596-04	RC \$\$\$\$WHITE ST TO STATE ST IN WATERTOWN- RECONSTRUCT INCLUDING BITUMINOUS TRAIL	880,000	0	0	0	0	176,000	WATERTOWN	S10
2010		TH 252	2748-55	RS \$\$\$\$1-94 TO 0.4 MI N OF I-94, BROOKLYN CENTER-MAINLINE & RAMP CONCRETE REHABILITATION	1,155,579	0	0	0	0	0	0 MN/DOT	S10
2010		TH 252	2748-56	TM \$\$\$\$NB ENT RAMP, I-694, BROOKLYN CENTER TO TH 610, BROOKLYN PARK-REHAB SHOULDERS FOR BUS USAGE	1,507,454	0	0	0	0	0	0 MN/DOT	S4
2010		TH 252	2748-60	AM 0.2 M S OF 85TH AVE TO WB RAMP TO TH 610, BROOKLYN PARK-3RD LN, BUS SHOULDER, SIGNALS, ETC(INCLUDES \$100K OF TEAM TRANSIT \$\$ & \$500,000 OF SC \$\$)	1,194,000	0	0	0	1,194,000	0	0 MNDOT	S4
2010		TH 3	1921-83	RS \$\$\$\$0.5MI S OF DAKOTA CSAH 42, ROSEMOUNT TO TH 149, INVER GROVE HTS- BITUMINOUS MILL & OVERLAY, SHOULDERS, DRAINAGE, GUARDRAIL, ETC	2,755,758	0	0	0	0	0	0 MN/DOT	S10
2010		TH 3	1921-89	AM 143RD ST & 145TH ST, ROSEMOUNT-SB RT TURN LN, 143RD & TRAFFIC SIGNAL RECONSTRUCTION, 145TH	289,900	0	0	0	289,900	0	0 MNDOT	S4

TABLE A-21

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 36	6211-89		SC TH61, MAPLEWOOD TO I694, OAKDALE - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$\$)	654,392	0	0	0	0	0	MNDOT	S9
2010	TH 36	6212-165		RC AT RAMSEY CSAH 49 FROM TRANSIT AVE TO BURK AVE W IN ROSEVILLE & LITTLE CANADA-RECONSTRUCT INTERCHANGE, REPLACE BRIDGE 5427 WITH BRIDGE 62631 AND CONSTRUCT NEW BRIDGE'S 62632 AND 62633, ETC (LOCAL DOLLARS ON 62-649-27)	5,000,000	0	0	0	0	5,000,000	MNDOT	E3
2010	TH 36	8217-18		BR ST CROIX RIVER CROSSING - LOAD TESTING FOR NEW RIVER BRIDGE #82045	3,740,600	0	0	0	1,870,300	1,870,300	MN/DOT	A20
2010	TH 41	1008-67		AM INTERSECTION OF TH 41 & SECOND ST & MEDIAN AT FIRST, THIRD & FIFTH ST-SIGNAL INSTALLATION & ACCESS RESTRICTIONS	120,000	0	0	0	120,000	0	CHASKA	E2
2010	TH 41	196-010-16		SC \$\$\$INTERSECTION OF TH 41 & SECOND ST & MEDIAN AT FIRST, THIRD & FIFTH STREETS-SIGNAL INSTALLATION	600,000	0	0	0	0	60,000	CHASKA	E2
2010	TH 47	0206-63		AM ANOKA CO RD 66(CLEARY LN NW),BURNS TWP-CHANNELIZATION, TURN LANES, ETC	175,542	0	0	0	175,542	0	MNDOT	E1
2010	TH 47	0206-64		AM ANOKA CO RD 27(179TH LN NW), RAMSEY-RECONSTRUCT TH 47 TO LOWER PROFILE	269,268	0	0	0	269,268	0	MNDOT	E4
2010	TH 47	2726-71		RD \$\$\$FROM I-35W TO 27TH AVE NE IN MPLS-ADA COMPLIANT CURB RAMPS, SIDEWALK, PED X-ING, ETC(ARRA\$)	409,937	0	0	0	0	0	MNDOT	AQ2
2010	TH 5	1002-80		SH POWERS BLVD/CARVER CSAH 17, CHANHASEN-ADD NORTHBOUND TO EASTBOUND ACCELERATION LANE	341,139	307,025	0	0	34,114	0	MNDOT	S2

**TABLE A-21
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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 5	6201-84		RD \$\$\$FROM DAVERN ST IN ST PAUL TO MCKNIGHT RD IN MAPLEWOOD & ON TH 61 FROM TH 5 TO WHEELLOCK PKWY IN ST PAUL-ADA COMPLIANT CURB RAMPS, SIDEWALK, PED X-ING, ETC(ARRA\$)	1,114,818	0	0	0	0	0	MNDOT	AQ2
2010	TH 5	6230-28		RS \$\$\$FROM MCKNIGHT RD TO TH 120 IN MAPLEWOOD - BITUMINOUS MILL & OVERLAY (SEE \$\$\$ SP#138-010-17)	800,000	0	0	0	0	0	0 MNDOT	S10
2010	TH 5	8214-145		SH JAMACA AVE/STILLWATER BLVD, LAKE ELMO-CONSTRUCT ROUNDABOUT	1,177,185	1,059,466	0	0	117,719	0	0 MNDOT	S2
2010	TH 51	6215-92		AM SNELLING AVE, ST CLAIR TO GRAND AVE, ST PAUL-ACCESS CLOSURES, RAISED MEDIAN, ETC	197,000	0	0	0	197,000	0	0 MN/DOT	S9
2010	TH 52	1905-31		RD 0.5 MI S OF PINE BEND TR TO DAKOTA CSAH 86, ROSEMOUNT & HAMPTON TOWNSHIP - REPAIR STORMWATER PIPES & MANHOLES	106,492	0	0	0	106,492	0	0 MN/DOT	NC
2010	TH 52	1907-70		RS \$\$\$S OF S JCT TH 55 TO S OF N JCT TH 55, ROSEMOUNT & INVER GROVE HTS- BITUMINOUS OVERLAY, ETC	3,269,969	0	0	0	0	0	0 MN/DOT	S10
2010	TH 52	1907-9108		BI \$\$\$OVER UPRR, INVER GROVE HTS-DECK REPAIR ON BR 19078, 9109, 19079 & 9108	416,430	0	0	0	0	0	0 MN/DOT	S19
2010	TH 52	1928-56		RB THOMPSON AVE & WENTWORTH AVE, W ST PAUL & S ST PAUL- LANDSCAPING	45,056	0	0	0	45,056	0	0 MNDOT	O6
2010	TH 52	6244-30RW1		RW PLATO BLVD TO I-94-RIGHT OF WAY FOR REPLACEMENT OF LAFAYETTE BRIDGE	9,000,000	0	0	0	9,000,000	0	0 MNDOT	O4
2010	TH 52	6244-35		BR FROM FILMORE AVE E TO I-94 IN THE CITY OF ST PAUL - STATIC PILE LOAD TESTING FOR FOUNDATIONS STUDY FOR THE LAFAYETTE BRIDGE (BR #9800 & BRS 62017 & 62018)	430,997	0	0	0	430,997	0	0 MNDOT	O1
2010	TH 55	1909-92		AM MENDOTA HTS RD, MENDOTA HEIGHTS-CHANNELIZE MENDOTA HTS RD & SIGNAL REVISIONS (\$424,281 AM, \$125K Traffic)	549,821	0	0	0	549,821	0	0 MN/DOT	E2

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 55	1909-93		SC TH110 TO JUST NORTH OF MENDOTA HTS RD, MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$\$)	194,000	0	0	0	0	0	0 MNDOT	S9
2010	TH 55	27-596-06		PL **MN120**ENVIRONMENTAL STUDIES FOR TH 55 CORRIDOR PROTECTION PROJECT	700,000	0	560,000	0	0	140,000	HENNEPIN COUNTY	O2
2010	6 TH 61	1913-64		BR OVER MISSISSIPPI RIVER, RR & STREET, HASTINGS-REPLACE BR 5895 & APPROACHES(AC PROJECT, FUTURE CONVERSIONS AS FEDERAL FUNDS ARE AVAILABLE)	117,455,890	37,000,000	0	56,964,712	0	23,491,178	MN/DOT	S19
2010	6 TH 61	1913-64A		BR HASTINGS BRIDGE (2009 APPROPRIATIONS ACT-TCSP)	2,375,000	0	0	0	0	475,000	MN/DOT	S19
2010	6 TH 61	1913-64RW1		RW PURCHASE RW FOR REPLACEMENT OF BRIDGE OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS	8,000,000	0	0	0	8,000,000	0	MN/DOT	O4
2010	TH 61	1913-66		SC VERMILLION RD(DAKOTA CSAH 46/47), HASTINGS-REBUILD TRAFFIC SIGNAL	112,800	0	0	0	75,576	37,224	MN/DOT	E2
2010	TH 61	1913-67		SC 4TH ST, HASTINGS-REBUILD TRAFFIC SIGNAL	250,000	0	0	0	125,000	125,000	MN/DOT	E2
2010	TH 61	1913-70		PM CANNON ST TO 4TH ST, HASTINGS - BITUMINOUS MILL & OVERLAY	782,282	0	0	0	0	0	0 MN/DOT	S10
2010	TH 61	6220-70		RB **MN34** 20TH ST, NEWPORT TO CARVER AVE, ST PAUL, INCLUDING I494/TH61 INTERCHANGE (WAKOTA PROJECT), NEWPORT - LANDSCAPING	184,786	0	83,073	0	101,713	0	0 MNDOT	O6
2010	TH 61	6222-160		BR OVER BNSF RR, WHITE BEAR LAKE-REPLACE BR 6688	3,634,830	0	0	0	0	726,966	MN/DOT	S19
2010	TH 61	6222-161		RS 0.2 MI S OF ROSELAWN AVE, MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE, WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY, REPLACE SIGNAL, WHITE BEAR AVE, BUS SHOULDERS, GUARDRAIL, ETC	6,840,633	5,472,506	0	0	1,368,127	0	0 MN/DOT	S10

TABLE A-21

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

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 61	6222-161S		SH 0.2 MI S OF ROSELAWN AVE, MAPLEWOOD TO 0.15 MI S OF WHITE BEAR AVE, WHITE BEAR LAKE-MEDIAN CLOSURES, TURN LANE MODIFICATIONS, NEW TURN LANES, ETC AT SEVERAL LOCATIONS	818,639	736,775	0	0	58,655	23,209	MN/DOT	S7
2010	TH 61	8205-111		RC \$\$\$ FROM TH 10 IN COTTAGE GROVE TO ST. PAUL PARK RD IN ST PAUL PARK - CONCRETE OVERLAY	16,191,491	0	0	0	0	0	MN/DOT	S10
2010	TH 61	8207-59		AM 2ND AVE SE TO 3RD AVE NW, FOREST LAKE-ROUNDABOUT, C & G, SIDEWALK, LIGHTING, ETC	594,000	0	0	0	594,000	0	MNDOT	E1
2010	TH 610	2771-38		MC \$\$\$ TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	27,000,000	0	0	0	0	0	MN/DOT	A15
2010	TH 610	2771-38L		MC \$\$\$ TH 169 IN BROOKLYN PARK TO HENNEPIN CSAH 81 IN MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	2,000,000	0	0	0	0	0	MN/DOT	A15
2010	TH 610	2771-38S1		MC **MN211**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	8,016,711	0	6,413,369	0	1,603,342	0	MNDOT	NC
2010	TH 610	2771-38S2		MC **MN226**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	7,125,966	0	5,700,773	0	1,425,193	0	MNDOT	NC
2010	TH 610	2771-38T		MC **MN235**TH 169, BROOKLYN PARK TO HENNEPIN CSAH 81, MAPLE GROVE-GRADING, BRS 27233, 27234, 27240, 27247, 27248, 27249, 27250, ETC	4,894,823	0	3,915,858	0	978,965	0	MNDOT	NC
2010	TH 62	2773-03		SC \$\$\$ W JCT TH 212, EDEN PRAIRIE TO GLEASON RD, EDINA-REPLACE LIGHTING	774,736	0	0	0	0	0	MN/DOT	S18
2010	TH 65	113-010-15		BR \$\$\$ TH 65 & APPROACHES IN VICINITY OF 49TH AVE-REPLACE PED BRIDGE #02021 CROSSING	2,800,000	0	0	0	0	280,000	COLUMBIA HTS	AQ2

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH 65	113-010-16		RW 49TH AVE, COLUMBIA HTS- RIGHT OF WAY FOR PEDESTRIAN BRIDGE #02021 REPLACEMENT (2009 APPROPRIATIONS ACT-TCSP)	281,250	0	0	0	0	56,250	COLUMBIA HTS	04
2010	TH 65	113-010-17		BR 49TH AVE, COLUMBIA HTS- PEDESTRIAN BRIDGE # 02021 REPLACEMENT (2009 APPROPRIATIONS ACT-TCSP)	312,500	0	0	0	0	62,500	COLUMBIA HTS	AQ2
2010	TH 77	1929-43		SC 0.3 MI S OF DAKOTA CSAH 38 TO I-35E, APPLE VALLEY- INSTALL CABLE MEDIAN BARRIER (HSIP FUNDS ARE DISTRICT C FUNDS)	236,512	212,861	0	0	23,651	0	MN/DOT	S9
2010	TH 77	2758-66		SC OLD SHAKOPEE RD(HENNEPIN CSAH 1) RAMP TERMINII, BLOOMINGTON-REBUILD TRAFFIC SIGNAL	161,596	0	0	0	73,092	88,504	MN/DOT	E2
2010	TH 77	2758-70		SC I494 TO TH 62, RICHFIELD - INSTALL CABLE MEDIAN BARRIER(SEAT BELT INCENTIVE \$\$)	250,000	0	0	0	0	0	MNDOT	S9
2010	TH 95	8208-33		SH HUDSON RD, AFTON & WOODBURY-TRAFFIC SIGNAL INSTALLATION, APPROACH LANES, ETC	397,462	357,715	0	0	36,706	3,041	MN/DOT	S7
2010	TH 95	8210-95		RS \$\$\$ 0.2 MI N OF TH 97, NEW SCANDIA TWP TO 0.1 MI S OF NELSON ST, STILLWATER- BITUMINOUS MILL & OVERLAY, ETC	5,101,902	0	0	0	0	0	MN/DOT	S10
2010	TH 952A	1908-81		SC MARIE AVE TO BUTLER AVE, W ST PAUL-UPDATE TO ADA STANDARDS	144,400	0	0	0	144,400	0	MN/DOT	S6
2010	TH 952A	6217-42		AM AT CESAR CHAVEZ ST IN ST PAUL-TRAFFIC SIGNAL RECONSTRUCTION	112,439	0	0	0	112,439	0	MNDOT	E2
2010	TH 96	6225-10		RS TH 61, WHITE BEAR LAKE TO TH 95, STILLWATER-BITUMINOUS MILL & OVERLAY, INTERSECTION IMPROVEMENTS, GUARDRAIL, ETC	3,160,244	2,528,195	0	0	632,049	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Proj Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH	999	7000-07	EN \$\$\$\$REHABILITATION OF BR 4175 OVER MINNESOTA RIVER FOR USE AS PED/BIKE FACILITY, SHAKOPEE(\$3.9M MDOT ARRA, \$1.3M ARRA EN)	5,194,103	0	0	0	0	0	0 MN/DOT	AQ2
2010	TH	999	880M-AM-10	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2010	534,000	0	0	0	534,000	0	0 MN/DOT	NC
2010	TH	999	880M-BI-10	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2010	660,000	0	0	0	660,000	0	0 MN/DOT	S19
2010	TH	999	880M-CA-10	CA METRO SETASIDE - CONSULTANT DESIGN -2010	7,300,000	0	0	0	7,300,000	0	0 MN/DOT	NC
2010	TH	999	880M-PM-10	PM METRO SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS FOR FY 2010	4,050,000	0	0	0	4,050,000	0	0 MN/DOT	NC
2010	TH	999	880M-RB-10	RB METRO SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS FOR FY 2010	100,000	0	0	0	100,000	0	0 MN/DOT	O6
2010	TH	999	880M-RW-10	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2010	22,800,000	0	0	0	22,800,000	0	0 MN/DOT	NC
2010	TH	999	880M-RX-10	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2010	4,500,000	0	0	0	4,500,000	0	0 MN/DOT	S10
2010	TH	999	880M-SA-10	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2010	14,000,000	0	0	0	14,000,000	0	0 MN/DOT	NC
2010	TH	999	880M-SRS1-09	NA SAFE ROUTES TO SCHOOL INFRASTRUCTURE	400,000	0	0	0	0	0	0 MNDOT	NC
2010	TH	999	880M-SRS2-09	NA SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE	100,000	0	0	0	0	0	0 MNDOT	NC
2010	TH	999	880M-TM-10	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2010	390,000	0	0	0	390,000	0	0 MN/DOT	NC
2010	TH	999	8825-237	SC NORTHEAST QUADRANT OF METRO AREA-RELAMP FIXTURES	389,200	0	0	0	389,200	0	0 MN/DOT	S18
2010	TH	999	8825-250	TM METROWIDE-REFURBISH/UPGRADE SHELTER/CABINETS OF TMS SYSTEMS	200,000	0	0	0	200,000	0	0 MN/DOT	S7
2010	TH	999	8825-251	TM METROWIDE-REFURBISH CHANGEABLE MESSAGE SIGNS AND ACCESS IMPROVEMENTS	333,352	0	0	0	333,352	0	0 MN/DOT	S8

**TABLE A-21
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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo	AC \$	State \$	Other \$	Agency	AQ
2010	TH	999	8825-305	SC METROWIDE-REPLACE CANTILEVER SIGNS	481,271	0	0	0	481,271	0	MN/DOT	O7
2010	TH	999	8825-313	TM METROWIDE-UPGRADE/REFURBISH ELECTRICAL SERVICE, CONNECT TMS AT TH35 AND CR 70	118,540	0	0	0	118,540	0	MN/DOT	S7
2010	TH	999	8825-314	TM \$\$\$\$\$\$ METROWIDE - REPLACE RCS LAMPS WITH LED LAMPS AND REFURBISH CONTROL ROOM VIDEO WALL	626,808	0	0	0	0	0	MN/DOT	S7
2010	TH	999	8825-343	SC \$\$\$\$\$METROWIDE - REPLACING SIGNAL AND LIGHTING CABINETS	1,882,900	0	0	0	0	0	MNDOT	S7
2010	TH	999	8825-345	SC \$\$\$\$\$METROWIDE - OPTIC FIBER INSTALLATION	1,166,129	0	0	0	0	0	MNDOT	S7
2010	TH	999	8825-348	SC \$\$\$\$\$\$ METROWIDE - CMS & SHELTERS	1,375,929	0	0	0	0	0	MNDOT	S7
2010	TH	999	8825-352	SC \$\$\$\$\$\$ METROWIDE - GRINDING AND PLACING DURABLE PAVEMENT	1,091,282	0	0	0	0	0	MNDOT	S11
2010	TH	999	8825-359	SC \$\$\$\$\$\$ E SIDE OF METRO - GUARDRAIL IMPROVEMENT & REPLACEMENT	270,985	0	0	0	0	0	MNDOT	S9
2010	TH	999	8825-361	SC \$\$\$\$\$\$ W SIDE OF METRO - GUARDRAIL IMPROVEMENT & REPLACEMENT	218,498	0	0	0	0	0	MNDOT	S9
2010	TH	999	8825-369	RD \$\$\$\$\$METROWIDE-ADA COMPLIANT UPGRADES AT VARIOUS LOCATIONS IN METRO AREA(ARRA\$)	744,301	0	0	0	0	0	MNDOT	AQ2
2010	TH	999	TRLF-RW-10	RW REPAYMENT IN FY 2010 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 212 & 65	4,239,000	0	0	0	4,239,000	0	MN/DOT	NC

Totals	811,973,780	185,463,134	42,476,521	57,283,537	99,652,871	196,511,809
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TABLE A-22
Federal Scenic Byway Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed	State \$	Other \$	Agency:	AQ:
2011		LOCAL	91-060-67	RB	GRAND ROUNDS MISSISSIPPI GORGE- PICNIC/OBSERVATION AREA(SCENIC BYWAYS 2007 APPROPRIATION ACT)	170,000	0	136,000	0	34,000	MPLS PARK/REC BOARD	O9
2011		LOCAL	91-060-79	PL	MPLS GRAND ROUNDS VICTORY MEMORIAL(SCENIC BYWAYS 2007 APPROPRIATION ACT)	112,500	0	90,000	0	22,500	MPLS PARK/REC BOARD	O9
2011		LOCAL	91-060-83	RB	GRAND ROUNDS MISSISSIPPI GORGE- RESTROOMS FACILITY(SCENIC BYWAYS 2007 APPROPRIATION ACT)	300,000	0	200,000	0	100,000	MPLS PARK/REC BOARD	O9
Totals						582,500	0	426,000		156,500		
							0			0		

Appendix B.
Conformity Documentation
Of the 2011-2014 Transportation Improvement Program to the 1990 Clean Air
Act Amendments
April 20, 2010

The United States Environmental Protection Agency's (EPA's) 40 CFR PARTS 51 and 93, referred to together with all applicable amendments as the "Conformity Rule," requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan), as well as the *FY 2011-2014 Transportation Improvement Program* (TIP). Based on an air quality analysis, the Council must determine whether the TIP conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards (NAAQS) for mobile source criteria pollutants.

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

A conforming TIP and Plan, satisfying the aforementioned analysis requirement, must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval. A conformity analysis for the Transportation Policy Plan was approved by the USEPA on February 1, 2005. This appendix describes the procedures used to analyze the 2011-2014 TIP and lists findings and conclusions supporting the Metropolitan Council's determination that this TIP conforms to the requirements of the CAAA.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the 2011-2014 Transportation Improvement Program meet all relevant regional emissions analysis and budget tests as described herein. The 2011-2014 Transportation Improvement Program conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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I. CONFORMITY OF THE 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM: FINDINGS AND CONCLUSIONS

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

- *Inter-agency consultation* (§93.105, §93.112). The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (Mn/DOT), Environmental protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.
- *Regionally significant and exempt projects* (§93.126, §93.127). The quantitative analysis includes all known federal and nonfederal regionally significant projects as defined in §93.101 of the Conformity Rule. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified in accordance with §93.126 of the Conformity Rule.
- *Donut areas* (§93.105(c)(2)). No regionally significant projects are planned or programmed for the City of New Prague. The air quality analysis of CO emissions for Wright County is prepared by the Council as part of an intergovernmental agreement with the County, MN/DOT and the Council. Four regionally significant projects were identified for Wright County to be built within the analyses period of the TIP and are included in the air quality analysis. The projects are in the maintenance area, but are outside of the Metropolitan Council's seven-county planning jurisdiction.
- *Latest planning assumptions* (§93.110). The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Twin Cities Seven-County Metropolitan Area. The published source of socioeconomic data for this region is the Metropolitan Council's *2030 Regional Development Framework*. This planning document provides the Council with socio-economic data (planning assumptions) needed to develop long range forecasts of regional highway and transit facilities needs. The latest update to these forecasts was published May 30, 2009; this latest version was used in the 2011-2014 TIP air quality analysis (see Table B-5).
- *Horizon years; Motor vehicle emissions budget* (§93.118). The motor vehicle emissions budget test was prepared for the following horizon years: 2009, 2015, 2020 and 2030. The first year of this set is the year for which the current conformity budget was established in the August 2004 "Revision of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan" approved by EPA, and is also ten years after the approval of the previous Maintenance Plan. The last year of this set is the last year of the TPP, the current long-range transportation Plan for the region. No two horizon years within the 2008-2030 forecast period are more than ten years apart.
- *Network-based travel model* (§93.122 per §93.118). In accordance with past practices, the Regional Travel Demand Forecast Model (RTDFM) was used to develop forecasts of travel on the region's roadway system based upon the planning assumptions referred to above. Factors were developed to reconcile and calibrate network-based estimates of VMT to Highway Performance Monitoring System (HPMS) estimates of vehicle-miles-traveled for 2000, the validation base year. These factors were then applied to model estimates of future VMT.
- *Latest emissions model* (§93.111). The latest emissions model approved by EPA, MOBILE 6.2, was used to estimate regional emissions based upon the VMT estimates output by the RTDFM described above. CO emissions were calculated in a manner consistent with the methodology presented in the August 2004 "Revision of the Minneapolis-St. Paul Carbon Monoxide

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

Other conformity requirements have been addressed as follows:

- The TIP was prepared in accordance with the *Public Participation Plan for Transportation Planning*, adopted by the Council on February 14, 2007. This process satisfies SAFETEA-LU requirements for public involvement, in addition to the public consultation procedures requirement of Conformity Rule §93.105.
- The TIP addresses the fiscal constraint requirements of the TEA-21 metropolitan planning rule 23 CFR part 450, Section 450.324 and Section 93.108 of the Conformity Rule. Chapter 3 of the TIP documents the consistency of proposed transportation investments with already available and projected sources of revenue.
- The Council has reviewed the Plan and certifies that the Plan does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.
- The Plan includes the 2011-2014 Transportation Improvement Program projects. Moreover, any TIP projects that are not specifically listed in the Plan are consistent with the policies and purposes of the Plan and will not interfere with other projects specifically included in the Plan.
- There are no projects which have received NEPA approval and have not progressed within three years.
- Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

II. CONSULTATION PROCEDURES

A. PUBLIC INVOLVEMENT PROCESS

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

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

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

B. INTERAGENCY CONSULTATION PROCESS

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

2011-2014 TIP Adoption Schedule

DATE	ITEM	ORGANIZATION	ACTION/TOPIC
April	☐ Review TIP schedule for conformity analysis ☐ Review draft project list prepared by MN/DOT to begin conformity analysis ☐ Review draft project list from Regional Solicitation	MN Interagency Air Quality and Transportation Planning Committee	☐ Begin TIP review and adoption process
April 22	Draft 2011-2014 TIP	TAC – F&PC	☐ Recommend to TAC
May 5	Draft 2011-2014 TIP	TAC	☐ Recommends to TAB for purpose of public meeting and comment
May 19	Draft 2011-2014 TIP	TAB	☐ Adopts Draft TIP and sets public hearing date ☐ MPCA letter of comment included ☐ Public comment period starts ☐ Input process – notice in State Register
June 16	Public Hearing	TAB	☐ TAB conducts public hearing
July 6	45 – day public comment period ends		
July 15	Public Hearing Report and Final TIP	TAC F&PC	☐ Review and recommend
August 4	Public Hearing Report and Final TIP	TAC	☐ Review and recommend
August 18	Public Hearing Report and Final TIP	TAB	☐ Adopts Public Hearing Report and Final TIP and forwards to MC.

III. DESCRIPTION OF EMISSIONS ANALYSIS METHODOLOGY, ASSUMPTIONS

A. PROJECT LISTS AND ASSUMPTIONS

Definition of Regionally Significant and Exempt Projects

Pursuant to the Conformity Rule, the projects listed in the 2011-2014 TIP and Plan were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and Mn/DOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

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

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

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

The inter-agency consultation group, including representatives from Mn/DOT, FHWA, MPCA, EPA, and the Council, reviewed the list of projects to be completed by the 2011-2014 TIP timeframe, including the following:

- In-place regionally significant highway or transit facilities, services, and activities;
- Projects selected through the Council's Regional Solicitation process;
- Projects selected through the American Recovery and Reinvestment Act (ARRA) of 2009
- Major Projects from Mn/DOT's ten-year work program; and
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction, or;
 - undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming TIP (2010-2013), or;
 - have completed the NEPA process.

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

2030 Transportation Policy Plan; Adopted January 14, 2009

The inter-agency consultation group also reviewed projects to be completed before 2030 but not within the 2011-2014 TIP timeframe, including the project types listed above, as well as regionally significant planned projects in the TPP and other regionally significant projects, regardless of funding source. Each project was assigned to a horizon year (2015, 2020, or 2030) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this Appendix. The resulting list of regionally significant projects for 2015, 2020 and 2030 is shown in Tables B-2 through B-5. These projects were coded into the RTDFM networks using available project plans and maps.

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

Wright County and City of New Prague Projects

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

- TH 25: Construct 4 lane from Buffalo to start of 4 lane south of I-94 in Monticello
- I-94: Add WB C-D road between CSAH 37 and CSAH 19 interchanges in Albertville.
- I-94: Add WB auxiliary lane between CSAH 18 interchange and TH 25 interchange in Monticello

Table B-1 Regionally Significant TIP Projects 2009 Action Scenario			
Route	Description	Agency	MN/DOT Project Number/Comments
	2009 IS NOW A BASE-YEAR SCENARIO. NO 2011-2014 PROJECTS OCCUR BY 2009.		

Table B-2 Regionally Significant TIP Projects 2015 Action Scenario			
Route	Description	Agency	MN/DOT Project Number/Comments
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MN/DOT	8605-44
TH 23	FROM E OF ST. CLOUD TO TH 25 IN FOLEY – 2 TO 4 LANE EXPANSION	MN/DOT	
I-94	ADD WB C-D ROAD BETWEEN CSH 37 ND CSAH 19 INTERCHANGES IN ALBERTVILLE. INCLUDES WB OFF RAMP FOR CSAH 19	MN/DOT	8680-145
I-94	ADD WB AUXILLARY LANE BETWEEN CSAH 18 INTERCHANGE AND TH 25 INTERCHANGE IN MONTICELLO	MN/DOT	8605-44
CSAH 116	SUNFISH LAKE BOULEVARD TO GERMANIUM ST – RECONSTRUCT TO FOUR LANES	ANOKA COUNTY	
CSAH 23	147 TH ST TO 160 TH ST – CONSTRUCTION OF 6-LANE FACILITY, INTERSECTION UPGRADES TO ACCOMMODATE BRT BUSES ON CEDAR AVENUE	DAKOTA COUNTY	
CSAH 109	MAIN ST TO JEFFERSON HWY – CONSTRUCT 4-LANE DIVIDED ROAD	HENNEPIN COUNTY	
CSAH 17	CSAH 14 (MAIN ST) TO CSAH 116 (BUNKER LAKE BLVD) – RECONSTRUCTION TO SIX-LANE ROADWAY IN BLAINE AND FOUR-LANE ROADWAY IN HAM LAKE	ANOKA COUNTY	
CSAH 2	19 TH ST SW TO 12 TH ST SW AND THE I-35 INTERCHANGE – RECONSTRUCTION	WASHINGTON COUNTY	
CSAH 21	CSAH 16 TO CSAH 18 – RECONSTRUCTION	SCOTT COUNTY	
CSAH 81	TH 100 TO CSAH 10 – RECONSTRUCT TO 6-LANE URBAN DIVIDED ROADWAY	HENNEPIN COUNTY	
TH 242	THRUSH ST TO CRANE ST – RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, INTERSECTION IMPROVEMENTS AND ACCESS MANAGEMENT	ANOKA COUNTY	
CSAH 21	FROM CSAH 42 IN PRIOR LAKE TO CSAH 15 IN SHAKOPEE	SCOTT COUNTY	
CSAH 96	AT TH 10 IN ARDEN HILLS-CONSTRUCT INTERCHANGE, ETC.	RAMSEY COUNTY	
TH 7	AT LOUISIANA AVE IN ST. LOUIS PARK- CONSTRUCT INTERCHANGE ETC.	ST. LOUIS PARK	
CSAH 10	FROM VICKSBURG LANE TO PEONY LN IN MAPLE GROVE-RECONSTRUCT TO 4-LANE DIVIDED ROADWAY, TRAILS, ETC.	MAPLE GROVE	
CSAH 116	FROM CSAH 7 TO 38 TH AVE IN ANOKA & ANDOVER- RECONSTRUCT TO 4-LANE DIVIDED RDWY, PED/BIKE TRAIL, ETC.	ANOKA COUNTY	
CSAH 81	N OF CSAH 10 IN CRYSTAL TO N OF 63 RD AVE N IN BROOKLYN PARK-RECONSTRUCT TO 6-LANE DIVIDED RDWY, ETC.	HENNEPIN COUNTY	

Table B-2 Regionally Significant TIP Projects 2015 Action Scenario			
TH 169	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE	MN/DOT	2750-57UGAC
I-494	FROM 10 TH ST IN OAKDALE TO LAKE RD IN WOBBURY-REPLACE CONCRETE PAVEMENT, CONNECT AUSILIARY LANES, ETC.	MN/DOT	8285-93
TH 13	FROM ZINRAN AVE S TO LOUISIANA AVE S IN SAVAGE-RECONSTRUCT TH 13/101 INCLUDING AN OVERPASS FOR EB 101 TRAFFIC, ETC	SCOTT COUNTY	
TH 36	AT HILTON TRAIL IN PINE SPRINTS-RECONSTRUCT INTERSECTION	MN/DOT	8204-55
CSAH 10	REALIGN AND WIDEN CSAH 10 AND CSAH 101 FROM CSAH 101 TO EAST OF PEONY LN	MAPLE GROVE	189-020-019
TH 101/I-94	CONSTRUCT I-94 WB OFF RAMP TO N. OF S. DIAMOND LK. RD., EXTEND RAMP AND GRADE SEPERATION OVER S. DIAMOND LK. RD. ETC	ROGERS	238-010-02
CR 83	CONSTRUCT BRIDGE AND RETAINING WALLS FOR CR 83 OVERPASS OF I-35	WASHINGTON COUNTY	
TH 610	FROM CSAH 81 TO TH 169 IN BROOKLYN PARK AND MAPLE GROVE- CONSTRUCT TH 610	MN/DOT	2771-38
TH 169/I-494	NEW INTERCHANGE CONSTRUCTION	MN/DOT	2776-03B
CITY	ON GRANARY RD FROM 25TH AVE TO 17TH AVE SE IN MPLS-CONSTRUCT FIRST SEGMENT AS 3-LANES WITH TURN LANES, SIGNALS, LIGHTING, SIDEWALKS AND BICYCLE TRAIL	MINNEAPOLIS	141-433-02
CSAH 17	ON SCOTT CSAH 17 FROM SCOTT CSAH 78 TO SCOTT CSAH 16-RECONSTRUCT, ETC	SCOTT COUNTY	70-617-22
CSAH 5	AT TH 13 IN BURNSVILLE-CONSTRUCT INTERCHANGE, ACCESS CLOSURES, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-605-28
TH 101	FROM CARVER CSAH 18(LYMAN BLVD) CSAH 14(PIONEER TR) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	CHANHASSEN	194-010-11
TH 149	FROM TH 55 TO I-494 IN EAGAN RECONSTRUCT FROM 4-LN RDWY TO 6-LN RDWY, TRAIL, ETC	EAGAN	195-010-10
CSAH 11	ON ANOKA CSAH 11(FOLEY BLVD) FROM 101ST TO EGRET IN COON RAPIDS-RECONSTRUCT TO 4-LN RDWY, NEW SIGNALS, TRAIL, ETC	ANOKA COUNTY	02-611-32
CSAH 18	ON CARVER CSAH 18(LYMAN BLVD) FROM CARVER CSAH 15(AUDUBON RD) TO CARVER CSAH 17(POWERS BLVD) IN CHANHASSEN-RECONSTRUCT TO 4-LN RDWY, ETC	CARVER COUNTY	10-618-13
CSAH 49	AT TH 36 IN ROSEVILLE & LITTLE CANADA RECONSTRUCT INTERCHANGE, REPLACE BR, ETC	RAMSEY COUNTY	62-649-27
CSAH 61	FROM CSAH 3(EXCELSIOR BLVD) TO NO OF TH 7 IN HOPKINS AND MINNETONKA- COUNTY UPGRADE TO A 4-LANE RDWY, INTERSECTION IMPROVEMENTS, ETC	HENNEPIN COUNTY	27-661-46
TH 36	FROM HAZELWOOD AVE TO TH 61 IN MAPLEWOOD-CONSTRUCT SPLIT- DIAMOND INTERCHANGE BETWEEN ENGLISH ST/TH 61, ACCESS CLOSURES, SIGNAL INSTALLATION, ETC	MAPLEWOOD	138-010-18
CSAH 51	ON ROBERT ST FROM MENDOTA RD TO ANNAPOLIS ST IN W ST PAUL- WIDENING, MILL AND OVERLAY, LANDSCAPING, ETD	ANOKA COUNTY	02-651-07

Table B- 3 Regionally Significant TIP Projects 2020 Action Scenario			
Route	Description	Agency	Mn/DOT Project Numbers – comments
TH 36	NEW ST CROIX RIVER CROSSING	MN/DOT	8217-82045
TH 61	REPLACE MISSISSIPPI RIVER BRIDGE AND APPROACHES	Mn/DOT	1913-64
TH 52	REPLACE LAFAYETTE BRIDGE	Mn/DOT	6244-30
I- 35E	REPLACE CAYUGA BRIDGE	Mn/DOT	6280-308

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

B. TRAVEL FORECASTING MODEL OVERVIEW

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

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

Highway Model Network

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

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

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

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

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

Trip Generation Model

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

Table B-5. METROPOLITAN AREA FORECAST SUMMARY

	1990	2000	2015	2020	2030
Population	2,288,729	2,642,062	3,169,500	3,334,000	3,608,000
Households	875,504	1,021,459	1,280,000	1,362,000	1,492,00
Employment	1,272,773	1,563,245	1,903,000	1,990,000	2,124,000

Destination Choice Model

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

Mode Choice Model

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

Diurnal Factoring Model

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

Assignment Model

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

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

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

External Travel Model

A parallel four-step process is performed for the counties surrounding the seven-county Metro to address the effects of improvements within the Council jurisdiction area on travel crossing the seven-county boundary. This process includes simplified trip generation, distribution, and mode choice steps, as well as an external station choice step which determines which roadways crossing the boundary are used by externally-based vehicle trips. The external travel model is not intended to address the effects of improvements outside the seven-county area on vehicle travel in the "collar" counties. A separate "Collar County Travel Demand Model" has been created for this purpose by Mn/DOT and is under evaluation for potential air quality analysis use in the Wright County portion of the CO maintenance area. No network-based modeling was used to analyze the impacts of Wright County projects for the 2011-2014 TIP.

Method of Successive Averages Model Loop

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

C. AIR QUALITY MODELING

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

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

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

Table B-6

MOBILE 6.2 INPUT VALUES

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

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

D. CONFORMITY EMISSIONS BUDGET TEST

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

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

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

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

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

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

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

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

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

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

NETWORK	2009	2015	2020	2030
BASELINE EMISSIONS BUDGET (MVEB)	1,961	1,961	1,961	1,961
ACTION (BUILD) SCENARIO	1,408	1,212	1,164	1,203
CO EMISSIONS BELOW THE EMISSIONS BUDGET	553	749	797	758

V. TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

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

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

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

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

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

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

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

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

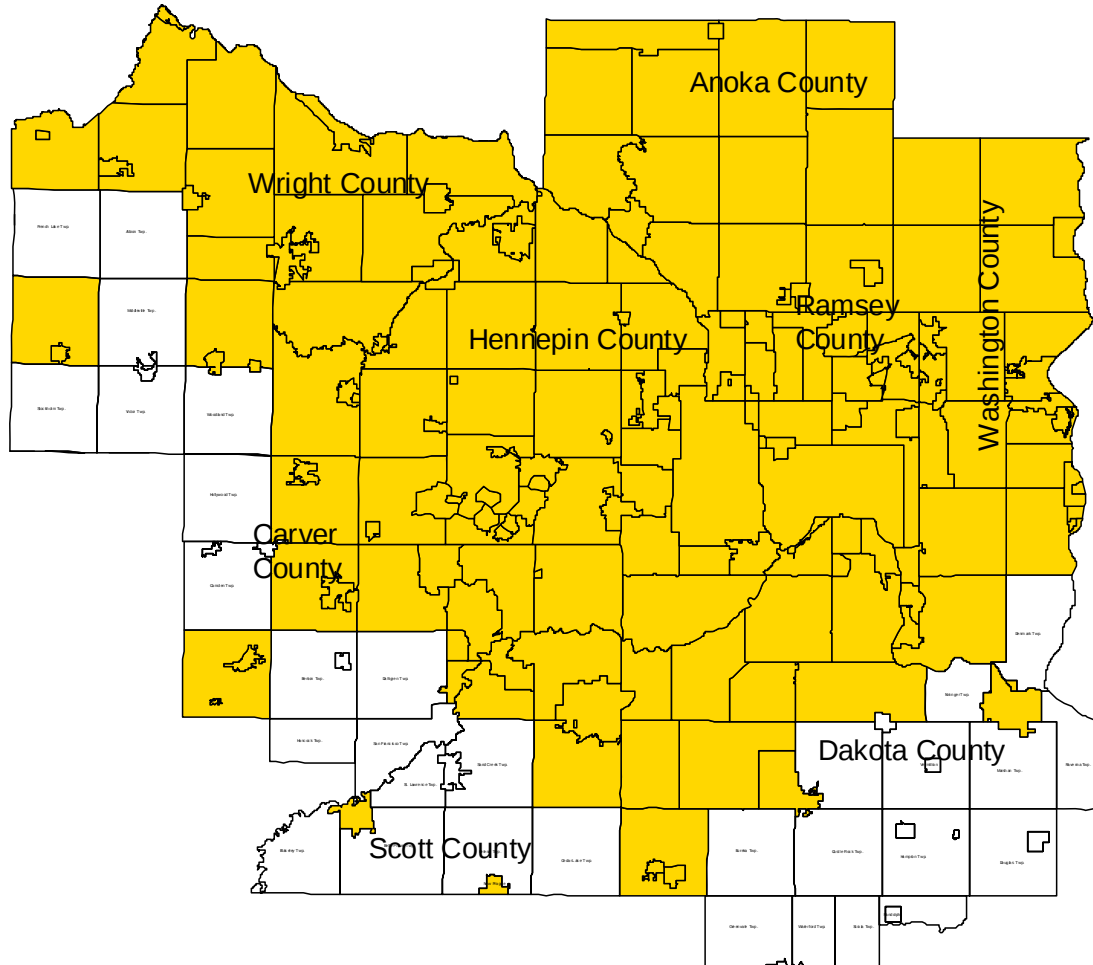
The MPCA requested that the USEPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The USEPA approved the proposal. Because of current state law which remains in effect, the Twin Cities area has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

VI. EXHIBITS

This section contains the exhibits referenced in this appendix.

Exhibit 1.

Carbon Monoxide Maintenance Area Seven County Metropolitan Area and Wright County



Note: Shaded area is designated maintenance.



Exhibit 2. Regional Travel Demand Forecasting Model Flow Chart

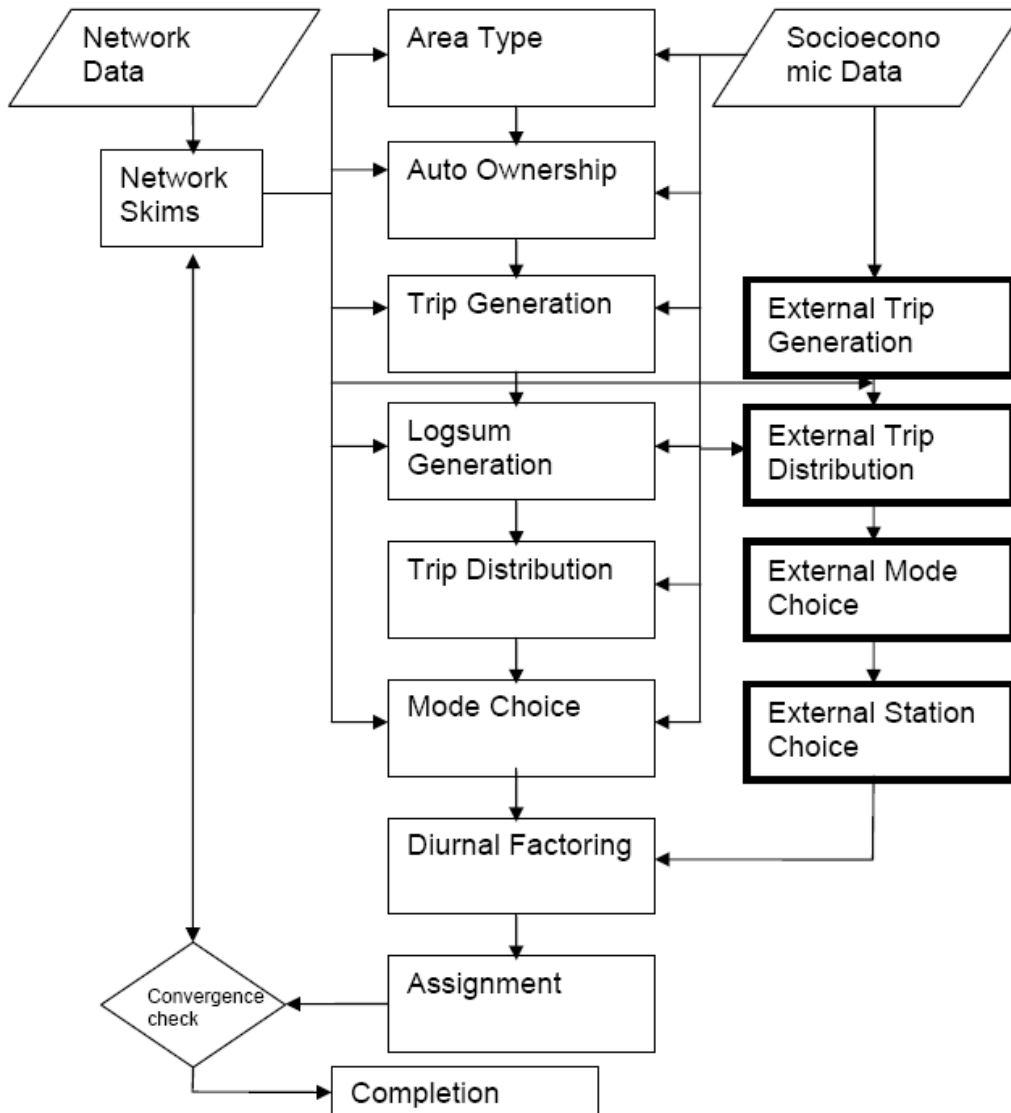


Exhibit 3

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

MOBILE 6.2 Input Command Set for 2015

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

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

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

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

M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

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

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

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

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

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

```

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

```

```

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

```

```

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

```

```

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

```

```

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

```

```

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

```

```

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

```

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

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

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

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

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

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

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

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

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

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

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

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

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

M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* #####
 * Hennepin freeway - 67.0 mph
 * File 1, Run 1, Scenario 6.
 * #####

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

M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* #####
 * Ramsey freeway - 66.4 mph
 * File 1, Run 1, Scenario 8.
 * #####

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

M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

M 96 Warning:
 70.0 speed reduced to 65 mph maximum

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Composite Emission Factors (g/mi):										
Composite CO :	15.02	13.72	14.97	14.06	5.93	0.601	0.336	0.589	9.79	12.884

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

M 96 Warning:
 73.9 speed reduced to 65 mph maximum

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

* #####

* All ramps - 34.6 mph

* File 1, Run 1, Scenario 16.

* #####

M586 Warning:

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

M 48 Warning:

there are no sales for vehicle class HDGV8b

M 48 Warning:

there are no sales for vehicle class LDDT12

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

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

Ether Blend Market Share: 0.000
Ether Blend Oxygen Content: 0.000

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

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

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

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

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

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

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

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

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

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

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

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

EXHIBIT 4

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

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

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2011-2014 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

Railroad/highway crossing.....	S-1
Hazard elimination program	S-2
Safer non-federal-aid system roads.....	S-3
Shoulder improvements	S-4
Increasing sight distance	S-5
Safety improvement program.....	S-6
Traffic control devices and operating assistance other than signalization projects.....	S-7
Railroad/highway crossing warning devices.....	S-8
Guardrails, median barriers, crash cushions	S-9
Pavement resurfacing and/or rehabilitation	S-10
Pavement marking demonstration.....	S-11
Emergency relief (23 U.S.C. 125).....	S-12
Fencing.....	S-13
Skid treatments.....	S-14
Safety roadside rest areas	S-15
Adding medians	S-16
Truck climbing lanes outside the urbanized area.....	S-17
Lighting improvements	S-18
Widening narrow pavements or reconstructing bridges (no additional travel lanes).....	S-19
Emergency truck pullovers	S-20

MASS TRANSIT

Operating assistance to transit agencies	T-1
Purchase of support vehicles.....	T-2
Rehabilitation of transit vehicles.....	T-3
Purchase of office, shop, and operating equipment for existing facilities	T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	T-5

Construction or renovation of power, signal, and communications systems.....	T-6
Construction of small passenger shelters and information kiosks	T-7
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).....	T-8
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way	T-9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	T-10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771	T-11

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion activities at current levels.....	AQ-1
Bicycle and pedestrian facilities	AQ-2

OTHER

Specific activities which do not involve or lead directly to construction, such as:	
Planning and technical studies	
Grants for training and research programs	
Planning activities conducted pursuant to titles 23 and 49 U.S.C.	
Federal-aid systems revisions	O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action	O-2
Noise attenuation	O-3
Advance land acquisitions (23 CFR 712 or 23 CFR 771)	O-4
Acquisition of scenic easements	O-5
Plantings, landscaping, etc.	O-6
Sign removal	O-7
Directional and informational signs	O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).....	O-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	O-10

Projects Exempt from Regional Emissions Analyses that may Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, Mn/DOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

Intersection channelization projects.....	E-1
Intersection signalization projects at individual intersections	E-2

Interchange reconfiguration projects	E-3
Changes in vertical and horizontal alignment.....	E-4
Truck size and weight inspection stations.....	E-5
Bus terminals and transfer points.....	E-6

Regionally significant projects

The following codes identify the projects included in the "action" scenarios of the TIP air quality analysis:

Baseline - Year 2000	B-00
Action - Year 2005.....	A-05
Action - Year 2010	A-10

Non-Classifiable Projects

Certain unique projects cannot be classified as denoted by a "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt nor intersection-level analysis category, but they are clearly not of a nature which would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal Register, August 15, 1997) may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

Appendix C

Private Transit Providers Involvement in the Preparation Of the Transportation Improvement Program

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2009-2012 Transportation Improvement Program (TIP).

The Metropolitan Council is legislatively authorized to enter into and administer financial assistance agreements with transit providers in the metropolitan area. These transit service programs are classified as small urban, rural, replacement (opt-out) and regular route. The Council distributes state appropriations and/or regional property tax funds to these programs.

The Metropolitan Council identifies the anticipated capital needs of the regional public transit provider (Metro Transit). Private and public sector providers, numbering twenty-five, who operate regular route, dial-a-ride, paratransit and ADA services also require capital assistance. Transit projects which are proposed for inclusion in the TIP are reviewed and recommended for approval by the Metropolitan Council's Transit Providers' Advisory Committee.

In 1994, the *Guidelines for Procurement of Service* was revised. The guidelines provide uniform standards and procedures permitting public transit services to be procured consistently and equitably in the Twin Cities Metropolitan Area, and they are applied whenever services are contracted.

Appendix D.

Regional Transportation Financial Plan

This financial plan describes the transportation investments that can be supported with transportation funding sources that can be reasonably expected during the planning period. It acknowledges that extrapolating current funding levels will not be sufficient to adequately serve the travel demand increases projected from significant regional population and economic growth. Under that revenue scenario, the movement of people and goods throughout the region will be severely constrained.

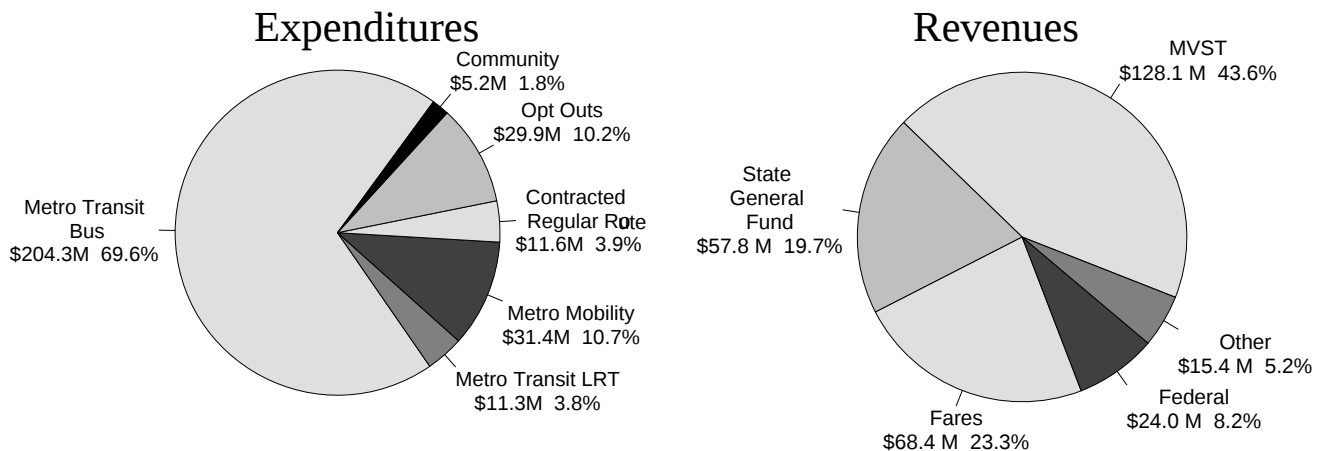
Highway funding levels resulting from extrapolating current revenue trends will result in significant highway congestion increases, reducing the region's competitiveness in the national and international markets. Without additional capital investments, regional accessibility to opportunities (such as work, business, education and recreation), as measured by travel time, will deteriorate significantly.

Transit service increases, which could mitigate the negative effects of unfunded highway needs, will not be possible at current funding levels. Meeting the Council's goal of doubling the base transit system by 2030 and building a network of transit corridors will require new revenues for both capital and operating needs from a new and yet unidentified revenue source.

Transit Operations

Current Sources of Funds/Expenditures

Figure D-1
2004 Budgeted Transit System Operating Costs
(Total \$293.6 million)



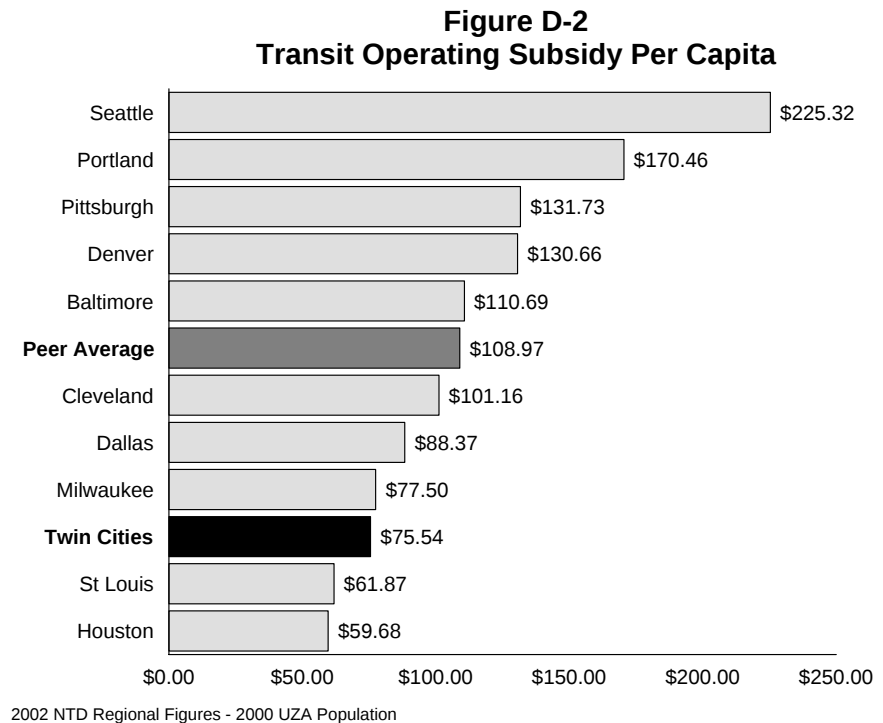
As shown in Figure D-1, there are currently three major funding sources for transit service operations in the Twin Cities metro area:

- State Motor Vehicle Sales Tax (MVST)
- State General Fund
- Fare revenues

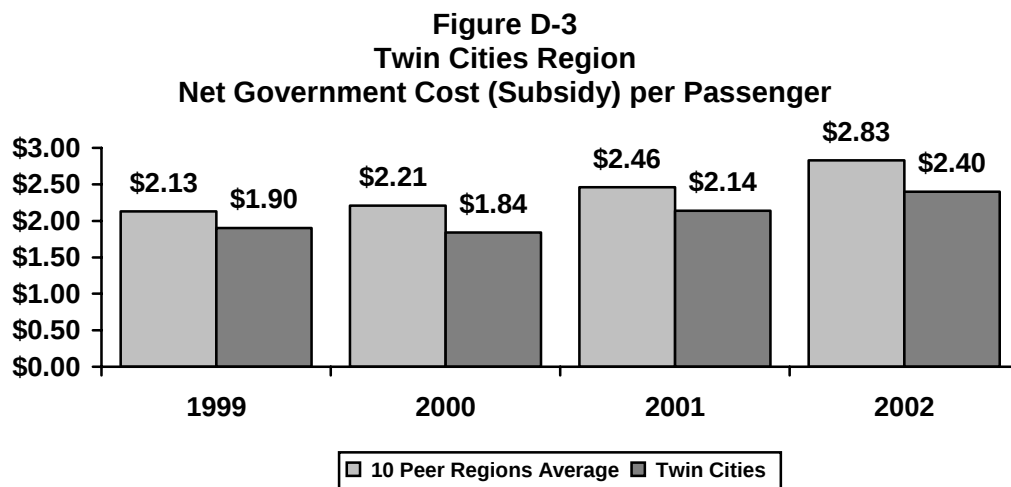
❶ (Taken from Chapter 5, 2004 Transportation Policy Plan)

Together these sources make up more than 85% of the current funding for transit operations. Federal funds (Congestion Mitigation/Air Quality and federal formula funds for capitalized maintenance) make up about 8% of funding while other sources such as advertising, interest and other revenues account for the rest.

Public funding for transit operations on a per capita basis is low compared to ten other major transit systems. Figure D-2 shows that the annual transit operating subsidy per capita (\$75.54 in 2002) ranks ninth of the 11 regions surveyed.



Similarly, as shown in Figure D-3, the subsidy per passenger, or the net cost per passenger after fare revenues are deducted, was about 15% less in the Twin Cities than in other peer regions in 2002. This gap has been growing since 1989 when the Twin Cities subsidy per passenger was 11 percent lower than the average for the peer regions.



Future Funding Needs

Current funding sources will need at least to increase with inflation to maintain the current level of transit services in the future. This also will require keeping expenditure increases at or below inflationary trends. Key issues associated with current transit operating revenues include:

- Obtaining inflationary increases on State General Fund appropriation, particularly if state budget deficits persist in the future;
- The stability and long-term growth potential of the MVST funds.

Meeting the goal of increasing transit ridership by 50% will require a substantial increase in operating funds as outlined in Table D-1, even assuming that new services will have a 30% fare recovery rate. In addition, the region's ADA service levels will need to increase by 25% to meet growing demand. The incremental funding needs shown in Table D-1 are those over and above current funding levels (i.e. 2004).

Table D-1
Net Incremental Operational Funding Needs in 2020
(in 2003 millions of dollars unadjusted for inflation)

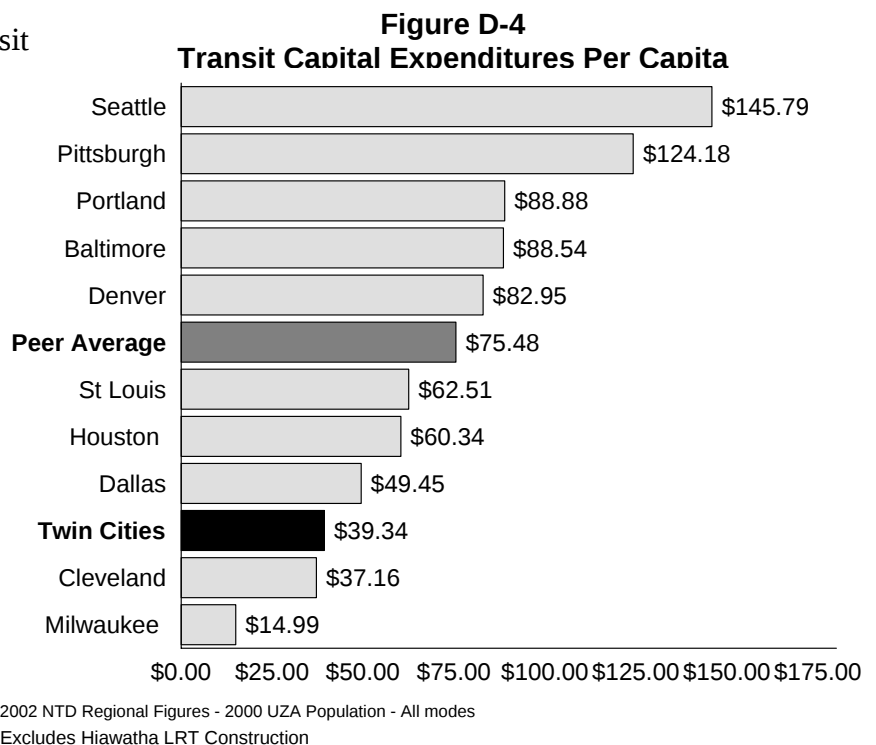
	Expand Regular Route Bus System	Transitways	ADA Programs	TOTAL
2020 Operating Cost	\$75 M	\$37 M	\$8	\$120 M

Transit Capital Investments

Current Sources of Funds

- Federal Grants
 - Federal Formula Funds - based on a portion of the federal gasoline tax
 - Congestion Mitigation/Air Quality grants (CMAQ) - competitively allocated grants
 - Discretionary Bus and Bus Facility Grants - grants awarded at the discretion of Congress
 - New Starts - grants awarded at the discretion of Congress for transitway projects only
- Regional Transit Capital Bonds - Bonds issued by the Metropolitan Council and repaid through a property tax levied within the transit taxing district. The maximum amount levied is controlled by the Legislature.
- State Funds - are state general obligation bond revenues, general funds, trunk highway bond revenues, or other state revenues granted for transit purposes.
- Local Revenues are primarily from local units of government such as Hennepin County Railroad Authority or the Metropolitan Airports Commission for the construction of transit facilities.
- Other Revenues include anything not listed above, primarily interest earnings

Current funding levels for transit capital are low compared to other comparable regions, as shown in Figure D-4. The Twin Cities annual per capita spending is \$39.34, or ninth of the 11 cities surveyed.



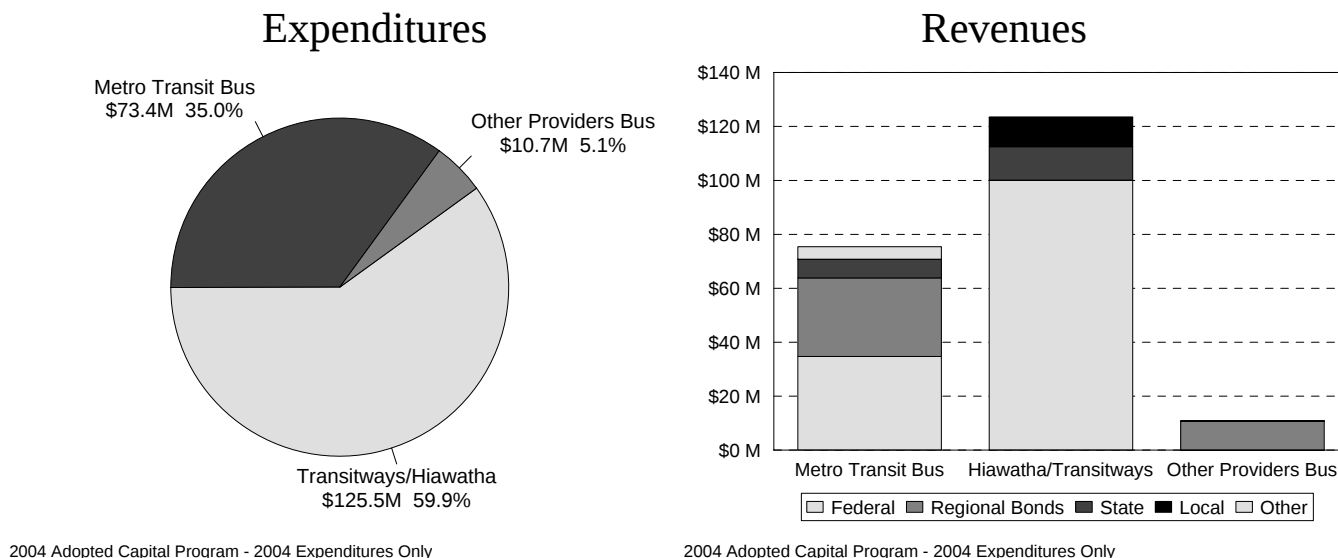
Current Expenditures

There are three components to transit capital shown in Figure D-5:

- Metro Transit bus needs
- Other regional provider bus needs
- Capital costs of transitways

In 2004, the largest transit capital expenditure was for transitway development, primarily the construction of the Hiawatha Light Rail Transit line, with expenditures of \$109.3 million in 2004.

Figure D-5
2004 Budgeted Transit System Capital Costs
 (Total \$209 M)



Future Capital Funding Needs

Maintain Existing Bus System

Approximately \$75 M was needed to maintain the existing bus system in 2004. Of this, 51% of funding came from Regional Transit Capital Bonds, 45% from federal sources (primarily federal formula funds), and the balance of 4% from other sources. Funding to maintain the existing system would cost \$1.125 billion from 2005 to 2020 at this level. It is projected that 55% of the funds needed to maintain the existing system would come from regional transit capital funds and 45% would come from federal sources from 2005 to 2020.

One strategy that is being pursued to manage these costs is to use \$100 million from a new funding source to move from a bonding program to a pay-as-you-go program for regional transit capital. This would reduce interest expense, decreasing the cost of the regional capital program.

Bus System Expansion

It is projected that approximately \$500 million is needed to expand the base bus system between 2005 and 2020. Of this, it is assumed that half of the funds will come from federal sources, including federal formula funds, discretionary funds and any new federal programs. The balance of funding of \$250 million would come from a new funding source discussed below.

Transitway Development

Three sources are projected to fund the system of transitways outlined in this plan. The first funding source is state revenues. Three projects requested state general obligation bonds in the 2004 Legislative session. It is assumed that these three projects will receive this funding. In addition, two projects are eligible for federal New Starts monies. It is assumed that half of the funding for these two projects will come from this source. The balance of needs for each project is assumed to come from a new funding source discussed below.

Table D-2
Projected Transitway Capital Funding Needed 2005 - 2020
(in 2003 millions of dollars)

	Total	State Bonds	Federal	New Funding Source
Tier I				
Northwest BRT	\$50	\$20	-	\$30
Cedar BRT	\$60	\$10	30	\$20
I-35W BRT	\$50	-	-	\$50
Northstar Commuter Rail	\$265	\$37.5	\$132.5	\$95
Central	\$240 - \$840	-	\$120 - \$420	\$120 - \$420
Tier II				
Additional transitways *	\$135	-	-	\$135
Total Capital	\$800 - \$1,400	\$67.5	\$282.5 - \$552.5	\$450- \$780
Average Annual Cost	\$53-\$93	\$5	\$18 - \$37	\$31-\$52

*Rush Line, Southwest, Red Rock

Funding Assumptions: Summary

The total transit funding needs and sources are estimated as follows:

Table D-3
Projected Additional Annual Capital Subsidy Needed in 2020
(in 2003 millions of dollars)

	Maintain Existing System	Expand Bus System	Add Transitways	Total
Regional Bonding	\$520	-	-	\$520
Federal	\$505	\$250	\$282 - \$553	\$1037 - \$1,308
State	-	-	\$68	\$68
New Funding Source	\$100	\$250	\$450 - \$780	\$800 - \$1,130
Total	\$1,125	\$500	\$800 - \$1,400	\$2425 - \$3,025

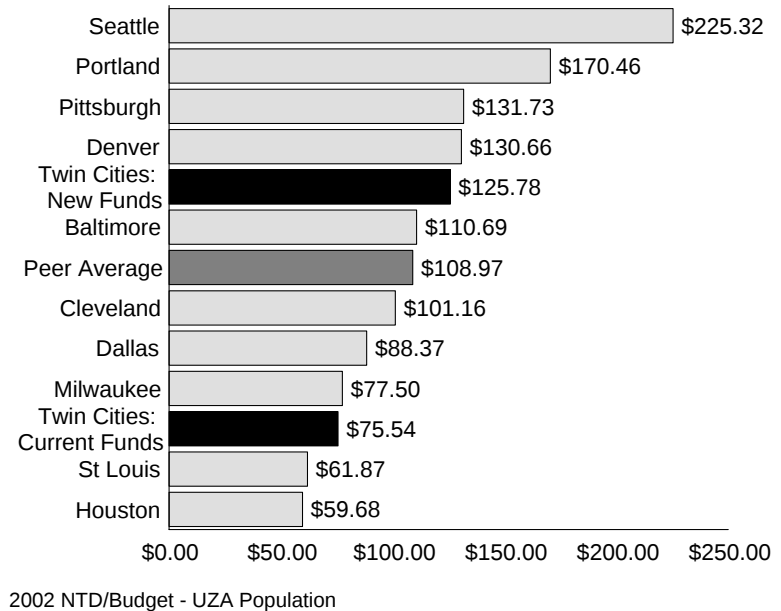
Strategies for a New Transit Funding Source

Implementation of this transit plan would require between \$55 million to \$75 million per year between 2005 and 2020 for capital needs and \$120 million in additional operating funds in 2020.

Even securing this funding increase, the region would move from only ninth to fifth in terms of per capita operating subsidy levels when compared to its peers (Figure D-6).

A number of initiatives in search of additional transportation resources for both highways and transit are underway. It is expected that legislative proposals will be developed for the 2005 legislative session.

**Figure D-6
Transit Operating Subsidy Per Capita
with New Funds**



Ideally, a new funding source for transit would have the following characteristics:

- Stable and reliable enough to allow long-range planning.
- Dedicated to transit.
- Able to grow both with the economy and with the population being served.
- Broad-based.
- Can be utilized for both operating and capital needs.
- Provide diversity in revenue sources.

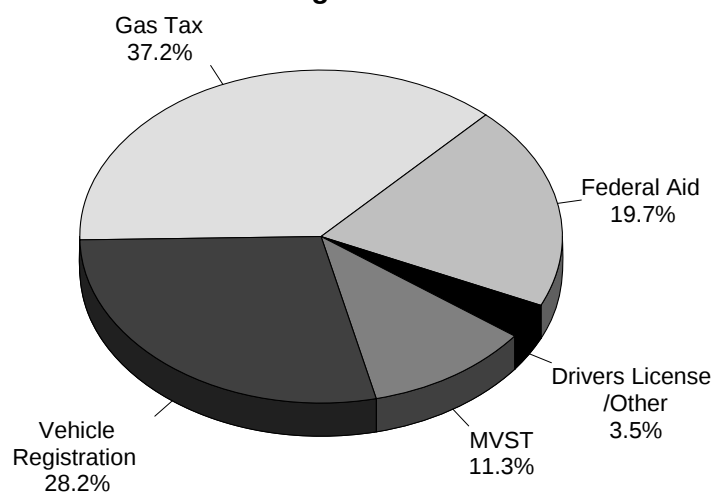
Highway System

Current Funding Levels

Highway funding statewide comes primarily from two sources: federal highway grants and state funds. State funds come primarily from three sources:

- State Gasoline Tax: In Minnesota, there is a 20 cents per gallon tax on gasoline and diesel sales. In FY 2003, this tax was budgeted to bring in \$642 million. (Figure D-7)
- Motor Vehicle License Fees: The license fee varies by the age and value of the vehicle. In FY 2003, this tax was estimated at \$487 million.
- Motor Vehicle Sales Tax (MVST): MnDOT received 30% of the MVST funds generated by a 6.5% tax on the sale of motor vehicles. In FY 2003, the highway portion of this fund was estimated at \$195 million.

**Figure D-7
Major Minnesota Highway
Funding Sources**

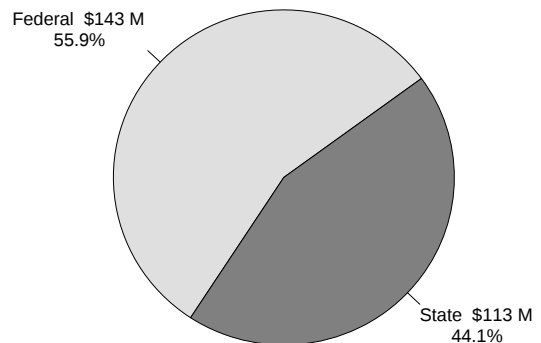


In FY 2003, these three revenue sources brought in \$1.324 billion statewide and 59% of these revenues, or \$780 million, were transferred to the Trunk Highway fund. In addition, \$340 million of federal grants and \$60 million from drivers license fees and other revenues were deposited in the Trunk Highway fund, generating \$1.18 billion. Of these funds, \$585 million was dedicated to trunk highway construction.

In 2003, the Legislature approved the Governor's proposed \$800 million statewide transportation financing package to accelerate construction of some key projects. Four major metro area construction projects were included in the package. The \$800 million was a combination of \$400 million in trunk highway bonds to be repaid from the trunk highway fund, and \$400 million in federal advance construction (AC) funds. These AC funds are to be repaid with future federal funds.

The MnDOT Metro District receives a portion of these funds for construction of highways in the Twin Cities region. In 2004, MnDOT's Metro District encumbered \$256 million for highway construction from the Trunk Highway fund. (Figure D-8)

Figure D-8
2004 MnDOT Metro District Highway Construction Program: \$256 M



Future Funding Levels

As discussed in Chapter 4 of the TPP, MnDOT's Metro District construction program is expected to grow to \$283.5 million per year as an average for the 2009-2030 period. This level of funding, which represents the Constrained Scenario, will allow all expansion projects in the 2001 Transportation Plan to be built by 2030 instead of 2025. Therefore, under this funding scenario, implementation of the overall plan will be delayed 5 years.

Under the Constrained +30% Scenario, total funds would grow by \$85 million per year and funds for expansion projects would grow from \$92 million per year to \$197 million per year. This more than doubling of the expansion capability would make it possible to build very badly needed projects much sooner and advance the implementation of the 2030 plan by almost seven years.

Higher funding levels would make it possible to accelerate the plan implementation even more.

In order to raise \$85 million per year, it would be necessary to increase significantly existing dedicated funding sources (i.e. gas tax, license fees and MVST) or to rely on a new funding source such as a portion of a regional sales tax.

Managing Projects, Scope, Cost and Revenue Sources

Over the life of this plan and as it is periodically revised, major projects evolve and move toward implementation. Procedures are needed to ensure the region's priorities can and will be implemented. Three problems have arisen in accomplishing this objective; not using High-Priority Funds for regional priorities, not maintaining project scopes that address the problems that they were intended to address, and not living within the allocated resources of cost estimates. These are discussed in detail below.

Use of HPP funds

Federal HPP funds are earmarked by Congress and have not always been assigned to the regions' top priorities. Because HPP funds, in this plan, are included in the revenue projections they should not be used for projects that are either not in the plan or are regional priorities. The Council has adopted the following procedures to manage HPP funds that come to the region and recommends MnDOT help implement them.

For MnDOT trunk highway system projects:

- HPP funds will only be spent on projects if they are identified in the current TPP and TSP.
- The state share of HPP projects identified in the 10-year work plan will be funded by MnDOT in the scheduled TIP or work plan year.
- All other funds to match HPP funding will be from non-MnDOT funding sources.
- If an agency wishes to advance projects that are not within the work plan using HPP funds, the state share of the project will be reimbursed by MnDOT in a year(s) beyond the work plan, but within the timeframe of the TPP/TSP. Should funding shortfalls cause prioritized projects to be delayed, such repayments will also be subject to delay. The Council will work with MnDOT to ensure all jurisdiction, if they wish, can participate under this provision.
- MnDOT's share of the project will only be to the investment level identified in the constrained TPP/TSP. Investments beyond the identified constrained investment level will be 100% local.
- The state share will be determined in accordance with current MnDOT cost-share policies.
- The region supports the use of HPP funds for design work on projects that are in the 10-year Work Plan or that are priorities to move into the 10-year Work Plan.
- In emergencies such as natural disasters or where a critical fracture bridge needs to be replaced, these policies and the priorities in the plan may need to be superseded.

For non-MnDOT (county/city) system projects:

- HPP funds may only be spent on projects on local elements of the regional transportation system if they are consistent with the constrained funding scenarios of the TPP/TSP.
- HPP funds spent on other local projects must be consistent with this plan and the applicable city and county comprehensive plans.
- All matching funds for HPP projects on the local system shall be from non-MnDOT sources.

Managing Project Scope and Cost

Federal rules require the TPP to be fiscally balanced. The Constrained Scenario is the adopted regional highway plan, which is fiscally balanced. The investment category and funding level for all metropolitan highways are recorded in Chapters 4 and 5 of the TPP. It is assumed that these investment levels will be respected as corridor studies are undertaken. Should the recommended investments for trunk highways exceed the cost estimate recorded in this plan by 20% or more, or if the recommended project scope does not reflect this plan, the project will need to be reviewed to determine whether the modified project should remain a regional priority.

The intent of the policy is to ensure the region is meeting federal rules but also to allow a regional discussion of the cost and benefits of these major projects as they move toward implementation. Projects evolve over time but they are generated from a regional needs analysis to address certain problems. This plan records a solution at a set cost and provides the appropriate allocation of state and regional resources relative to other regional needs. As the project moves from the later years of the plan to the 10-year Work Plan and finally to the TIP, the project scope and cost estimates change due to additional analyses. The following procedures recognize this evolution and provide opportunities to address these changes at various points in the project development process.

- As the TPP and TSP are revised on their regular schedules, each project scope and cost estimates are reviewed. Changes that occur in the project scope should reflect changing conditions in the region or the concept on which the project was based. A new expansion project added to the plan may go through a number of TPP and TSP revisions before it moves into MnDOT's 10-year Work Plan.
- A key decision point is when the project is ready to move into the 10-year highway work plan and the implementation work begins. At this time a check is required to determine whether this is an appropriate regional investment. The project scope must be examined to determine if it addresses the identified problem. Once the appropriate scope is determined, the cost estimate should be examined closely. With this information, the region should determine if this is an appropriate project to be a regional priority and move it into the 10-year Work Plan.
- From the time the project is included in the 10-year Work Plan, to the time it is included in the TIP, additional study takes place. A transportation corridor study is an example of such work. Alternative layouts for environmental evaluation are prepared. While many issues are examined, the emphasis is on project scope and impact versus cost. The affected jurisdiction should be aware that the region has certain expectations for the project, its cost, and its effectiveness. These need not be considered unchangeable but instead be viewed as part of the regional context in which the project functions. The regional perspective on the project may also change. Increasing scope and cost of the project may have a large impact on the ability of the region to implement other projects in the plan. The TSP and TPP revision process should be used to evaluate the consistency of the project scope and costs prior to being moved into the TIP.
- At the time the project (From Table 4-10 of the TPP) is ready to be put into the TIP, the project scope and cost will be closely reviewed. The TIP must be fiscally balanced as well as the plan. The project cost should be more accurate at this time. Right-of-way cost will be better defined. If the project exceeds 20% of the cost recorded in the plan (after being adjusted for inflation) or if the scope is inconsistent, the plan will need to be revised to reflect these changes or the project will need to be rescope or the cost reduced before it is added to the TIP. If the TIP revenue target is higher than the TPP for the same timeframe, no TPP revision is necessary.

Allocation of Capital Resources with Regional Capital Priorities

The level of capital resources expected to be available for investments in the region's transit and highway system over the next 22 years are shown in Table D-4.

Highway funds, expected to grow over and above inflation at a modest 0.8 percent annually, are shown in constant 2003 dollars. The \$283.5 million amount shown in the table is an annual average for the 2009-2030 period. This forecast includes Federal High Priority Project (HPP) funds earmarked by Congress that have historically been used on trunk highway projects

Table D-4
Estimate of Revenues Available for Capital Investments, 2009-2030 (in millions)

	Annual Allocation	2006 - 2020	2009-2030 Funding Level
<i>Historical Capital Funds for Highways</i>			
State Road Construction funds available to eight-county region according to Mn/DOT Office of Investment Management (OIM) (These include all federal and state funds spent by MnDOT or on MnDOT projects)	\$283.5		\$6237.0
Federal Funds allocated by the region for purposes other than Mn/DOT's projects according to Mn/DOT (OIM)	61.5		1353
Local funds to match federal funds based on \$50 federal funds (excluding TH funds)*	15.4		270.6
Reduction of funds to reflect seven-county region (reduction based on Mn/DOT formula for Chisago County)	(5.17)		(114)
Highway Total	\$355.43		\$7753.9
<i>Historical Capital Funds for Transit</i>			
Federal Transit Funds (Title III)			
Section 5307**Formula/Formula Fixed Guideway - Historic	33.0	505	740
Section 5309 Discretionary	10.0	150	220
CMAQ/STP	6.7	100	147
Section 5309 New Starts	17-35	252-553	369- 811
State Funds	4.5	68	100
Regional bonding	34.5	520	759
New Funding Source	55-75	830-1130	1217-1650
Transit Total	\$161-179	\$2425-3025	\$3345-4151
Highway and Transit Total	\$531-\$551		\$11,624-\$12,054
* STP Urban Guarantee, CMAQ, Enhancement, Bridge, Safety-Hazard Elimination, Rail Safety. ** Net grant amount being used for capital projects.			

Table D-5 shows the allocation of resources to major project and funding categories. These categories include funds specifically allocated to projects and funding levels that will be allocated through a variety of processes over the next 22 years.

The first category shows the funds committed to adequately meet the maintenance and life-cycle preservation of trunk highways in the metro region. The seven counties have a similar

funding commitment for “A” minor arterials under their jurisdiction. Those improvements are funded with county state aid and property tax levies.

The last funding category, “selected regional projects,” includes projects selected by a competitive regional process established by the TAB and the Council. This process semi-annually allocates the fund categories of Surface Transportation Program urban guarantee funds, Enhancement and Congestion Management/Air Quality funds. Project types include principal arterial/non-freeway, “A” minor arterials, transit, pedestrian, bicycle, transportation demand management, air quality, and historic and scenic enhancements to the transportation system. The TAB and the Council, in cooperation with MnDOT, select projects for safety-hazard elimination, rail safety and bridge safety.

MnDOT uses a number of methods to identify specific projects for funding. The bridge, pavement, safety and congestion management systems are the principal technical tools used for identifying preservation and management projects. (As noted above, specific projects have been identified for most of the management and expansion funds.) The region’s congestion management system plan is used as a tool to define criteria and projects in this process.

Table D-5
Transportation Policy Plan Financial Allocations, 2009-2030 (in millions)

Trunk Highway System-wide Life-Cycle Preservation	\$2,244
Trunk Highway System-wide Management	\$1,320
Trunk Highway Expansion Projects *	\$2,024
Transit Improvements (Title III Funds)	\$4,151
Enhancements (federally defined category) Regionally Selected	\$134
Congestion Management/Air Quality, Regionally Selected (less Transit)	\$281
Set Asides (right-of-way, supplemental agreements, cooperative agreements)	\$649
Selected Regional Projects (Reduced by \$165M for Mn/DOT Projects)	\$792.5
TOTAL:	\$11,595.5
* Includes cost of needed right-of-way.	

The comparison of the annual revenues available for the 2009-2030 period (as shown in Table D-4) to the average capital requirements (from Table D-5) illustrates that the constrained plan is in fiscal balance with reasonable expected resources. Major capacity expansions of the highway system were restricted to achieve this balance, but this does not mean that additional capacity is not needed throughout the region.

Unmet needs include, among others, projects to accommodate growth forecasted in the *Regional Framework*, transitway improvements, and expansion of the county and trunk highway "A" minor arterials.

Transportation Funding Issues

While the adequacy of funding resources remains the most significant problem for the region, there are other issues this plan addresses that need to be recognized.

- A new six-year federal Surface Transportation Act is expected to be adopted in late 2004 or 2005, determining the federal requirements and resources.
- The suballocation of funds to the eight MnDOT districts is being reexamined. All MnDOT districts are required to prepare plans by the end of the year. These activities could change the level of funds and funding procedures affecting the Metro District.
- Proposals on the state level call for significant increases in revenues. This plan attempts to position the region to be ready for a quick response to these initiatives, but a plan revision may be needed to properly address the changes.
- IRC planning, funding and implementation, an important state priority, presents challenges for the region. In many cases, the region could be required to make significant investments

when most of the benefits are realized by someone other than regional residents. Therefore, a state-wide initiative for establishing the IRC priorities may be more appropriately managed from MnDOT's Central Office rather than by individual districts.

Transportation Funding Principles

The following transportation funding principles should guide the allocation of transportation funds in a manner consistent with regional development and transportation policies. These principles are fully explained in Appendix L, along with funding options and criteria to evaluate funding sources.

1. Federal funds should be used to the maximum extent feasible to advance regional policies and priorities.
2. A local unit of government may advance the implementation of a project consistent with this guide, but no arrangements for payback of such funds by the state or region should be made.
3. The private sector should participate in funding transportation services or facilities that are required to serve one development or a select group of developments. All private sector cost sharing should be arranged through a local unit of government or other governmental body, including cities, counties, the University of Minnesota or state agencies.
4. Should the region determine that additional transportation funding is required in this area and generate such funding through regional revenue sources, MnDOT must ensure the appropriate amount of existing and future statewide revenues continue to be available to the region.
5. Transportation funding for the regional highway and transit systems, whether from federal, state or regional sources, should be allocated to priority projects that meet regional transportation needs rather than on a formula basis. The priority setting and funding allocation processes should be reexamined on a regular basis and responsive to changing needs.
6. The region, state, and various associations are pursuing additional revenue sources for transportation. Some nontraditional sources such as tolls are tied to specific corridors and facilities. The region supports these efforts, but they must follow adopted policies as would other transportation investments. The Council will assist these efforts and will allocate regional funds to advance the use of these new funding techniques as long as the projects are recognized in this plan or are consistent with the adopted policies and procedures of the region.

Criteria for Evaluating Revenue Sources

- Transportation funding should support a multimodal transportation system .
- Whenever possible, transportation funds should be generated by both users and those who benefit directly from the service or facility. However, the general public should pay for transportation services meeting the needs of those unable to pay for transportation services or where the general public receives a benefit from the service.
- New revenue sources should be analyzed using the economic criterion of "efficiency."
- The revenue source should support broad regional goals and policies.

- The revenue source should be predictable and not fluctuate significantly from year to year.
- The revenue source should be adequate to address regional transportation needs.
- The cost and ease of administration should be considered in evaluated funding source.
Funding sources should be evaluated on the amount and location of collection.